

















THE UNIVERSITY BUILDING





FROM  
**HULL, GRUMMOND & CO.**  
BINGHAMTON, N. Y.



BINGHAMTON STATE HOSPITAL.

*Photographed by J. E. Bookstar.*

# BINGHAMTON

## PAST AND PRESENT

ITS

COMMERCE, TRADE AND INDUSTRIES

DESCRIPTIVE AND HISTORICAL

Evening Herald Co.  
1894.

FROM  
HULL, GRUMMOND & CO.  
BINGHAMTON, N. Y.

PRESS OF  
THE EVENING HERALD CO.,  
BINGHAMTON, N. Y.

In the  
F. W. Putnam  
5 S. 10.

# CITY OF BINGHAMTON.

-56-

THE City of Binghamton bears the distinction of being the only city in the United States, as reported by the commercial agencies, to show an increase in bank clearings during the disastrous year of 1893 as compared with the preceding year. This indicates that its industries are uncommonly healthful and diversified. It also means that its business men are progressive, and that the city is unusually well situated to command the markets of the world.

The financial stringency of 1893 and the business stagnation which followed it had little if any effect on the commercial tone of the city. There was scarcely a perceptible diminution in the volume of trade

during the worst of the crisis; and this, it must be admitted, is pretty good proof of the solidity of its interests, and the intelligence and vigor of their management.

In the year 1786 a wealthy English resident of Philadelphia named William Bingham secured a patent granting him a large tract of land in Southern New York. It embraced the beautiful site now occupied by the city named in his honor at the confluence of the

Susquehanna and Chenango rivers. It was then a deep forest traversed only by Indian traders and hunters. The two streams, flowing swift and clear from their mountain sources, appealed to the business instinct of those hardy pioneers. They saw there was wealth in the splendid pines which skirted the waters, and that the result was that a permanent settlement was established at what was then known as "Chenango Point"

the following year.

The first settler in the future rich and prosperous city was Captain Joseph Leonard. He came from Wyoming, but was originally from Plymouth, Mass. Captain Leonard had a wife and two



BROOME COUNTY COURT HOUSE.

children, and settled near the present site of the County Poor house during the summer of 1787. A third child, Amasa Leonard, born soon after the family's location here, was the first white child born in Broome County. The advent of Captain Leonard was soon followed by the coming of Colonel William Rose, his brother and Amos Draper, this quartette forming the nucleus of what in a few years became a flourishing hamlet.

Other early residents were Joshua Whitney, (the father of General Joshua Whitney), General William Whitney, and Henry Green, all of whom still have descendants in this city.

Early records show that William Bingham was a liberal and just man. He authorized his agent to sell desirable parts of his grant at so reasonable a price and on such favorable terms that before the close of the year there were more than a dozen families upon it. He also conveyed to the county gratuitously a large tract for the court house, and another for a public school. In

addition to those already named who enjoyed the fruit of Mr. Bingham's generosity were Jessie Thayer, who lived at what is now the lower end of Front street; Peter and Thomas Ingersoll, who settled on what is now the Eldridge place near the

river in the fifth ward; Samuel Harding, who built on the East side of the Chenango; Captain John Sawtelle, a man named Butler and Solomon Moore. These were followed the next year by about twenty families, and the permanence of the place was fixed.

Thirteen years after the grant to Mr. Bingham a charter was obtained to build a bridge across the Chenango river. It was erected where the Court street bridge now stands, and this it was which drew the little settlement from its old site at the foot of Mount Prospect to the point of confluence of the two rivers.

The first house was built at what is still nearly the geographical center of the city—the corner of Court and Water streets. Before the close of the eighteenth century there was a snug cluster of homes established in Chenango Point, and it had become an important trading post. It was so isolated and so distant from any other settlement that intercourse was difficult. It naturally followed that the pioneers were not always well provided with food, although fish and game kept the wolf from the door at all seasons.

There is nothing of historical interest to relate of the early residents of the village. They were a thrifty people who pursued the even tenor of their way without causing a ripple on the surface of the social or political world. The most prominent person connected with the place for many years was Mr.



COURT STREET LOOKING WEST.

Bingham himself. He possessed immense wealth, owning a number of ships, and carried on a mercantile business which extended into nearly every part of the world. He married the daughter of Thomas M. Willing of Philadelphia, the first president of the United States bank. His two daughters married Henry and Alexander Baring, the eminent London bankers whose failure caused a sensation about two years ago. Mr. Bingham was a member of congress for some years. He died in London in 1804.

The first survey of the village was made in 1800

under the direction of Mr. Bingham, at which time the streets were regularly laid out. The first two streets were Court and Water, the latter running only from Court South to the Susquehanna river. Eight years later a resurvey was made by Roswell Marshall, but it was not until 1835 that a complete survey was made. According to its lines, which were laid out by William Wentz, the village was about two miles long East and West by nearly the same distance North and South.

The first stage line to run through the village was established in 1817 by Teter & Huntington, and ran from Owego to Newburgh. One year later a line was established to Ithaca, and in 1822 another to Geneva. John Willoughby of Oxford commenced running a stage line from that place to Binghamton about the same time, and in 1825 one was laid out to Utica. There was a line established to Montrose three years later connecting the enterprising settlement with every part of the compass, and adding greatly to its growth and prosperity.

The village of Binghamton was incorporated by an act of the Legislature on the third day of May, 1834. The corporate tract was divided into five wards. On the first Tuesday of the following June the people met and elected as Board of Trustees: Samuel Peterson, for the first ward; George Park, for the second; Stephen Weed, for the third; William Seymour, for the fourth, and William B. Doubleday, for the fifth. The Board elected the following officers: Daniel S. Dickinson, President; Erasmus D. Robinson, Clerk; Joseph S. Bosworth, Attorney; Julius Page, Treasurer, and Joseph Bartlett, Police Constable and Collector. Five Fire Wardens were also appointed; they were: Myron Merrill, George T. Ray, Levi Dimmock, Cary Murdock and Isaac Leavenworth.

A code of laws was adopted, and during the same month provision was made for forming two fire companies. About six hundred dollars was raised and a company organized in the Fall of 1836. It was composed of sixteen persons. A year later a second company was formed called "The Juveniles." It is worthy of note that the village even at that remote time made ample provision against the destruction of

life and property by fire, a spirit which has characterized its people at every stage of their advancement to the present.

In the same year that the village was incorporated there was begun the construction of the Chemung canal, an important waterway completed three years later, which connected this city with the Erie canal at Utica. This course gave the place a tremendous impetus. It virtually transformed it from a great lumber camp into a busy metropolis, the depot of supplies for a vast tract of territory stretching out on every side. The construction of the Erie railway was begun under unfavorable circumstances in 1840 and completed to Binghamton in 1848. The enterprising village bounded forward with renewed strength at this period, its enlarged commercial facilities and more evident natural advantages combining to bring it into prominent notice. The construction of the railway to Syracuse, another to Albany, and the Delaware and Lackawanna with its branches to Utica and into the great coal fields of Pennsylvania are projects of too recent date to require more than passing mention.

When the City of Binghamton was incorporated in 1867 it had attained a population of 11,000 persons. It was no longer a hamlet, but a city with beautiful streets, magnificent buildings teeming with an enterprising and happy people. The young giant had then outstripped every rival, and already gave abundant promise of the commanding eminence it has now gained. The first Mayor was Hon. Abel Bennett, a gentlemen whose name is permanently identified with the latter history and development of the city.

Before leaving this period of our narrative it may be well to speak of some of the more prominent institutions of Binghamton. The County Court House was built in 1857 by J. Stuart Wells at a cost of \$32,000. Several additions have since been made to it until it has become a massive and substantial structure worth many times its original cost. It is surrounded by a beautiful esplanade and occupies the summit of an eminence in the most central and prominent part of the city. The architecture is of the composite style. The front is a Grecian portico of massive pillars, and it is sur-

mounted by a magnificent dome capped by a majestic figure of Justice. The Court House grounds are enclosed on three sides by streets and towering business blocks. In the rear stands the County Clerk's Office and Jail.

One of the most imposing buildings in this or any other city is the State Asylum for the chronic insane. It was first designed as an asylum for inebriates by Dr. J. Edward Turner, an enthusiastic philanthropist who spent the best years of his busy life and a large fortune in the consummation of his plan for the cure of dipso-

mania, which he regarded as a disease. The corner stone was laid in 1858 under Masonic auspices, there being present an array of talent such as is rarely gathered together on any similar occasion. The speakers were Hon. Benjamin F.

Butler, Hon. John W. Francis, Hon. Edward Everett, Hon. Daniel S. Dickinson, Rev. Henry W. Bellows, John B. Lewis, Jr., and Alfred B. Street, Esq.

The hospital stands on a high plateau in full view of the city and is environed by about three hundred acres of well tilled land. The state has added cottages to the original group from time to time until there is now a group of handsome structures capable of accomodating fifteen hundred patients. Every provision is made for their comfort, the milder ones being given the benefit of out-door employment when the weather permits. The main structure is three hundred and sixty-five feet

long, three stories high, in the castellated Gothic style with great towers, turrets, buttresses, and is embattled on the top. Surrounded as it is with beautiful lawns, adorned with flowers of every variety indigenous to this zone, it presents a lovely prospect and is visited almost every day in the year by scores of admiring sight-seers.

Among other institutions may be mentioned two Orphan Asylums—the Susquehanna Valley and St. Mary's Homes, the latter a Roman Catholic institution. Both are excellently managed. The city contains seven-

teen public schools, a city hospital, thirty churches, a public library, eight banks, two theatres and other public institutions of which more will be said in its place.

The facts contained in the foregoing were obtained from



SWITCHBACK IN ROSS PARK.

the "Annals of Binghamton," a little work published by J. B. Wilkinson in 1840, and republished with notes and an appendix by Edward K. Clark, Esq., in 1872.

#### BINGHAMTON OF TO DAY.

It is conceded that no city in the United States is more pleasing to the eye than the City of Binghamton. Its streets are regularly laid out, wide, well shaded and well paved. There are more than one hundred miles of streets, and the city is singularly free from the un-



sightly quarters that disfigure so many municipalities. It is frequently a subject of remark that there is not a single disreputable locality within the city bounds, not one quarter where the wayfarer might fear for his life or property at any time of the day or night. The city's commercial blocks are of almost uniform beauty and solidity. Its residence property is modern in the main, and nearly every house has its shrub or flower-embellished yard. Evidences of thrift, prosperity and contentment are seen on every hand.

#### COMMERCE AND MANUFACTURE.

Binghamton to-day has a population of forty thousand people, and has doubled in population every decade since 1850. It is the government seat of Broome county, and is surrounded by a flourishing farming country on every side. Situated 859 feet above tide water, drained by two noble rivers, hemmed in by gently sloping hills covered by a lovely and diversified foliage, it is no wonder that those who once come here can never be persuaded to leave again. There is not a more healthful nor a more beautiful spot on earth, two qualities that have undoubtedly contributed their share to its marvelous advancement.

Being a large commercial and manufacturing center it is not necessary to say that the city's railway facilities are exceptional. Lines radiate to the North, East, South and West, rendering communication easy and cheap with all the great markets of the world. The New York, Lake Erie & Western, a great trunk line, affords means of transportation from the Atlantic seaboard to the limitless West, connecting the city with nearly every large city of the country. The Delaware, Lackawanna & Western penetrates the Southern coal fields and affords a competitive outlet to the West, thus assuring the lowest possible rates for shipping. This railway also has branches to Syracuse, Utica and Oswego. The Delaware & Hudson operates a line from Binghamton via Albany to Boston, these seven outlets giving freight and passenger facilities enjoyed by few inland places on the continent.

Binghamton is a city of important and varied manu-

facturing interests. It is one of the largest cigar making cities in the world, having at present seventy-four factories in operation with an annual product of more than 150,000,000 cigars. Over four thousand persons are employed in this branch of trade alone, the major part of them continuing at work all through the business depression of the preceding and present years. The quality of cigars turned out is such that they find a ready market wherever choice goods are appreciated. There is no city or village between the Atlantic and Pacific coasts where Binghamton cigars are not sold.

The city also takes first rank as a seed depot, in the manufacture of chairs, wagons, sleighs, carriage hardware, tanning, the manufacture of glass, hoes, electrical apparatus, blankets, buttons, scales, boots and shoes, clothing, furniture, doors and building materials. The annual report of the State Commissioner of Labor shows that 12,865 persons are employed, 8,816 of whom are males. It is a remarkable fact that the majority of Binghamton workmen own their homes, hundreds of pretty cottages along many of the finest streets attesting the thrift and prosperity of the laboring classes. As a matter of fact, Binghamton may be called the city of workingmen. It contains no drones, none of that class whose presence often is so blighting, the proprietors of large tracts of territory held for such increase of value as may follow the enterprise of adjacent landlords.

#### GOVERNMENTS AND VALUATIONS.

Until four years ago the city was divided into ten wards. According to an act of the Legislature the boundary lines were then largely extended, the city re-districted into thirteen wards and these sub-divided into thirty-four election districts. Each ward is represented in the Common Council by an Alderman, in the Board of County Legislators by one Supervisor. These are elected every two years. The Mayor also holds office two years. The city government further consists of a Health Board, a Fire, Police and School Boards. Politically the city swings to both extremes of the pendulum, it being alternately Republican and

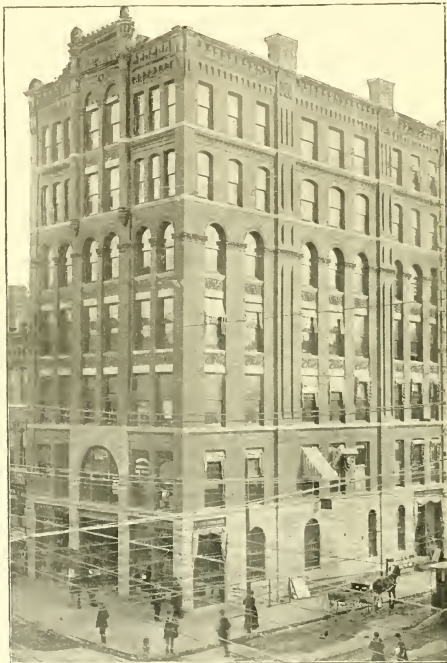
Democratic. A Board of Trade was organized in 1887, and now has about three hundred members. It has been instrumental in securing a number of important industries. Its membership embraces nearly every prominent business man, and all work with eye single to the upbuilding of the town whose collective advancement means also individual well-being.

By reason of its situation there is no doubt that the city is destined to become the metropolis of that extensive fertile territory stretching along the Southern border of the state from New York to Buffalo. Its rapid stride forward during the last thirty years may be taken as a sure indication of yet greater development to come. Its assessed valuation of real estate has increased enormously, now being more than \$18,000,000, which is only about one-half its real valuation. The assessed valuation of personal property is about \$2,500,000, making the total assessed valuation of property more than twenty millions. The municipal debt is very small, the city having always preferred the pay-as-you-go policy to bonded indebtedness. In 1893 it was \$326,500, carrying an annual interest charge of \$10,370. The tax rate is 15.39 per thousand of assessed valuation. While there are cities that can show a smaller tax rate, there are none in which taxation is less burdensome on account of the low estimat-

ed valuation placed upon property by the assessors.

It would be idle to dwell longer upon the many advantages presented by the city either as a home or place of business. They are manifold and conspicuous enough to attract a large influx of population annually. Seldom indeed does one voluntarily exchange a home

once gained here for a home elsewhere, and as for the loss of an industry the first has yet to be recorded. The healthfulness of its location, its superb school facilities, its numerous and beautiful churches, its spacious and cleanly streets, superior water system, sewerage, pavements, and above all, its enterprising and honorable business community combine to make it as nearly an ideal place for the enjoyment of life as this most favored of countries affords. Several of the features already referred to will be treated in greater detail in what follows. Allusion should also be made to the city's natural environment. Beautiful hillsides clothed with verdure, magnificent



ROSS BLOCK.

pine and chestnut forests, cultivated valleys and meadow lands conduce to its beauty, healthfulness and prosperity in a degree that few cities can boast.

#### STREET RAILWAY SYSTEM.

One of the institutions of the city of which every resident is justly proud is the Street Railway system.

*Erastus Ross, Pres't.*  
*D. S. Richards, Vice Pres't.*  
*Charles Davis, Vice Pres't.*



*Frederic E. Ross, Cashier.*  
*Clinton Ross, Asst. Cashier.*  
*G. W. Osteruder, Teller.*

# The Merchants Bank,

CAPITAL, \$100,000.

SURPLUS, 85,000.

Binghamton, N. Y.

Directors, . . . .

Erastus Ross,  
C. G. Armstrong,  
George Crayer,  
Frederic E. Ross.

Charles Davis,  
Clinton Ross,  
G. J. Babcock,  
J. S. Corbett,  
D. S. Richards.

Allen Earlow,  
W. H. Wilkinson,  
J. Stuart Wells,  
E. H. Nelson.

# ERASTUS ROSS & SONS,

  
  
BANKERS,  


Ross Building,

Binghamton, N. Y.



SAFE DEPOSIT VAULTS.

The various lines were operated by horses until 1888, since which time they have been gradually improved, extended and equipped by electricity until there are twenty-seven miles of track operated by the potent fluid. Franchises over all these streets are owned by the Binghamton Railway Company, a corporation chartered in 1892, in which were consolidated the six companies originally operating in the city. Its lines extend to Ross Park, Bennett Park, the State Hospital, the various Cemeteries, the Binghamton Exposition grounds and through every principal street and thoroughfare. The most costly rails have been laid, and the rolling stock is the best that modern inventive genius has produced. All the construction has been done in the most substantial manner. Heavy girder rails have been laid through the seven miles of paved streets now occu-

pled, and T rail of the best quality is used on the suburban lines. It is conceded by those conversant with railway construction that the roadbed of the Binghamton Railroad Company is without a superior in this or any country. Its promoters have built for all time to come.

The company owns one of the most thoroughly equipped power plants in the United States. It is pleasantly and conveniently located on the bank of the Chenango river not far from the business part of the city, and is fitted with every steam and electrical appliance that science has produced for the safe and economical oper-

ation of electric cars. The plant contains a maximum capacity of 1,400 horse power, comprising three Ball & Wood compound condensing engines, four Edison dynamos, latest improved slate back switch-board, ample boiler capacity, lathes, drills, etc., for the construction and repair of anything that may be desired. In close proximity to the power house are located commodious car and storage houses. The buildings are of brick and rest on a foundation of solid masonry. Binghamton was the first city in this state to adopt electricity as a motive power for street cars, and is today one of the foremost in everything that pertains to



STRONG BLOCK.

the improvement of the method. The company owns eighty cars, the most of which are of recent construction, and twenty-five complete double electrical car equipments, which will be increased as the growth of the system and development of the city may require. Through the enterprise of the Street Car Company, thousands of strangers are brought annually to Binghamton to picnic at Ross Park, which is a direct benefit to the business interests of the city. The perseverance and sound financing of the management have placed the affairs of the company on a firm financial footing, so that its securities are rated among the highest at home and abroad. The greater portion of the capital stock of the company is owned by citizens of Binghamton who are interested in the welfare of the city, assuring mutual co-operation and assistance in the advancement of

# STRONG & STRONG, BANKERS,

Strong Block,      Binghamton, N. Y.

Solicit the accounts of Banks, Bankers, Firms and Individuals.  
Make advances against Collaterals.  
Approved business paper discounted or received as security for loans.  
Buy and sell U. S. Bonds and Investment securities.  
Furnish Letters of Credit available in all parts of the world, and Domestic Travelers Letters  
of Credit in dollars, for use in this and adjacent countries.

## FOREIGN EXCHANGE.

We issue our own drafts in the currency of the country where payable on bankers  
of the best standing in all principal cities and towns in Europe.

### THE BINGHAMTON TRUST COMPANY,

Loans  
Money  
on  
Bond and Mortgage.

Pays  
Interest  
on  
Time Deposits.

OF BINGHAMTON, N. Y.

CAPITAL, \$400,000.

#### OFFICERS:

CHARLES J. KNAPP, PRESIDENT,  
H. H. CRARY, VICE-PRESIDENT,  
A. J. SCHLAGER, TREASURER,  
STODDARD HAMMOND, SECRETARY,  
JACOB WISER, CASHIER,  
W. J. WELSH, ATTORNEY.



Is Authorized by the State of New York and by all Courts  
to act as

RECEIVER,  
GUARDIAN,  
ADMINISTRATOR,  
EXECUTOR,  
TRUSTEE AND  
ASSIGNEE

both the city and street railroad system. The officers of the company are: G. T. Rogers, President; John Evans, First Vice-President; J. B. Landfield, Second Vice-President; C. O. Root, Secretary; John B. Rogers, Treasurer; J. P. E. Clark, General Manager. Under the energetic management of these gentlemen the roads have become prosperous and powerful. To the Vice-Presidents, Messrs. Evans and Landfield, is due the credit of coming forward with much needed assistance at a critical period in the financial history of the company, as they materially assisted in carrying into effect the present organization of the Binghamton Railroad Company. President Rogers has perfected the present organization. By his energy and perseverance he has accomplished the almost impossible task of conducting and financing



CHENANGO STREET FROM HENRY.

the affairs of the company through its long series of complications, bringing one by one the various lines of the city into the final consolidation, and giving to Binghamton its present efficient and complete street railway system. The efforts of the President are the more praiseworthy when it is taken into consideration that he was in the main dependent upon foreign capital, and that he succeeded in enlisting about three-quarters of a million dollars of New York capital in the project. Mr. Rogers has been ably assisted in directing the affairs of the company by J. B. Rogers, Treasurer, and C. O. Root, Secretary, who have shown marked ability

in the management of their department; also by J. P. E. Clark, the General Manager, who by his untiring efforts and desire to meet the wishes and demands of the traveling public has surrounded himself with a competent and obliging corps of employes, and made this one of the best managed street railway systems in the country, and one of the most prosperous institutions in the city. As a result of careful and prudent management and the effort made to afford the public efficient service, the Binghamton Railroad Company enjoy an extensive patronage. In addition to the reg-

ular daily travel, a vast number of pleasure riders are transported annually to the various pleasure resorts located on the different lines of the company, placing Binghamton in the foremost rank of street car cities. The most encourag-

ing feature to the investors in this enterprise is the fact that the business is constantly increasing each year.

#### THE FIRE DEPARTMENT.

The immunity which the city has long enjoyed from costly conflagrations is owing in great measure to the efficiency of its Fire Department. It is a volunteer department and is distributed so that it covers adequately not only the closely settled business and residence quarters but the remotest suburb as well. The sharp rivalry which exists among the various com-

# SUSQUEHANNA . . . . . . VALLEY BANK,

Phelps Bank Building, Binghamton, N. Y.

CAPITAL, \$100,000.



SURPLUS, \$40,000.

## OFFICERS.

J. W. MANIER, President.

J. B. WEED, Vice-President.

ARTHUR GRIFFIN, Cashier.

## DIRECTORS.

JAMES B. WEED.

FRANCIS A. PHILLIS.

ROBT. W. MANDER.

GEO. A. KENT.

ARTHUR GRIFFIN.

WILLIAM G. PHILLIP.

S. J. HIRSCHMANN.

JAMES W. MANIER.

ALONZO C. MATHEW.

CHARLES M. STONE.

GILMAN L. SUTTON, Esq.

JAMES M. STONE.

# The Security Mutual Life Association,

*Commenced Business January 31, 1887.*

HOME OFFICE.

NEW YORK OFFICE.

Binghamton, N. Y.



38 Park Row, Potter Building.

On the First of January, 1894, this Association stood as follows, to wit:

Insurance in Force,	- -	\$10,715,300.00
Accumulated Net Assets Over,	- -	250,000.00
Matured Death Claims,	- -	None

THE INSURANCE WRITTEN IN 1893 EXCEEDED THAT WRITTEN IN 1892 by 54 per cent. and was in amount \$4,894,300.00.

*The Association is doing business in the following States: New York, Massachusetts, Pennsylvania, Ohio, Michigan, Minnesota, North Dakota, Colorado, California, Missouri, West Virginia, Virginia, North Carolina, Alabama and District of Columbia.*

Reliable Agents and Managers Wanted.

ADDRESS, CHAS. M. TURNER,  
Secretary and General Manager.

BINGHAMTON, N. Y.

panies to respond first to alarms of fire assures such an alert and vigorous service that large losses have been comparatively rare, there not being on record a single instance of sweeping disaster such as have laid waste extensive tracts of territory in less ably protected cities. This gives property owners the benefit of the lowest possible terms that underwriters can make in the assumption of fire risks.

The department's history would not be complete without further reference to the formation of the pioneer companies, now more than sixty years ago. Provision for the organization of two hook and ladder companies was made as early as 1834, although no formal formation was effected until two years later, when pursuant to a petition submitted by ninety-one citizens the sum of six hundred dollars was raised for the purchase of a fire engine. About the same time a petition signed by sixteen persons was presented before the village trustees praying that they be formed into a fire company. The signers of this petition became the members of the pioneer fire brigade. They were the founders of a number of the most prominent families of the city as the following names will attest: William H. Pratt, Henry M. Collier, James Eldredge, George Congdon, James Smead, A. W. Martin, Peter Clew, Isaac Bartlett, Caleb Roberts, James Bigler, William Bigler, John Schofield, Isaac Bishop, Thomas Johnson, J. P. Sutton and D. Horton.

This, be it remembered, was in the earlier part of

1836. In August of the same year another body of young men petitioned the trustees for permission to form a second company to be known as "The Juvenile Fire Company." These young men were nearly all under twenty years of age, but there is documentary evidence to show that they were not wanting in time of need. Their names were Chas. L. Robinson, James H. Halstead, Evans M. Johnson, John H. Park, Albert C. Morgan, Russell B. Tripp, Chas. Rogers, Jacob Morris, Jr., John McNeil, Thomas G. Halstead, Frederick A. Morgan, Chas. Tupper, Chas. Cole, William Castle, George Dyer and William Abbott.



C. D. MIDDLEBROOK & CO.

Both of these young companies have passed out of existence, but they were the real progenitors of bodies which still live and are far more vigorous than when in the flush of youth nearly a half century ago.

The formation of the unorganized volunteer bodies of that early day into two officered companies took place in the latter part of 1836. They were Phoenix Company, No. 1, and Catawact Company, No. 2. Their formen were Chas. L. Robinson and Waring S. Weed, respectively. On July 21, 1837, there took place an election of officers for Phoenix company which resulted in the choice of M. S. Lewis as foreman; Abram DeWitt, Assistant Foreman; L. Sawtell, Second Assistant Foreman; Vincent Graves, Secretary, and Holbert Eldredge, Treasurer. The torch-bearers, then apparently an important feature of fire and parade service, were Manco C. Dickinson, Erastus Campbell and Phillip Harvey.



C. D. MIDDLEBROOK,  
R. R. GRISWOLD.

STATE STREET, Corner Lewis,  
BINGHAMTON, N. Y.

# C. D. Middlebrook & Co.,

DEALERS IN

Rough and Dressed Pine,

Hemlock and Whitewood Lumber,

LATH, SHINGLES,

Doors, Windows, Blinds and Mouldings,

HEMLOCK BOARDS AND BILT STUFF,

EAVES AND LADDERS.

---

A Large Line of Ready-Worked Lumber in All Grades.

---

Estimates and Quotations Promptly Furnished.

The signal of the company was carried by J. Farrell. In the absence of an engine house Phoenix company made its headquarters in Judge Robinson's barn on Washington street, while Cataracts kept their apparatus in a barn on Court street not far from the place where E. C. Delavan's hat store now stands. The last named company passed out of existence many years ago, but Phoenix still lives in Mechanics Hose Company, No. 6.

The city now contains six hose companies, one chemical engine company, two steamer companies and one hook and ladder company. The oldest of these, unchanged as to name etc., is Fountain Chemical company, No. 4, which venerable organization recently celebrated its fiftieth anniversary. It was first known as Fountain

Bucket company. Its apparatus was of the most primitive character, consisting merely of a wagon with poles and hooks along the side upon which were suspended buckets for carrying water.

In the Summer of 1858 it was resolved to form another fire company, the village having outgrown its old time service. Accordingly a portion of Fountain Bucket company withdrew from the parent body and formed what was for some years known as Lawyer Hose company, a name subsequently changed to Crystal Hose company, No. 1, which name it still bears. Mechanics, Fountains and Crystals are there-

fore the three oldest companies in the department. The city now contains the following organizations: Crystal Hose Co., No. 1. Alert Hose Co., No. 2. Protection Hose Co., No. 3. Fountain Chemical Co., No. 4. Independent Hose Co., No. 5. Mechanics Hose Co., No. 6. Rockbottom Hose Co., No. 7. Excelsior Hook & Ladder Co., No. 1.

The department is subject to the control of a Board of Commissioners composed of four persons. It is appointed and is supposed to be non-partisan. The Board at present is composed of Wm. F. Lentz, A.

D. Fancher, Joseph Gilbert and J. W. Lyon. Many of the best known citizens of Binghamton have officiated as chief engineers of the department. A list of them may not prove uninteresting. They are J. K. Rugg, H. M. Col-



ROSS PARK VIEW.

lier, Levi Dimmock, Levi Rexford, Geo. Bartlett, Tracy R. Morgan, Jacob Morris, F. A. Morgan, Abram DeWitt, Wm. S. Lawyer, E. R. Campbell, Edward Roberts, H. G. Blanding, S. B. Drass, James W. Lyon, William F. Lentz, Albert Lockwood, Jerome DeWitt, F. W. Lovelace, Dan S. Burr, Loring S. Harding, John Morrisey, Frank Stewart, Fred Welch, Frank B. Newell, I. W. Butler and Chas. Hogg. The worth and standing of these gentlemen is an index of the regard in which connection with the fire service in this city is held. There is also an Ex-empt Firemen's Association connected with the de-

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partment. The active service embraces not less than six hundred members, and its apparatus is of the best that can be obtained. Crystal Hose Co., No. 1, is equipped with a hose wagon and team; Alerts have a hose cart and team; Protections the same; Fountains possess a chemical engine of 60 gallon capacity; Independents a wagon and single horse; Mechanics the same; Rockbottoms a cart and team. Excelsior Hook & Ladder Co. recently purchased a Hayes truck and extension ladder and team with which excellent service has been done on several occasions. The steamers are of the Silsby and LaFrance makes and are called respectively "The City of Binghamton," and "Bennett," the latter in honor of Hon. Abel Bennett, the city's first Mayor.

By an act of the Legislature adopted March 1st of the present year, the department officers are made permanent. They are as follows: Chas. N. Hogg, Chief Engineer; James Eldredge, First Assistant; Albert Lyon, Second Assistant; Timothy J. McNamara, Fire Marshall. There is also a Fireman's Board consisting of the chief and his assistants, a secretary and treasurer and the foreman of each company. Its chief office is the guardianship of a fund made up by the various underwriters doing fire insurance business in this state, and is for the benefit of indigent firemen.

The fire alarm system is the latest improved Gamewell. It is proposed to buy another alarm bell which will be hung in a tower on the proposed new central fire station.

The department also owns a lot in Spring Forest cemetery for the repose of such deceased members as may not have friends to take charge of them. It contains a handsome granite monument, surmounted by a marble figure symbolical of fire department work.

Three years ago Mr. John B. Simpson presented the department with a gold medal to be given on each annual parade day to the member of the department who, during the year, had performed the most heroic act. At the last annual parade it was given for the first time to Mr. George Allen, of Mechanics Hose Company, for rescuing the Heim family from the O'Neil block on Washington street. There were several others credited with brave performances, but Mr. Allen's was adjudged most deserving of the prize.

Occasionally there is talk of changing the volunteer to a paid department. It does not, however, strike the public favorably, as the present system is much the more economical, and on the score of efficiency it is unsurpassed.



BUNDY MANUFACTURING CO'S FACTORY.

#### A CITY OF CHURCHES.

Binghamton contains many beautiful edifices dedicated to worship of the Supreme Being, and the various denominations and creeds have ever worked together in harmony. There are thirty-two churches, many of which represent the investment of large sums of money. Their influence is manifest in the

sobriety and morality that pervade social circles.

History gives to the Baptist denomination the honor of seniority in the establishment of a local place of worship. A Baptist clergyman named Howe settled in Chenango Point about the year 1790 and conducted religious service in a desultory way for about four years near the foot of Mount Prospect. He was succeeded by Elder Fiske, but the society continued to decrease in number until 1809 when it passed out of existence.

About the year 1798 a Dutch Reformed minister named Manly established a society in the young settlement. It flourished for a few years then united with a little Presbyterian circle, but prosperity did not im-

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mediately follow. In the language of the early historian: "As the population increased, morals degenerated. Hunting, with other idle and dissolute means of passing the Sabbath became prevalent. Intemperance crept in and prevailed the more when men could meet together in considerable numbers. And as men became more numerous they became more selfish, the bitter fruits of which became more and more apparent and felt. Society became divided into distinct

classes; trifling distinctions were made among its members calculated only to foster the pride of some and the mortification or chagrin and hatred of others. The charm of fellow-feeling that bound them formerly together was now broken. If the lament of our chron-

icler is understood it means that the early Binghamtonians did not grow in grace as they grew in numbers. As the sun of prosperity grew brighter their moral condition grew darker until about the close of the eighteenth century when the struggling christian society of something like a dozen souls was no more.

#### PROTESTANT EPISCOPAL.

The next church organization was of the Protestant Episcopal denomination, and was founded on the 19th of September, 1810, the Rev. Daniel Nash, chairman.

It was called St. Ann's church and was dissolved in 1816, a new society being organized in its stead with Hon. Tracy Robinson, chairman. The first edifice was dedicated by Bishop Hobart on November 20, 1818, and was called Christ church. This building was sold to the Methodists in 1822 and a new one erected. It stood on the site of Christ church at the corner of Washington and Henry streets, and gave place to the present edifice in 1854. The first wardens

were Samuel McNeil and Selah Squires; Vestrymen, Elias B. Miller, Tracy Robinson, Lewis Squires, Mason Whiting, John A. Collier, John Stone, Rufus Park and Thomas B. Waterman. A gentleman named Keeler, who subsequently removed to Harpersville, was the first pastor.



HULL, GRUMMOND & CO'S CIGAR FACTORY.

There is a burial ground still connected with the church in which repose some of the earlier settlers of the place. The first person interred was Mrs. Bird-sall, a sister of Mrs. John A. Collier and of Mrs. Thomas Evans. The present Episcopal church edifice cost originally about \$35,000, but the property is now worth more than four times that sum. There are now three Protestant Episcopal churches in the city—Christ's, Trinity and the Good Shepherd, embracing about 1,000 communicants.

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## PRESBYTERIAN.

The Presbyterian church society experienced a revival about the year 1817 under the ministration of a zealous christian gentleman named Niles who came here from New Lebanon. An organization of the church was effected in that year by the Rev. Ebenezer Kingsbury, of Harford, Pa., and Rev. Joseph Wood, of Windsor, N. Y. The society comprised about twenty members, of whom only three were men, the remaining seventeen being ladies. The men were: Jesse Hinds, Jonathon Ogden and John McKinney.

Two deacons were elected, Mr. McKinney and Deacon Samuel Stow, who joined a few days after the organization of the society. Mr. Niles was ordained and installed as pastor. A little Sunday school was instituted before the

close of the year. The church flourished healthily from its inception, and soon became an influential and thoroughly self-sustaining body. It became too large for the enfeebled pastor about 1827 whereupon the Rev. Peter Lockwood was called to assist him. Mr. Niles passed away in 1828 and was succeeded by Mr. Lockwood, who continued in charge until 1833. There was no regular pastor then for about three years when a call was extended to Rev. John A. Nash, and he was succeeded in 1838 by Rev. David D. Gregory. The first Presbyterian church edifice was dedicated in 1819 or 1820 on the site of the present

church on Chenango street. The form of worship until that time had been the Dutch Reformed, a closely allied creed. At a meeting in June, 1820, it was voted to adopt the Directory of the Presbyterian church, and this was done in April of the year following.

The society outgrew its home, and in January, 1860, it was voted to build a new church. It was of brick and was capable of seating 1,200 persons. Scarcely was it completed in 1862 when it caught fire and was destroyed, to be replaced by the magnificent edifice

now standing on the beautiful old site on Chenango street. Its pastor is the Rev. Dr. Nichols, whose salary is \$6,000, is the largest paid to any clergyman in the city. The church society numbers many of the wealthiest families in Bingham-



WASHINGTON STREET FROM HENRY.

ton. There are at present about 5,000 Presbyterians in the city allied with seven churches, the First, North, West, Ross Memorial, Floral Avenue, Broad Avenue and Emanuel.

## METHODIST EPISCOPAL.

In 1817 the first Methodist Episcopal church was organized by the Rev. Ebenezer Doolittle, consisting at first merely of a class, visited more or less regularly by circuit preachers. In 1832 Binghamton was made a separate charge and became what was called a "station," the village itself being the center of a circle having a radius of some eight or ten miles. The



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Treas.

church was located on Henry street. A second society was formed in 1851 as an auxiliary to the Henry street church, but it grew so rapidly that in less than ten years it outnumbered the parent society. Its place of worship was at the corner of Court and Carroll streets. This house was originally built by a body of dissenters from the M. E. church who called themselves "Protestant Methodists," but who failing to succeed in their project of founding a new church sold out to the offshoot from the Henry street society.

In 1865, the centenary year of the M. E. church in this country, the two Methodist societies united, forming what was called the "Methodist Church of Binghamton," with Rev. D. W. Bristol as pastor. The joint society numbered about four hundred members. Mr. Bristol was an energetic pastor, and immediately set about to provide his flock with a suitable place of worship, the result of his labor being the erection, within three years

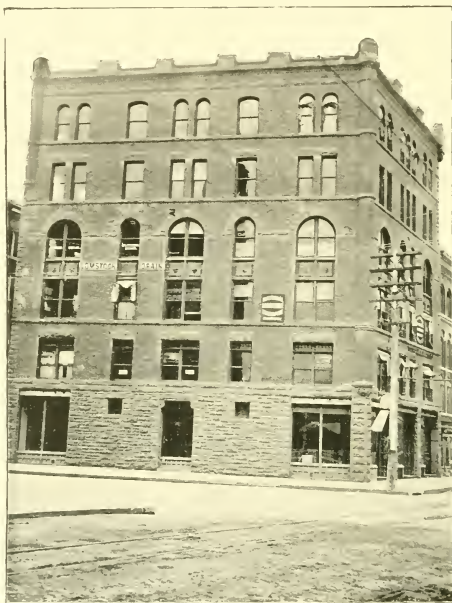
after the beginning of his pastorate, of the splendid edifice now standing at the corner of Court and Centenary streets and called Centenary Church. This edifice cost \$65,000, and is now valued at \$150,000.

The Methodist denomination is one of the strongest in point of membership and number of churches in the city. It possesses eight societies as follows: the Centenary, the Tabernacle, High Street, Chenango Street,

Clinton Street, Free Methodist, Zion and St. Paul's, the last two named being African.

#### BAPTIST.

The Baptists instituted a feeble church society some years prior to the close of the last century, but it passed away in a very brief time. The present church was organized in 1829, following a revival under the direction of an itinerate preacher named Frederick, who was also for a time pastor of a Baptist church at Great Bend, Pa. As seemed to be the rule in those days the women largely outnumbered the men in religious work, the first Baptist society being composed of but four men and twenty of the weaker sex. John Congdon, Jr. and Reuben Starkweather were appointed deacons and held office for many years. Elder Frederick gave satisfactory service and was called to the pulpit of the young church in 1831. Mr. Frederic was succeeded by Elders Corwin and Henry Robertson. In 1837 a



ACKERMAN BLOCK.

mighty religious revival spread over this part of the country under the ministration of an evangelist named Jacob Knapp, and the Baptist church received numerous accessions. It continued to grow rapidly until 1869 when it was resolved to erect a building more suitable to its needs than the old edifice. Subscriptions were generously given, and ground was broken on April 21, 1870, for what was then to be the largest

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See Opposite Page.

church in the city. It was completed in 1871 and dedicated in 1872 (March 5.) The building was erected on Chenango street and was a fine example of Romanesque architecture, costing \$78,000. Its destruction by fire in the winter of 1893, and the immediate erection of the present beautiful structure are matters of public knowledge. In addition to the First church there are three Baptist churches in the city. They are the Memorial, the Conklin Avenue and Park Avenue churches. The Baptist denomination is one of the most progressive in the city.

#### ROMAN CATHOLIC.

Roman Catholicism established itself in Binghamton in 1838. Some work was done anterior to that time, but it was not until then that a house of worship was formally dedicated. It was situated on Leroy street on the site now occupied by St. Patrick's church. The Right Reverend Bishop Hughes officiated at the dedicatory service, and occasionally thereafter until 1847, when the late Rev. James F. Hourigan was installed as pastor, and continued in the service until his death nearly half a century after. The present edifice was built in 1869 and cost \$125,000. There are now two Catholic churches in the city—St. Patrick's, presided over by Rev. John T. McDonald, and St. Mary's, under the pastorate of Rev. Father Hughes. The Catholics also have a convent, orphan's home and parochial school, and own city property valued at over half a million dollars. St. Mary's parish is building a fine and costly church edifice at the corner of Court and Fayette

streets. It will be finished before the close of the year. There are not less than 8,000 Catholics in the city.

#### CONGREGATIONAL.

This denomination, an offshoot from the Presbyterian church, was organized in 1836 with but eighteen members. Formal institution over, the little society called Rev. John Starkweather to the pulpit and built a house the succeeding year. The Congregationalists now have two churches—the First at the corner of Front and Main streets, the other, Plymouth church, on Lydia street. The societies number several thousand persons.

#### OTHER DENOMINATIONS.

The Universalists first appeared in local history in 1838. They have recently built a handsome little church on Exchange street and number about two hundred people.

The Christians have two places of worship, the Emanuel church of the Evangelical Association one, the Lutherans one, and there are besides two Young Men's Christian Associations, a Rescue Mission and a Salvation Army.



H. A. GOFF & CO'S FACTORY.

On the whole it may be said that the spiritual needs of the city are amply provided for. The several denominations frequently interchange pastors, denoting a commendable liberality and breadth of spiritual vision.

#### SUPERB SCHOOL PRIVILEGES.

The writer who sang "of the glory that was Greece and the grandeur that was Rome" sang of Athenian

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D. H. SMITH

heroism, spartan courage and the Roman's prowess in arms. The glory and the grandeur of ancient races were their conquests in battle. The glory and the grandeur of civilized modern people are their schools—those lofty temples in which the young idea is taught to shoot aright. Of these Binghamton has many and the best. Nearly \$100,000 is appropriated annually for the support of the local public schools. They are in truth the glory and grandeur of the city, contributing in a very sensible degree to its intelligent and upright citizenship.

The power to establish and maintain free graded schools was conferred upon the city by an act of the Legislature in 1861. The system was immediately put in operation under the supervision of David H. Cruttenden, an experienced teacher of very pronounced ability. Mr. Cruttenden resigned in 1864 and was succeeded by H. T. Funnell, who was in turn succeeded by Prof. Geo. Jackson, next following Prof. Norman F. Wright, Geo. L. Farnham, Esq., and M. W. Scott, the last named now occupying the office. Prof. Farnham furnished the plans for the Central High school, which was erected in 1872 at a cost of \$100,000. Since that time there have been built many magnificent ward schools in which there are registered an annual average attendance of nearly 6,000 pupils, presided over by 143 teachers, not including many special instructors in music, painting, drawing, etc.

As nothing more unerringly indicates municipal growth than the ratio of increase in school attendance,

the following figures must be interesting and significant: total school registration in 1880 was 2,687 pupils; number of teachers employed, 58. In 1890, the total registration was 4,321, a gain of 60.81 per cent; number of teachers employed, 121. In 1893, the total registration of pupils was 5,795, a gain of 34.11 per cent. over 1890; number of teachers employed, 143. The enrollment during the last school year was as follows:

1st Grade..	1,785	7th Grade...	320
2nd Grade..	718	8th Grade...	281
3rd Grade..	699	9th Grade...	197
4th Grade..	667	10th Grade..	168
5th Grade..	479	11th Grade..	61
6th Grade..	429	12th Grade..	42

About \$12,000.00 has been expended during the last year for a site and new school building at Fairview, and a site has been purchased on Jarvis street, upon which it is proposed to erect a suitable school building at once. The policy of the Board of Education has been not to erect new buildings faster than actually required. The total amount received during the year was \$102,432.38; expended, \$101,817.44. The city owns fifteen schools valued as follows:

Buildings .....	\$254,200.00
Sites .....	70,000.00
Furniture, including Laboratory at High school	20,000.00
City school library (8,000 vols.) .....	10,925.00

Total value of school property.....\$355,125.00



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There are also a number of private schools, notably the Lady Jane Grey school for misses, and St. Joseph's Academy, a Catholic institution established in 1862 and conducted by the Sisters of St. Joseph. Two commercial colleges afford facilities for obtaining a business education. It may be said, therefore, absolutely without exaggeration, that Binghamton is superbly equipped to direct the young in paths of learning, this appealing with special force to those who have

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children to educate. It is a fact that many well-to-do families have removed to this city with no other purpose in view than to surround their children with good social influences and to give them the advantage of superior school facilities. The city's intellectual and moral being are further nourished by a University Extension Center well supported.

#### CHRISTIAN ASSOCIATIONS.

The Young Men's Christian Association, founded in 1852, occupies spacious rooms on Court street and sustain a free reading room containing the best literary journals and magazines of the day. A gymnasium under the direction of a professional instructor, Bible study, educational classes and a boys' department, are features. "The Library Association of Binghamton," by far the largest circulating library in this section of the state, is sheltered there. Connected with this Association is a Young Ladies' Auxiliary.

The Railroad Y. M. C. A. was organized in 1888, and is composed of a large and intelligent membership, employed on or about railroads. It maintains bath, wash-rooms, reading rooms and library. The railroads contribute \$1,200 a year to its support, and the balance is supplied by annual membership dues of \$2.00. A fine property on Lewis street is owned by the association.

The Young Women's Christian Association is a flourishing institution, conducted by and for young women.

The physical department conducts classes in physical culture, covering Delsarte work, etc. Educational classes designed to meet the needs of all young women, teaching sewing, cooking, English literature, etc., a well selected library, luncheon rooms for free use of girls, lectures, musicales and socials are among the prominent features.



CONGREGATIONAL CHURCH.

#### NEWSPAPERS.

Mr. Chauncy Morgan was the first person to "fill a long felt want" in Broome county. He founded the *Broome County Patriot* some time in 1811. A journal called the *American Farmer* was circulated in Binghamton prior to that date, but it was printed in Old Chenango and Owego, at the former place by Daniel Cruger, and at the latter by Stephen Mack, who afterwards became judge of the county. The *Patriot* experienced the usual unhappy vicissitudes of journalism in primitive communities, successively passing into the possession of Reuben S. Close and Dr. Ely, and ultimately into the hands of Dr. Robinson. He changed its name to the

*Phoenix* and issued it in an enlarged and improved form. The enterprising editor continued at the helm until 1818, in the meantime associating with himself as partner the gifted Major Augustus Morgan. In 1818 he sold his interest to Anson M. Howard.

During the same year a rival paper was started by Abraham Burrill called the *Republican-Herald*. It espoused the anti-Clinton side of the political question



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
**Walt. Whitman**

AND

**TROPHY**

**CIGARS.**

The WALT. WHITMAN still holds good its reputation of being one of the best 10c. Cigars manufactured in Binghamton.

 The TROPHY, my leading 5c. Goods, recently placed upon the market, is pronounced by the smoking public to be a genuine 10c smoke for FIVE CENTS.

When you want to Smoke,  
Try these Brands.

of that day, an acrimonious controversy immediately following which endured about two years. Mr. Burrill lost some money in his venture and sold out to Dorephus Abbey. He was not more successful than his predecessor, the paper changing hands several times during the following few years. Mr. Abbey became involved with a number of Canadian patriots in 1839 and was hanged at Kingston. Both the *Phoenix* and the *Republican-Herald* failed before 1825.

In 1823 Major Morgan purchased a new outfit of type, press, etc., and began the publication of the *Broome County Republican*, a journal which is still issued as the weekly edition of the *Daily Republican*. It proved a losing investment. A year later Mr. Morgan took in to partnership Abiel C. Canoll, the firm continuing until 1828 when Mr.



ROSS PARK VIEW.

Morgan sold out to Thomas Collier. The paper changed hands not less than eight times during the next twenty years. In 1848 while under the ownership of Messrs. Stuart & Evans, a daily called the *Iris* was issued, but the name was soon changed to the *Republican*.

A little journal called the *Broome County Courier* was started in 1831 by J. R. Orton and was successfully conducted as an administration organ until 1837 when it was sold to Messrs. Sheldon and Marble. The usual ups and downs followed. The paper was discontinued for a time after being burned out in 1838. It was the parent of the present *Binghamton Democrat*.

A literary semi-monthly periodical called the *Iris*

was founded in 1842 by C. P. Cook. It successively became a weekly, and after its union in 1853 with the *Broome Republican*, a daily. In 1853 its name was discontinued, it being known thereafter as the *Daily Republican*. Five years prior to this time the *Evening Express* had been issued from the same office. William Stuart, Esq., published the consolidated journals as the *Daily* and *Broome Republican* until 1864, when they passed into the hands of Carl Bros. & Taylor. In 1867 Messrs. Malette & Reid became proprietors of the daily and weekly, and the journals are now published by the Binghamton Publishing Com-

pany. Other newspaper ventures merged into the *Republican* were the *Susquehanna Journal*, founded by Rev. Wm. H. Pearne in 1852, and the *Binghamton Standard*, founded in 1853 by J.

Van Valkenberg. Both were of brief duration.

The *Binghamton Democrat*, as previously noted, is the lineal descendant of the *Broome County Courier*. It changed its name and ownership several times before 1847 when it became the *Binghamton Courier*, and was published by J. L. Burtis. He sold out to J. T. Brodtt, and he to Hon. John R. Dickinson in 1859, after which it was published as the *Democrat*. In 1855 it was sold to W. S. Lawyer in part, and two years later Messrs. Lawyer & Adams assumed full proprietorship. Mr. Adams died in 1860, and Geo. Bartlett became its editor until the breaking out of the rebellion, Hallam Eldredge succeeding him. In 1871

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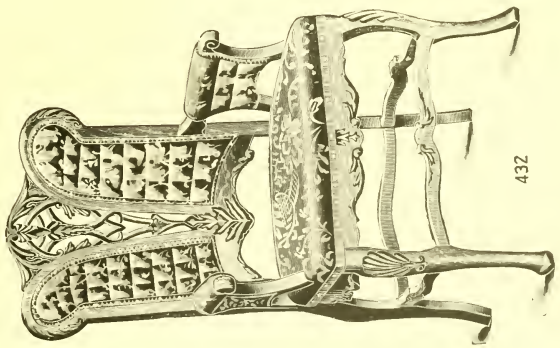
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—MANUFACTURERS OF—

# \* ANTIQUE AND FANCY CHAIRS. \*

William S. and Geo. L. Lawyer became owners of the daily and weekly editions, and are still in the harness.

A daily called the *Binghamton Times* was established by C. B. Gould in 1863 and placed under the energetic editorial management of Edward K. Clark, Esq. There were already two dailies in the field, the result being a loss of several thousands of dollars during its career of less than two years. It was discontinued in August, 1864. The *Times* was revived as a weekly in 1871, changed into a daily under the management of Messrs. Purdy and Cronin, and then merged into the *Republican*. The second career of the *Times* was even more disastrous than the first.

The *Latest Morning News* founded by Wales & Mantz, ran a short time after 1880.

The *Binghamton Leader* was founded in 1869 by James F. and Abram W.

Carl. The former withdrew from the firm some time afterward and the paper was published by the younger brother until his death six years ago. It was subsequently purchased of Mrs. Carl by Geo. F. O'Neil, by whom it is published at present.

The *Binghamton Evening Herald*, the fourth of the quartette of existing local dailies, was founded in February, 1889, by Messrs. Bogert and Briggs, the latter an Elmira gentleman of considerable newspaper experience. It proved to be an unprofitable enterprise and was sold to H. A. Stanley and Chas. H. Turner, the

former being business manager, and the latter managing editor of the *Republican*, in September of the year of its birth. These gentlemen brought energy and experience into the tottering concern, and succeeded, after nearly a year of unremitting labor, in placing it upon a paying basis. It was enlarged from time to time, a prosperous weekly was established and the papers to-day are two of the most influential in the city. Mr. Turner disposed of the greater part of his interest to his partner and others in August, 1893, the Evening Herald Co., then being made a corporate concern.

The city also has had several prohibition and trade papers, and now contains in addition to the dailies mentioned with their attendant weeklys, a Saturday and a Sunday journal. The former, the *Call*, was founded by J. W. Hagar and E. H.

Freeman, and is at present published by P. P. Rogers, Esq., and Arthur W. Dibble. The *Message* (Sunday) was founded by O. J. Coughlin, about a year ago. Both are newsy and apparently prosperous.



CHRIST CHURCH.

#### CITY WATER WORKS.

The city is peculiarly fortunate in the possession of one of the most valuable water systems in the country—a system so ably managed and so profitable that no cost is entailed on the tax payers by the annual exten-



sion of mains into remote and newly peopled districts. Three things are essential to the health and happiness of a community—good water, good sewers and good streets, by no means the least of these being good water cheaply and plentifully provided. This Binghamton has. Statistics from many places show that the cost of water for domestic and other purposes is lower in Binghamton than in any other native city of equal size, and less than half the cost of the commodity in many cities which are served by private individuals or corporations. Indeed, the cost for family use is so small that it can scarcely be regarded as a serious item of expense.

The Binghamton water works system was established by an act of the Legislature in May, 1867, and placed under the control of five commissioners. Gen. Edward F. Jones served but one month.

The other four commissioners were J. Stuart Wells, Frederick Lewis, Wm. A. Pope and Wm. E. Taylor. This board conducted the affairs of the department so well that it became a profitable investment from the first. Other commissioners have been S. C. Hitchcock, John Evans, Harper Dusenbury, Abel Bennett, J. B. Weed, John Anderson, Geo. W. Lester, Duncan R. Grant, Jefferson Kingman, John Bayless, Wm. Shanley and Stoddard Hammond. The last named five are serving at the present time. Mr. Grant is

president of the board and has been in office since 1883.

The actual value of the water works system is now upwards of \$1,500,000. It has a bonded debt of \$170,500, an annual income from rents, frontage taxes and other sources of nearly \$80,000, has money at interest and is therefore more than self-sustaining. It owns one Gaskill four-cylinder, compound, condensing engine with a capacity of 12,000,000 gallons daily, and one Holly quadruple engine with a capacity of 6,000,000 gallons. The water is drawn from huge

wells and from the Susquehanna river, a cold, clear stream having its source in Otsego lake. More than one and one-half billion gallons are pumped yearly, an average of something like five million gallons daily. This suffices for domestic, manufacturing, street, fire and all other purposes, and leaves a reserve



MAIN STREET FROM COURT STREET BRIDGE.

capacity more than adequate to meet the utmost possible growth during the next several decades. The larger of the two engines cost \$42,000 and was paid for out of the net earnings of the plant.

The report of the Board of Water Commissioners for 1893 shows that the year's receipts were \$77,342.05, the year's expenditures (including cost of over four miles of new mains, etc.) \$63,177.20. The yearly rate was reduced in April of the preceding year from \$5 to \$4, entailing a reduction of income of about \$5,000.

STAR CHAIR CO., BINGHAMTON, N. Y.

Fancy OAK and  
MAHOAGANY ROCKERS

Upholstered in Plush

Tapestry and

Brocatelle

Fancy DINING CHAIRS

in Leather and

Cane Seat.



Fancy RECEPTION  
Chairs, SPLINT and  
CANE Goods of all  
Kinds.

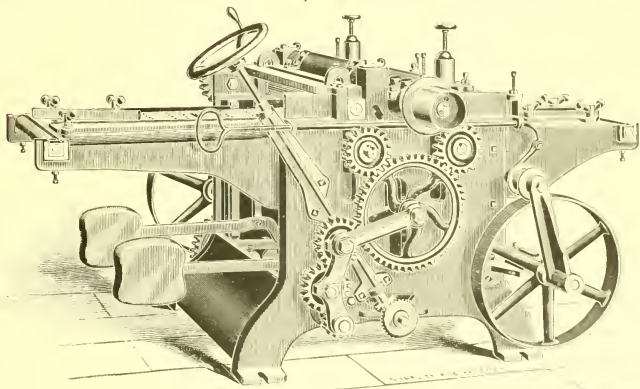
Children's Rockers  
in Plush and Carpets  
Camp Stools and  
Folding Chairs.

PORCH

ROCKERS  
OF ALL KINDS.

W. A. HEATH & SON, MANUFACTURERS AND DEALERS IN ALL KINDS OF WOOD-WORKING MACHINERY.

First Class Foundry in Connection



Special Attention to Jobbing of all Descriptions.  
Special Machines Made for Any Purpose to Order.

Factory at Lestershire on D., L. & W. R. R. We Solicit a Portion of Your Trade.

The following statistics are taken from the secretary's report for 1893, and shows the condition of the board's financial affairs at this time to be exceedingly healthful :

Received from water rents.....	\$45,874 16
Received from water rents by meter.....	20,868 83
Received from frontage tax.....	5,429 70
Received from percentage.....	201 33
Received from sprinkling wagons.....	100 00
Received from putting in service pipe.....	2,787 00
Received from sale of materials.....	625 22
Received from sale of meters.....	184 50
Received for water for builders' use.....	874 29
Received for rent of house.....	300 06
Cash on hand Jan. 1, 1893.....	15,934 49
	\$93,276 54

EXPENDITURES.

Superintendence and office.....	\$4,410 81
Pumping service.....	9,448 34
Maintenance.....	4,805 17
Construction.....	26,417 50
Service and material.....	5,037 68
Meters purchased.....	1,007 30
Water rents refunded.....	171 91
Bonds paid.....	1,500 00
Interest on bonds.....	6,684 00
Buildings and grounds.....	3,634 67
Total paid out during 1893.....	\$63,127 20

Cash on hand in bank.....	\$15,149 34
Cash on hand (special deposit 3 3/4 in bank).....	5,000 00—\$30,149 34
	\$93,276 54

Mains were extended during the year 22,616 feet, at a cost of \$21,155.38, this being nearly the customary extension for several years past. Forty-five new hydrants were put in, making 469 now in use. Water for these hydrants for street sprinkling and other municipal uses cost the tax-payers nothing. If furnished by private corporation it would cost at least \$25,000, this proving conclusively the wisdom of the municipal ownership of franchises. There were pumped during the year, to be exact, 1,644,437,342 gallons of water, an increase over 1892 of 270,196,520 gallons, and an average for each twenty-four hours of 4,505,308 gallons. The large increase of water pumped over 1892 was largely owing to the severely cold weather. Many days there were over a million gallons pumped and run through the service pipes into the sewers to keep the pipes from freezing. There were consumed for pumping 3,213,893 pounds of anthracite buckwheat coal, which cost delivered at pumping station \$1.75 per ton of 2,000 pounds. Average pounds of coal used each twenty-four hours, 8,805 pounds. An idea of the magnitude of the water service may be gained from the fact that there

are now in use nearly fifty miles of mains of the following dimensions :

	MILES.	FEET.
1-inch wrought iron pipe.....	.....	481
2 inch wrought iron pipe.....	.....	1,576
4-inch cast iron pipe.....	10	2,678
6-inch cast iron pipe.....	25	3,283
8-inch cast iron pipe.....	7	3,744
10-inch cast iron pipe.....	1	2,341
12-inch cast iron pipe.....	2	3,515
16-inch cast iron pipe.....	.....	771
20-inch cast iron pipe.....	.....	1,560
24-inch cast iron pipe.....	.....	1,215
30-inch cast iron pipe.....	.....	69
	3	.....
Total.....	49	4-733

A further reduction of rates is contemplated as soon as the cost of construction in recently acquired districts becomes sufficiently low to warrant it. The following annual rates prevail at present :

Baths for family use.....	\$ 5.00
Each additional tub.....	2.00
Bars.....	10.00
Boilers (3 horse or less).....	5.00
Each additional horse.....	2.00
Business places.....	5.00
Culinary use.....	4.00
Wash Basins.....	1.00
Closets.....	4.00
Fountains.....	from \$5.00 to \$70.00
Garden hose.....	from 3.00 to 5.00
Motors.....	from \$25.00 upward
Stables.....	from 2.00 upward

The rate for manufacturing purposes is six cents per thousand gallons.

The water provided is quite free from impurities, save when the Susquehanna river is swollen by exceedingly heavy rains. There is then a deposit of sand or silt discernible. It is proposed to filter the water at the pumping station as soon as the fiscal condition of the Board will permit of it, estimates of the cost having already been received.

BANKING STATISTICS.

"The safest barometer of the business life of a community is found in its banking and financial interests," observes Mayor Geo. E. Green in an exhaustive review of the local business situation in his last annual message to the Common Council. So judged, the business interests of Binghamton were never more healthful and never more auspicious of future development and prosperity. Comparison is also made between the savings bank reports at the close of 1880 and 1890 respectively. The number of depositors in the two



Illuminating Oils. . .  
 . . . Lubricating Oils . . .  
 . . . and Greases.



Harness and Coach Oil  
 Paraffine Wax. . . . .  
 . . . Paraffine Wax Candles.

# Standard OIL Company,

## OF NEW YORK.

Binghamton Station---Office, 18 Wall Street, Wm. Mason, Manager.  
 Works, Erie Street.

Branch Works at Sidney, Cooperstown and Cobleskill.

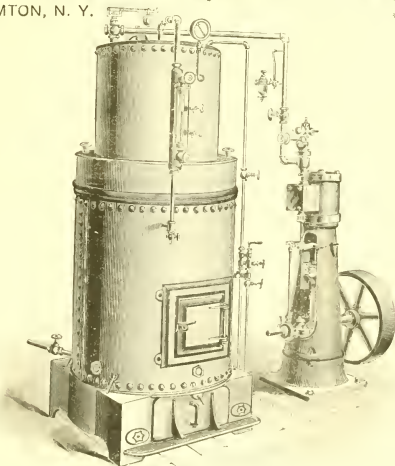
**SHAPLEY & WILKS,** MANUFACTURERS **SHAPLEY BOILER.**  
 Sole Makers of the North  
 BINGHAMTON, N. Y.

Engines,  
*Automatic and Plain.*

Boilers,  
*Portable and Tubular.*

ANY CAPACITY.  
 Steam Fitting,  
 Heating and  
 Ventilation.

Ask for Prices.



SHAPLEY BOILER WITH VERTICAL BELT-FED ENGINE

THE  
 Most Extensive Builders  
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Tannery  
 Machinery

IN THIS COUNTRY

SHAFTING,  
 HANGERS and  
 PULLEYS.

Iron  
 and  
 Brass Castings.

Ask for Prices.

savings banks in 1880 was 5,947, they having deposits in the sum of \$1,166,804.15. The number of depositors in 1890 was 12,549 with deposits of \$2,076,085.45, a net gain of 78 per cent. during the ten years. The number of depositors on January 1, 1894 was 14,681; deposits, \$2,508,165.00, a net gain of 20.81 per cent. in four years, and this in spite of a financial depression that severely tried the strongest municipal structures in the country.

The city's total banking capital—represented in two savings banks, one loan and trust company, three national banks, two state, three private banks, and two

first-class building and loan associations—amounts to \$2,550,000. Deposits on January 1, 1890, were \$4,500,000, and on January 1, 1893, \$6,585,400. Clearing House figures, which include only such checks as the city

for banks hold against one another, show a total business for 1891 (the first full year of the existence of a local Clearing House) of \$12,522,200; for 1892, \$13,789,300; first six months of 1893, \$7,316,900; second six months of 1893, \$8,137,300, making a total for the last year of \$15,454,200, and a net gain for the year of \$1,664,900. About \$50,000,000 worth of business is transacted between the local and New York City banks. The three national banks have a capital and surplus of \$690,000; the two state banks a capital and surplus of \$333,000; the Trust Company, capital and surplus of \$425,000 and the two savings banks a sur-

plus of \$200,000. It is worthy of remark that Binghamton has yet to record its first bank failure. Integrity and conservatism characterize the management of its banking institutions at all times, thus begetting a confidence in their stability that has aided materially in bridging over crises before which less substantial structures might have fallen.

#### CITY FINANCES.

At the close of the fiscal year, February 7, 1894, it was shown that not a single city fund was over-

drawn. Reports of the bonded indebtedness of sixty-four cities in the United States of approximately this city's population show that but seven have a smaller bonded indebtedness than Binghamton and five of these

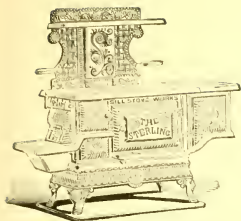


ROSS PARK VIEW.

have a much smaller population. A detailed statement of Binghamton's bonded indebtedness follows:

	1892-3	1893-4	DEC'ISE	INC'ISE
A. & S. R. R., 3½ per cent. bonds.....	\$44,000	\$41,000	\$3,000	
Court St. bridge bonds, 3 per cent.....	77,000	77,000		
Washington St. bridge, 4 per cent.....	33,000	33,000		
Water Works, \$17,500, 7 per cent.....	10,000	17,500		1,500
\$91,000, 3½ per cent.....	91,000	91,000		
\$92,000, 3½ per cent.....	62,000	62,000		
School District, No. 13.....	500			500
Pierce Creek bridge bonds.....		3,500		53,500
Net bonded indebtedness.....	\$326,000	\$325,000	\$5,000	\$5,500

In this connection a tabulated statement exhibiting the city's population, taxation and debt, and the decrease of public debt per capita may be of interest:



T. H. PARKER,

Stoves, Ranges and Furnaces.

GENUINE WROUGHT STEEL RANGES A SPECIALTY



123 State Street.



Odd!

But it's so. People don't always consult their own interests when buying

WATCHES AND JEWELRY.

THAT'S WHY EVERY ONE DON'T TRADE HERE.  
GREAT MANY DO, HOWEVER.

Jeweler Judson S. Newing,

138 COURT STREET.

	1880.	1890.	1890.	1890.
Population	1880, Census, 17,317	102.65	142.53	per cent.
	1890, .....	35,093	102.65	per cent.
	1894, Estimate, 42,000	242.00	142.53	per cent.
Valuation	1880, .....	\$ 5,820,200.50	201.47	237.40
	1890, .....	17,512,808.00	per cent.	per cent.
	1894, .....	10,590,670.00	per cent.	per cent.
Taxes	1880, .....	\$200,500.00	11.35	8.55
	1890, .....	333,500.00	per cent.	per cent.
	1894, .....	325,000.00	per cent.	per cent.
Taxation	1880, .....	\$ 92,748.00	153.68	215.70
	1890, .....	235,282.00	per cent.	per cent.
	1894, (estimated), 292,802.11	per cent.	per cent.	per cent.
Ratio per Centum	1880, .....	\$17.20	1890, .....	\$0.50
Ratio per \$100 assessed valuation, 1880, \$1.62	1894, not to exceed	\$1.56	1890, .....	\$7.74

While the expense of conducting the government, the cost of street pavements, sewer and other public improvements make an aggregate of no small proportions, it is met by taxable resources of corresponding dimensions. The budget for the ensuing year as made up by the common council in June is as follows:

Bonds falling due	\$ 3,500.00
Interest on bonds	3,015.00
For sewers	17,795.00
For pavements	10,610.05
<b>ESTIMATED EXPENSES.</b>	
Police Department	\$23,000.00
Fire Com'ys	20,000.00
Street Com'ys	38,500.00
Board of Education	\$4,000.00
Com'ee of Ross Park	3,000.00
City Hospital	3,000.00
Planting and Sanitation	3,001.21
Highway Fund	52,000.00
Election	8,000.00
Contingent Fund	8,000.00
Salaries	14,650.00
Printing	1,500.00
	\$250,742.21
1894	\$295,432.85
<b>LESS RESOURCES OTHER THAN TAXES.</b>	
General License	\$ 1,400.00
Excise Licenses	12,000.00
Fines	1,500.00
Delinquent Taxes	800.00
	\$15,700.00
Amount to be raised	\$270,742.85

The aim of the city government is to secure as low a tax rate as is consistent with desirable improvements. No department of the government is extravagantly managed. The salaries of city officials are low, the

Mayor receiving but \$500 a year, and the Aldermen nothing. To this may be attributed the city's uninterrupted growth, be the times good or bad, while scores of less advantageously situated and less economically managed cities hover on the edge of bankruptcy. Again to quote from the Mayor's message:

"Among the first points considered by the manufacturer desirous of locating a factory site, are transportation facilities, character of labor, local government and taxation, water privileges and rates, and insurance.



FIRST BAPTIST CHURCH.

Nothing will awaken suspicion, and prove a greater barrier to the favorable consideration of a city as a home for manufacturing industries, than incompetent and unsafe government, which is always accompanied by maximum tax rate. The success and continued prosperity of a city is not measured alone by its natural resources, educational advantages and wealth of population, but instead by its manufacturing and commercial institutions, which of themselves, create and promote thrift and prosperity through employment giving to the masses, whereby distributing wealth and home comforts, and as a natural result, bringing higher civilization, moral strength, increased education and all the concurrent blessings."

Well and truly said. No other comment is necessary than that the city of Binghamton is to-day one of the most beautiful, healthful, prosperous and altogether lovely spots on earth. Its people enjoy every blessing conferred by nature, intelligence, energy and thrift, these combining in a superlative degree to form a

# THE BINGHAMTON DAIRY ASSOCIATION

• • ARE NOW RECEIVING

The product of the best dairies within a radius of five miles from Binghamton. They are receiving OVER 8,000 quarts, or more than EIGHT TONS of Milk per day.

Their Sixteen Wagons go to all parts of the City in Winter and Summer, rain or shine, in all seasons and at all times you may depend on their being at your door before breakfast, and supplying you with Milk or Cream in Sealed Glass Jars.

## FRESH CREAMERY BUTTER AND ALL PRODUCTS OF THE DAIRY.

TELEPHONE ORDERS PROMPTLY FILLED.

98 Washington Street, Binghamton, N. Y.



## Lester-Shire

## Planing Mill and

## Box Manufacturing Co.



Manufacturers of and Dealers in

Pine,  
Hemlock  
and Hardwood  
Lumber,

In the Rough or Worked.



Manufacturers of all kinds of

## Wooden Boxes.

N. B. We have a "Sterling Printing Press" for printing wooden boxes.

LESTER-SHIRE, N. Y.

stable and contented community in the finest section of the Empire state.

### MANUFACTURING INTERESTS.

It would be impossible to give, within the limits of this work, more than a suggestion of the extent and diversity of Binghamton's industrial interests. They embrace the manufacture of almost everything that contributes to the well-being of mankind. Its chief industry is the manufacture of cigars, in which it takes high rank among the cities of the United States, if not of the world. Measured by the value of the

annual output it is surpassed by but one city in the United States, and that one the Metropolis. There are employed in this industry alone from 4,000 to 6,000 persons. The dozen principal factories employ from one hundred to six hundred hands each, and make

from five million to twenty-five million cigars each annually. The fifty or more smaller factories employ from ten to fifty persons each, many of them making hand work exclusively.

The quality of Binghamton cigars has been improved from year to year until it has attained a high degree of excellence. Their sale extends into every state and territory, many large Western jobbers handling them almost entirely. Indeed so high a reputation have Binghamton cigars gained in the markets of this country that they are virtually relieved from the competition of localities manufacturing cheap grades from domestic tobaccos, and hoping with cheap labor to

gain a temporary market by underselling their competitors.

The supremacy of this industry is due to several causes. Foremost may be mentioned the exceptional shipping facilities of the city, its low rents, and its proximity to the best tobacco-growing section of this state and Pennsylvania. Every labor saving device that ingenuity has evolved is employed in the large factories, not to the disadvantage of labor nor to the detriment of goods, but to facilitate the manufacture of goods and to enable the producer to market them readily at attractive prices. Push and enterprise must

also be considered as elements which have contributed to the upbuilding of the industry.

It is estimated that more than \$2,500,000 is paid out in wages annually to those who make cigars, cigar boxes, print labels, and engage in the

other employments depending on the cigar business. Employees in the cigar factories proper receive about \$2,400,000 of this magnificent sum. Many employes are females and no wage discrimination is made between the sexes, the piece-price plan prevailing in all the factories.

The growth of the cigar business is best conceived from a comparative statement of the annual output during the last fifteen years. The number of cigars shipped in 1880 was 25,000,000, and they were made by half a dozen shops. In 1883 the output had nearly doubled, 45,000,000 being sent abroad. The number shipped in 1884 was 56,000,000; in 1885, 64,700,-



PARK AVENUE LOOKING SOUTH.

✦    UDDEBACK,

Cigar Box

Manufacturer



AND DEALERS IN

*CIGAR MANUFACTURERS' SUPPLIES*

4 AND 6 STATE STREET,

N. B.—EMBOSSING A SPECIALTY.

Binghamton, N. Y.

**COLUMBIAN M'FG. Co.**

STRONG BLOCK, 159 STATE STREET.

**Electric Dynamos AND Motors**  
**Climax Water Motors,**

Electrical Supplies, Batteries, Bells, Annunciators, Incandescent Lamps.

Wiring for Electric Lighting.

000; in 1886, 90,000,000; in 1887, 115,000,000. The two following years it exceeded 150,000,000 annually, that being about the mark reached in every succeeding year. This incredible number is sold by an army of experienced salesmen in every large city, and there is every prospect that the business will long continue to be a prosperous and profitable one for all connected therewith.

Binghamton also takes high rank in the manufacture of carriages and sleighs, this being probably the second industry in point of magnitude and amount of capital invested.

There are two large and a number of small concerns, the value of whose yearly product is in the neighborhood of \$1,000,000.

Another leading industry is that of furniture, there being several extensive factories engaged in its manufacture. Other industries representing the in-

vestment of from \$50,000 to \$500,000 are the following: tanning, overalls, boots and shoes, baby carriages, carriage hardware, clover and timothy seeds, boilers and engines, lumber and wood work, milling, brewing, glass-blowing, scales, combs and buttons, chairs, hoes and tools. Less extensive but equally prosperous concerns are those devoted to the manufacture of time recorders, motors and electrical supplies, harness, clothing, paper and wood pulp, barrels, crackers, wood alcohol, wire goods, flexible shafts, butter pails, metal goods, patent medicines, whips and

whip sockets, leather gloves and mittens and wire nails.

There is nearly a quarter of a million dollars invested in the seed business, more grass seed being distributed from this point than from any other point in the United States except New York.

It is thus seen that Binghamton is above all a city of workers. There is, in point of fact, no reason why it should not become one of the leading manufacturing and commercial cities of the state, its situation with reference to coal fields, its shipping facilities, its abundant water supply and the many other endow-

ments already mentioned all contributing to the speedy attainment of that end.

#### A RAILWAY CENTER.

It has been said that Binghamton is destined, by reason of its railway advantages, to become a city of 75,000 people within the next twenty years.

The prophesy is

by no means an extravagant one. Its fulfillment may be achieved within half that time. Binghamton is a natural railway center. It was a highway and a pathway center for ages before its discovery by the white race. It was a rendezvous for Indian tribes, the focus of their forest paths, and became an important stage station almost from its foundation. In the graphic words of a local chronicler: "From Sir William Johnson's castle on the lower Mohawk, or from Albany, the aboriginal traveler wended his way westward via Chenango Point. His route may have been by way of



BINGHAMTON DAIRY ASSOCIATION.



# HARDWARE.

Carriage Goods                      Blacksmith Goods  
                         Builders' Goods  
New Model Lawn Mowers      Rival Lawn Mowers  
                         Disston's Saws  
Hoyt's Leather Belting              Rubber Belting  
                         Barbed Wire                      Poultry Netting

Don't buy a Refrigerator until you have examined our "NEW PERFECTION."

## CROCKER & OGDEN,

PHELPS BANK BUILDING,

BINGHAMTON, NEW YORK.

## FRED MOON & CO.,

Manufacturers of:

\*\*\*\*\*  
**High-Grade Cigars,**  
\*\*\*\*\*

138 and 140 STATE STREET

**BINGHAMTON, NEW YORK.**

Cooperstown, the Otselec or Tioughniogua, but he passed the night at the confluence of the Chenango and Susquehanna, starting westward in the morning by way of what was later the old Owego road, southward by the lake trail, or eastward past Ouaquaga mountain, as his mission might lead him, for all travelers between the tribes had missions of a tribal nature. From Manhattan, which was for centuries an important trading point, he journeyed westward to Niagara via Ouaquaga and Chenango Point."

The war for our national independence witnessed the journey of Brant along this route to join the Tories at the Cedars, pausing long enough at Ouaquaga to fill the Tuscaroras and the Senecas with fire. As all roads led to Rome and made it the metropolis of the ancient world, so have all roads led to Binghamton

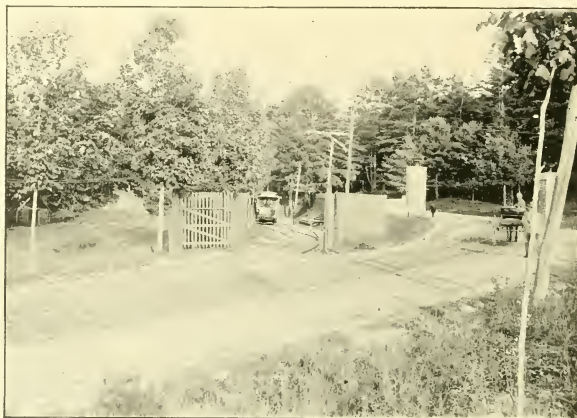
from the earliest days of human activity, and so will the iron or electric horse continue to lead thereto, making it, what nature decreed, the hub of this part of the country, from which radiate gleaming spokes toward every part of the compass.

Railways are the great arteries through which the commerce of the country finds the markets of the world. A town without these arteries is of necessity restricted in its commerce to local or nearby points. A town favored with a number of these arteries becomes at once an important commercial center, facilities for egress and ingress inviting the establishment

of industries and the resultant influx of the industrious and their capital. A number of railways leading to or through any given point gives to it an advantage over competitive points not only in transportation facilities but in rates, and this naturally attracts such capital as may seek the most profitable field for investment.

By consulting a map of New York state it may be seen that Binghamton is almost the geographical center of the territory lying between the Great lakes and the Atlantic ocean, it being nearly equi-distant from New

York, Philadelphia and Buffalo, with Albany, Rochester, Syracuse, Utica and Scranton in the unequal periphery, and all far enough away to place them without the pale of Binghamton's contributory territory. The distance to New York city is 216 miles: to Philadel-



ENTRANCE TO ROSS PARK.

phia, 220 miles: Buffalo, 208 miles: Albany, 142 miles: Syracuse, 80 miles: Utica, 100 miles: Rochester, 180 miles and Scranton, 62 miles.

#### RAILWAY HISTORY.

The New York, Lake Erie and Western was the pioneer railway of this locality, and as its history is in a degree intermingled with a history of the city the following brief sketch of its westward journey is given: An act to incorporate the railroad was passed April 24, 1832. Among the incorporators were Joshua

S. D. Schenck,

Watches . . .  
Diamonds . . .  
Jewelry . . .  
Silverware . . .



Manufacturing . . .  
Fine Watch Repairing  
and  
Engraving . . .

29 COURT STREET.

◆ KNAPP & SON, ◆

Practical **M**achinists.

SHAFTING, HANGERS, PULLEYS, &c

Brass Bar Rails.

Iron and Brass Castings.

Brass Fittings to Order.

OFFICE and SHOP, 196 STATE STREET, - BINGHAMTON, N. Y.

Whitney, Christopher Eldredge and James McKinney of Binghamton. The locomotive was at that time deemed almost an untried power, and the Legislature was careful to "empower the use of steam, animals or any mechanical or other power, or of any combination of them for a term of 50 years." This great enterprise was started at a time when "the feasibility and even the general usefulness of such means of communication were held in question. The science of civil engineering was comparatively in its infancy."

It was not till 1836 that a loan was authorized, and that act was so hampered by conditions as to be useless. Therefore the work was not commenced until 1840. Up to 1845 only forty-five miles had been completed. Nov. 3rd, 1847, the road was extended to Middletown, fifty-three miles from New York, later to Otisville, eight miles farther, and Jan. 6th,

1848, to Port Jervis, thirteen miles beyond. Dec. 28th, 1848, saw the last spike driven on the 127 mile extension from Port Jervis to Binghamton, and June 1st, 1849, from Binghamton to Owego. It was not until April 22nd, 1851, that this road was pushed through to Dunkirk, and from that date Binghamton's growth commenced. The railway now extends to Chicago, and has trunk connections to every large city of the West.

The Delaware, Lackawanna & Western, another great trunk line passing through the city and having important branches here, made its last connecting link between

Great Bend and Binghamton in 1869. It extends from New York and Philadelphia to Buffalo and the far West. It owns and operates the Syracuse & Binghamton, a line running North to Syracuse and Oswego, intersecting the New York Central system and giving communication with Lake Ontario. The company also owns and operates a line running to Utica. The Lackawanna is one of the most ably managed roads of the country, its tracks and rolling stock comparing favorably with the best.

The Albany & Susquehanna railway runs from this city to the State Capital and thence to Canada and New



WEST ENTRANCE TO BENNETT PARK.

England. It connects with the Erie at this point and with the Fitchburg at Troy. The Albany and Susquehanna road was projected in 1851 and was opened to Schoharie in September in 1863 and it reached Cobleskill early in '65, Oneonta in September of the same

year, Unadilla early in '66, Sidney late in October of that year, and Bainbridge in July of 1867, Nineveh in the Fall of 1867 and Binghamton in January of 1869. The road is operated by the Delaware & Hudson Canal Company.

#### A LINE TO WILLIAMSPORT, PA.

The city has been compared to the hub of a wheel whose spokes are its railways. The figure is not quite perfect, however, as the southwestern spoke is wanting. This will be supplied in the building of the proposed road to Williamsport, Pa., an active survey of which is now being made. The distance is about one

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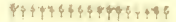
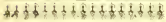


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hundred miles and threads one of the richest coal, iron and lumber regions of the extremely rich Keystone state. The proposed line would connect Binghamton with the Northern Central and Pennsylvania Central at Williamsport, and thus open a short route to Pittsburg, Cincinnati and St. Louis, placing this city into direct communication with the oil and bituminous coal fields of western Pennsylvania, and establishing the shortest line between New England and the southwest.

So manifold are the advantages that would accrue to Binghamton from the construction of the proposed line that its long delay has created great surprise.

Indeed, had it not been for the opposition of James Hawley, the proprietor of the Hawley turnpike to the state line, the road undoubtedly would have been built in 1868 or within two years thereafter. Surveys were made as early as 1858, and but for

Mr. Hawley's fear of great loss of revenue to his plank road the richest adjoining territory that this city possesses would long since have been opened. The project has been discussed from time to time, and seems to be on the eve of achievement. Binghamton and Williamsport once connected, then Boston and Pittsburg are but ten hours apart, and the mines and wells of western Pennsylvania are at our doors.

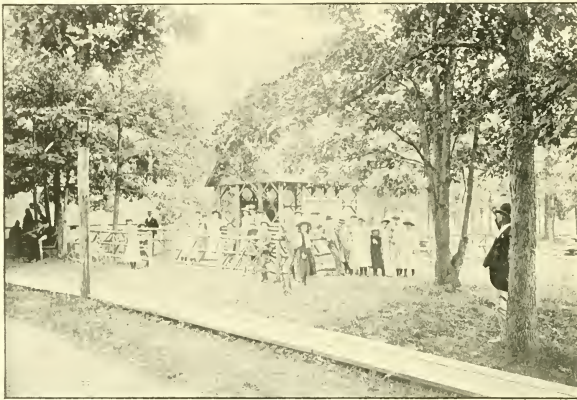
The somewhat limited territory owned by the Delaware, Lackawanna & Western railway in the city has turned the attention of its management in the direction of securing a second line through the city for its

through freight. It is not unlikely that the management will soon construct a link from the bridge east of the city along the path of the old canal to Willow Point, thus relieving the passenger and way freight rails to a great extent. The right of way and ample station facilities could be secured at small cost.

### STREETS AND SANITATION.

Among the many attractive features of Binghamton none catches the eye of the stranger so quickly as the streets. The first settlers and their immediate follow-

ers planned well when they laid out its broad, level, well-shaded thoroughfares. In the main, the streets run at right angles to one another. They are skirted with Maples and Elms, which in many parts of the city form beautiful arches of foliage, the broad branch-



SCENE IN BENNETT PARK.

ing Elms almost interlacing across the hard smooth roadbed below. The streets slope gently toward the Susquehanna or Chenango river, so that no surface water remains even after the hardest rainfalls. On the contrary, showers cleanse them so effectually that the entire city appears as fresh and pure as the most fastidious could wish after every rainfall.

There are at this writing about one hundred miles of streets in this city, and more than two hundred miles of side and crosswalks. The streets are flanked by twenty-three miles of city sewers, there being in addition many private sewers from property along the

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18 FERRY STREET.

banks of the rivers. The total cost of sewers has been \$378,512. A large brick sewer connects the State Hospital for the Insane with a point in the river nearly a mile below the city water works, an intervening dam further obviating danger of contamination. Nearly seven miles of sewer is of brick, the remainder being of vitrified pipe of the best quality. Six miles of new sidewalk grades were given last year, profiles made for nearly two miles of streets and one and three-fourths miles of sewer was built. The recent extension of the boundary lines of the city made necessary the greater part of this work. The main business streets of the city are paved with the best quality of Asphalt that could be obtained. Prior to the introduction of Asphalt the City Father's had been committed to Chestnut block pavement, but it did not prove satisfactory. Experiment

has also been made with vitrified brick, with what degree of success it is yet too early to determine. Last year there were laid 7,313.34 yards of Asphalt pavement on Ferry and Front streets, costing \$20,257.95, (\$2.77 per square yard.) The Court street bridge was also paved with Asphalt, at an expense of \$6,113.45. The city now has paved streets to the extent of 67,884 square yards of wood paving, 65,099.39 square yards of Asphalt and 3,481.26 square yards of brick. The total cost of all pavements to date amounts to \$363,803.93.

So important a problem is that of paving in every progressing city that we make no apology for quoting

Mayor Green's words on this subject as presented in his last annual message: "The truest economy in street paving comprehends not alone the original cost of the pave, but its character, the effect of frost, the cost of repairs to the pavement, vehicles, etc., the non-retention of dust or filth, involving comfort and health, the noise, etc., etc. Experience in other municipalities, and at home, have demonstrated beyond a doubt the false economy and undesirability of wooden pavements. Berlin claims to be the cleanest city in Europe or America, and at the least cost per square yard. It has many well-laid stone pavements, almost like floors.

It has increased its Asphalt at about twelve per cent. each year for seventeen years, and it is claimed that this is done not only for comfort, but to save money for repairs and cleaning, so costly under the old system of pavements. The price of

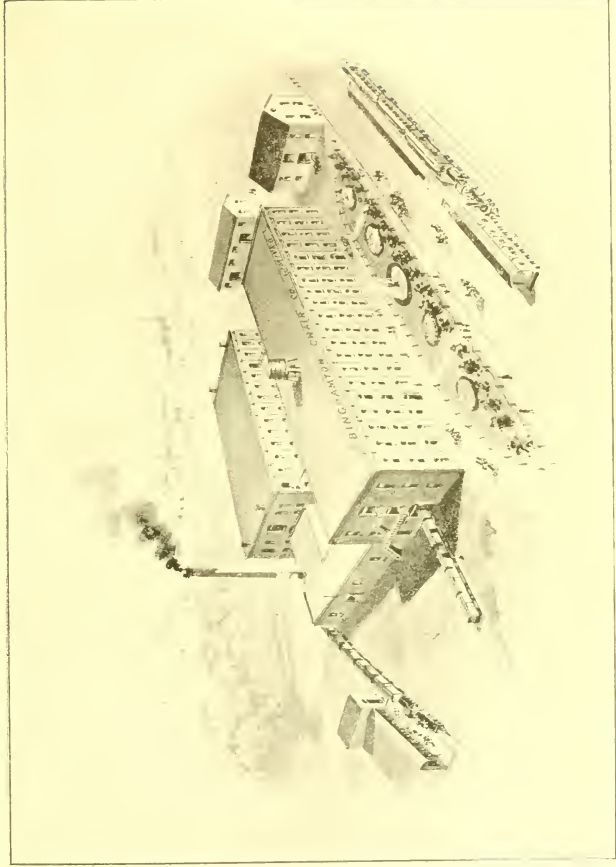


Asphalt pavement has been materially reduced in some cities during the past year."

Great care is exercised to conserve the health of the community in the maintenance of a competent Health Board, Board of Plumbing Inspectors and a Sanitary Inspector. No disease-breeding spots are permitted to exist in any part of the city under penalty of heavy fine. The mortality rate is therefore very low. For 1893 it was lower than in any preceding year since the foundation of the city. It is thought that a garbage crematory will be provided within the next two years. The city covers an area of ten square miles, available grounds for dumping garbage being therefore no longer



# THE BINGHAMTON CHAIR CO.



MANUFACTURERS OF CHAIRS.

MONTGOMERY STREET.

BINGHAMTON, N. Y.

readily accessible. As the city owns its water supply system it is enabled to make free use of that agent for purifying purposes, and the result is manifest in the scrupulous cleanliness of every quarter.

#### OTHER CITY DEPARTMENTS.

The city government is not remiss in providing street illumination, the electrical system being employed except in a few outlying districts. There are maintained 252 arc lights of 2,000 candle power burning from dark to daylight every night in the year.

They entail a cost of \$27,594 a year, or thirty cents per lamp per night under a three years' contract. There are also 172 naphtha lamps costing \$4,152 per year, and seventy-two gas lamps costing \$1,916, making a total of \$33,662 a year. Illu-

mination is furnished by the Binghamton General Electrical company. In addition to street lighting, the city now pays for lights as follows:

Lighting Court street bridge (gas) \$1.00 per day.....	\$365.00
Ross Park (electric) per annum, about.....	300.00
Common Council Chamber (electric) \$15.00 per month.....	180.00
Recorder's Court and Police Headquarters (electric) \$24.75 per month.....	297.00
City Building (Firemen's Hall) (gas) meter charge per annum..	669.02
Total.....	\$1,811.02

The question of establishing a municipal electric lighting plant has been agitated from time to time, but nothing definite has come of it. Sentiment touching the advisability of such a step is divided, and may be expressed in the language of the Mayor to the

Common Council: "The establishment of municipal lighting plants appears to be growing in popular favor, and is in line with the advanced thought of to-day. In view of the rapid advancement in electric science, and the marvelous discoveries resulting in new and improved appliances and processes, both for gas and electric lighting, it may be expected that continual reduction will occur in the cost of generating lights, and the machinery and methods of to-day become almost absolute within the next few years. Under the existing conditions, and in anticipation of something better, I am of the opinion that this city can afford to

closely watch and wait a while longer before embarking as the owner and operator of her own lighting plant."

#### EXCISE LICENSE.

According to the report furnished by the Excise Commissioners during the past year licenses were granted

as follows: hotels, 32; saloon, liquor, 109; store-keepers, 28; ale and beer, 13. The total amount received for licenses granted in 1893 was 12,800, a decrease of \$1,099 from the preceding year. This, it is claimed, can be accounted for by the working of the amended state law permitting druggists to take out a storekeeper's license, without a druggist's license.

#### POLICE PROTECTION.

A vigilant and effective police department composed of a chief, two assistant chiefs, one detective, one roundsman and twenty-four patrolmen preserve the purity of the social atmosphere. The department is



COLLIER STREET LOOKING SOUTH.

# THE PRUDENTIAL INSURANCE COMPANY

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HOME OFFICE, NEWARK, N. J.

The Prudential issues policies adapted to the wants and circumstances of persons in every walk of life. In its

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policies are issued for sums not exceeding \$1,000, with premiums payable weekly at the home of the person insured. The

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## ORDINARY BRANCH

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J. E. BLOOMER,

Principal and Proprietor.

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under the control of a Board of commissioners, and every endeavor is put forth to maintain the highest possible standard of excellence. Gambling resorts and other places of questionable color are suppressed as far as possible, and illegal liquor selling is rigidly prohibited. The resident criminal class is exceedingly small, and the rowdyism usually prevalent in cities of this size, is remarkable for its scarcity, if not for its complete absence. General good order, peace and quiet prevail at all times in an unusual degree. This is not the least of the attractions which the city possesses as a habitation. Parents may rest secure at all times that their children are not subjected openly to the evil influences obtaining in places in which police vigilance is less rigidly imposed. So high a standard of efficiency is required that the body has gained more than local

renown, the Binghamton force having become a synonym for all that is best in police organizations.

#### ROSS PARK.

Just within the Southern boundary of the city a deep defile winds its way sinuously between lofty, tree-clad hills for nearly half a mile to the summit beyond. It is clothed with majestic Pines, Hemlocks, Oaks and Chestnuts, while in Springtime the snowy blooms of the Dogwood gleam at intervals through the gloomy low-hanging foliage. A cold clear stream brawls

noisily over the moss-grown boulders in its bed. To the West of the defile rises a commanding bluff called "Point Lookout," from which there breaks upon the view a prospect of surpassing loveliness. The valley of the Susquehanna, visible for nearly a score of miles, its sides broken by wood and meadow, spreads in a splendid panorama from beneath one's feet; and through it the placid river winds like a gently narrowing band of silver until it passes away in the haze inverting with softly changing lights of rose and gold the far Western horizon.

Away to the North converges the picturesque valley of the Chenango. Mount Prospect frowning grimly in the foreground. The beautiful landscape here again becomes mellow in the receding distance, until, blending with the reflected tints of its own virent glory, it is transfused with



CHENANGO RIVER LOOKING NORTH.

delicate amethyst, melting at last into the deeper blue of the low-arching heavens. To the East there stretches a scarcely less splendid vista. The Susquehanna winds and rewinds among the hills to disappear only when the eye can no longer discern its course.

But more beautiful even than the handiwork of nature—more beautiful because instinct with life—lies the city below. Its magnificent buildings, its cloud-piercing spires, its monumental chimneys from which rolls the smoke of prosperous industry to mingle with and fade into the blue of the skies, its streets with their garniture of living green, all combine to form a

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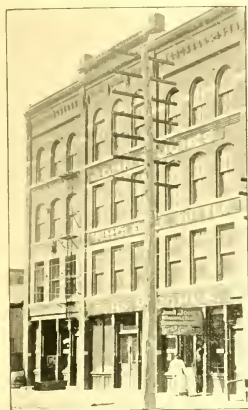
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hot Air Furnaces.

picture of matchless beauty—a picture which awakens at once thoughts of the present and of the past when only the Redman's cry echoed across the valley now cradled so calmly in the summer's sun.

The two massive towers at the base of the bluff mark the entrance to the park. Just over the ravine to the right lies an enclosure in which gambol a number of deer and other animals. To the rear towers a signal station, and investing the whole is a forest of trees and shrubs through which scores of children play from dawn to sunset. Rustic arches woo one to rest

at every turn of the numerous paths that wind about and over the hills. It is an ideal retreat in which the wayfarer may enjoy the repose of nature or commingle with the pleasures of her children, forgetting for the time the headache of the busy world around. Ross Park, which includes the

ravine, its enclosing bluffs and their environing woods, contain an area of about one hundred acres, and was given to the city by Mr. Erastus Ross in 1875 for public park purposes. It is under the jurisdiction of the city government vested in a Board of Park Commissioners. The Park Amusement Company has secured the Summer use of its amusement privileges, and has done much to beautify and popularize the place. It is connected with the centre of the city by an electric railway line of the best class, and thousands of people enjoy its shady nooks and dells during the sultry months.

Ross Park has become of late years the most popu-

lar resort for picnic, excursion and other parties in this part of the state, dividing attention with several more pretentious and more widely advertised pleasure resorts. There is scarcely a day from June to October that does not bring its throngs of merry-makers from a hundred villages within a radius of as many miles to enjoy its cool pure atmosphere.

In addition to the attractions so bountifully bestowed by nature, the Park Commissioners have added many of their own. The city annually appropriates \$3,000 for the maintenance of the park, and with this



WASHINGTON STREET LOOKING NORTH.

a number of animals have been purchased to delight the eyes of the little ones. There have also been introduced a merry-go-round, a switch-back railway, burros for the use of those who may not care to climb the steep sides of the mountains, a dancing pavilion, mammoth refreshment hall, rustic pagodas and other features in reality too numerous to mention. The drives of the park are macadamized and brilliantly illuminated with electricity. So widely have the attractions of this sylvan resort become advertised by the thousands who have visited it in the past that it is become in very truth the Mecca of every Sabbath school, social club or fraternal order that can afford the health-giving luxury of an annual summer outing. A brass band is also a permanent attraction of the park.

Bennett Park is a wooded tract lying in the North-western part of the city and is also accessible by

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Dining Room, Parlor,  
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*Mt. Vernon, Hermitage, Private Stock,  
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and all the Leading Brands of Foreign and Domestic  
CHAMPAGNES and CLARETS, also a Full Line of  
MINERAL WATERS FOR TABLE USE.

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152 Washington St., Binghamton, N. Y.

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F. R. KEYES

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# LEAF Tobacco

20 and 22 Susquehanna St.

electric railway. Concerts and dances are given there occasionally during the Summer.

#### AMUSEMENT PLACES.

In close connection with outdoor amusement places may be mentioned the theaters, of which Binghamton possesses two, the Stone and the Bijou. The larger and costlier of the two is the Stone. It is a superb playhouse, and was erected through the enterprise of Mr. Chas. M. Stone about two years ago. It occupies a fine site on Chenango street almost opposite the site of the Academy of Music which was destroyed by fire nine years ago.

The Stone is succeeded by traveling players to be one of the most beautiful and thoroughly appointed places of its kind in the United States. Its cost was about \$150,000. The orchestra floor contains about 600 handsome plush covered chairs of the latest design. Eight proscenium boxes, the balcony and gallery make its total seating capacity nearly fourteen hundred.

The stage is very large, and is supplied with full sets of scenery in sufficient variety to present any style of play. There is a commodious dance hall in another part of the building, also offices for the theater corps, etc. The entrance and foyer are beautifully frescoed in style to conform with the handsome interior decorations. Nothing that could add to the comfort of its patrons has been omitted. This theater is under the lesseeship of Messrs. J. P. E. Clark and E. C. Delavan, the best class of dramatic and operatic attractions ob-

tainable being given to a reasonable scale of prices. The Stone is the legitimate successor of the Washington street opera house which was torn down to make way for the extension of Henry street soon after the dedication of the present splendid structure.

The Bijou is a cosy edifice situated on lower Water street, and caters to as respectable a class of the local public as the large theater. It was erected by Mr. Lee M. Cafferty about a year ago and is conducted by A. A. Fenyevsy. The Bijou has a seating capacity of about eight hundred persons, composed of orchestra floor, two boxes and gallery. Both theaters are well patronized and successful.

#### RACE COURSES.

Binghamton contains two places wherein horse races are given. They are those of the Binghamton Driving Park and the Stow Driving Park Associations. The former is located a mile west of the city. It contains a half mile track and is amply provided with accommodations. The latter lies north of the city and is equipped

with a half mile and a mile kite-shaped track. The annual meets of the New York State Breeders Association are held on this track.

#### BASE BALL.

In an adjoining lot is one of the handsomest base ball grounds in the state, Binghamton having ever taken an active interest in the national game. Enthusiasts still speak admiringly of the "Old Crickets," an invincible team in its day (1876), before which the strongest National League teams experienced defeat.



MAIN STREET, AND COURT STREET BRIDGE.



# HOTEL BENNETT,

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ONE OF THE BEST APPOINTED HOTELS IN THE STATE.



✻ ✻  
35 Rooms

With Bath.

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17 Large

Sample Rooms.

✻ ✻  
10 Large Handsome Parlors Suitable for Conventions.

MEN WAITERS,  
TABLE AND SERVICE UNSURPASSED.

*Ticket Office in the Hotel,  
Where Tickets and Mileage Books are Sold at Reduced Rates.*

Commercial Rates \$2.00, \$2.50 and \$3.00 per Day.  
Free Bus To and From All Trains.

W. G. LELAND,

PROPRIETOR.

The city was also represented in the International League race, and later in the Eastern League contests. It won the Eastern League pennant in 1892, and is still an ardent base ball city.

### THE BOARD OF TRADE.

The Binghamton Board of Trade was incorporated for fifty years on February 15, 1887, with a large

charter membership of enterprising citizens. It has grown from year to year until it numbers between three hundred and four hundred members, all looking with eye single to the advancement of the city's business interests, as set forth in the following section of its by-laws:

“The objects of this Association are to provide and regulate a suitable room or rooms for the Board of Trade in the city of Binghamton; to inculcate just and equitable principles in trade; to establish and maintain uniformity in commercial usages; to acquire, preserve and disseminate valuable business information; to adjust controversies and misunderstandings between its members; to protect and foster the mercantile and manufacturing industries; to promote the commerce of the city of Binghamton and its general prosperity, by the solicitation of manufacturers and business enterprises to locate within its boundaries and adjacent territory, the promulgation of the advantages possessed by Binghamton as a desirable place of residence, and for the employment of capital; the use of all proper means to obtain legislation, national, state and municipal, favorable to the interests of the city and its inhabitants; the extension of facilities of transportation, and the protection of the trade of the city from unjust discrimination in rates of freight or otherwise; and generally by uniform and well directed efforts to advance and extend the welfare and promote the commercial integrity of the business community.”



ST. PATRICK'S R. C. CHURCH.

hamton as a desirable place of residence, and for the employment of capital; the use of all proper means to obtain legislation, national, state and municipal, favorable to the interests of the city and its inhabitants; the extension of facilities of transportation, and the protection of the trade of the city from unjust discrimination in rates of freight or otherwise; and generally by uniform and well directed efforts to advance and extend the welfare and promote the commercial integrity

of the business community.”

The organization is governed by a Board of Trustees—thirteen in number—elected by ballot at the annual meeting, all members of the Board of Trade, in good standing, being entitled to vote. A secretary is elected by the trustees. No official of the Board of Trade receives any salary or compensation for services rendered, except the secretary. It has never been the policy of the Board to offer costly inducements to seekers for the location of more or less mythical industries.

To quote again from the last annual mes-

sage of the Mayor: “On many occasions the natural inducements and the splendid facilities afforded for industries to locate here, have been fully appreciated. The manufacturers desiring to effect a change in the location of their plants have been deeply impressed by the superior advantages possessed by Binghamton in comparison with other cities, but another city than ours was eventually selected, simply because a larger

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## Coffee and Spice Mills

Importers of the

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Jobbers of

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Also Manufacturers of the

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## Barrett Bros.,

Wholesale and Retail Dealers in



## PIANOS, ORGANS

And Musical Merchandise of all Kinds.

PRICES LOW.

TERMS REASONABLE.

98 and 100 Court St.,

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## O. W. SEARS,

New York, Lake Erie & Western R. R. Co.

ANTHRACITE  
AND  
BITUMINOUS

# COAL

WHOLESALE AND RETAIL.

19 CLINTON STREET, BINGHAMTON, N. Y.

cash bonus, possibly in addition to lands or the gift of a plant, was offered and accepted. Many commercial wrecks and ruined manufacturers are discovered on every side standing as mute monuments of warning against inducing industries to locate on the alms-giving or take-all-that-comes principle." "Many commercial 'strikers' are abroad seeking whom they may devour. Sponsors of cashless concerns or of enterprises with capital and business in a decaying condition, desire 'a change' of location, owing to inadequate facilities, etc., and are traveling the country, and through correspondence pro-

ounding the all-absorbing query, 'What inducements will your city offer?' The highest cash bonus regardless of other attractions, will usually land the enterprise, and soon after the felicitations cease on the part of the press and people because of 'added industries,' joy gives place to mourning and the financial wreck floats out

as a buoy to warn others from similar industrial shoals. If the end was here, less would be the harm, but business failures, especially if repeated with frequency, soon place question marks opposite the credit and good name of a municipality and repulse responsible enterprises from locating therein. Owners of honest, competent industrial plants, seeking new fields, will for good and sufficient reasons prefer the location possessing equivalent advantages to any other, and in addition, offering a substantial bonus in cash or its equivalent."

The Board disapproves of the subsidizing of manu-

facturers, and its attitude is sustained by the conservative business public. It awards cash inducements only after the most careful inquiry has shown it to be necessary in order to secure some substantial industry giving employment to a large number of persons at reasonable wages, and not even then unless assured beyond question that the end will justify the means. Mr. E. M. Tierney is President of the Board.

#### ARMORY AND POSTOFFICE.

Two buildings to which reference should be made



UNITED STATES PUBLIC BUILDING.

are the State Armory and the United States Public building. The Armory occupies a plot of ground extending from State street to Prospect avenue.

It was built in 1881 by an appropriation of \$10,000 from the State. The County gave the site costing \$8,000, and the Twentieth Separate Company contributed \$1,500 to complete the structure.

The main building is 180x50 feet, two stories high, of brick, and is embellished with towers and battlements. In 1888 the State built an addition at a cost of \$10,000, and appropriated \$3,500 to enlarge and modify the main structure. The building contains a very large drill room, elegantly furnished company quarters, lockers, parlors, etc.

The Amory is occupied by the Twentieth Separate Company and the Sixth Battery, both of the State National Guard. The former is commanded by Captain Hiram C. Rogers, and the latter by Captain Laurel L. Olmstead.

# THE ARLINGTON

The  
Leading Hotel  
in the city.



New and modern. Rooms with bath and en suite. Recently enlarged and refurnished. Convenient to the business center and all depots.

*RATES, \$2.00, \$2.50 and \$3.00.*

**Kennedy & Tierney.**

The Federal building, in which are located the city postoffice, internal revenue offices, and United States court room, is situated on Wall street fronting on the Chenango river. It was built in 1888 under an act of Congress appropriating \$150,000 for the purpose. The structure is of stone, three stories high, and is surmounted by several handsome towers. An acrimonious contest grew out of the question of its location, whose effect is even yet felt in local politics. The building is an ornament to the city, and is furnished with every convenience essential to the purposes for which it was

erected. Its location on the bank of the Chenango has very largely enhanced the value of land in that locality, and the beautification of its site has created a charming spot out of what was once valueless and neglected. It commands a fine view of the river in both directions, and

strikes the eye of the stranger as one of the most attractive parts of this beautiful city.

#### THE C. T. A. OF AMERICA.

The selection of this city as the location for the home of the Commercial Travelers of the United States is an honor deserving of more than passing mention. Binghamton snatched the coveted prize from such competitors as Buffalo, Rochester, Jamestown, Auburn, Ithaca, Elmira, Syracuse, Utica and Albany, and did it solely

by virtue of its superb advantages as a haven for the indigent members of the order.

The Commercial Travelers form a numerous and powerful body, which is receiving daily large accessions from the nearly 500,000 traveling salesman in this country. By far the greater portion of this vast army are employed by houses in the Empire state, hence its selection as the location of their national home. Binghamton alone sends out something like six hundred "drummers," to extol the excellence of local wares, and they have worn familiar paths over

every state and territory in the Union. Of the gentlemen who were active in securing the home for Binghamton none did more than Mr. F. W. Grummond, his zeal and forethought in several conventions doing much to win the prize.

The formation of the Commercial Travelers As-



SUSQUEHANNA RIVER FOOT OF HAWLEY STREET.

sociation of America may be said to date from October 31, 1891, although the seed had then already been sown about seven months. An impromptu meeting of commercial travelers was held at Jamestown, N. Y., March 12, 1891, at which the subject of building a home for indigent commercial travelers was talked over. There were present: A. H. Ellis, Jamestown; D. M. Bodle, Binghamton; O. C. Brown, Greenville, Pa.; Wm. Frier, New York; C. P. Olp, Mt. Morris; A. H. Calaum, Rutherford, N. J.; John H. Holmes, Brewster, N. Y.; J. D. Aldrich, Detroit, Mich.; W.

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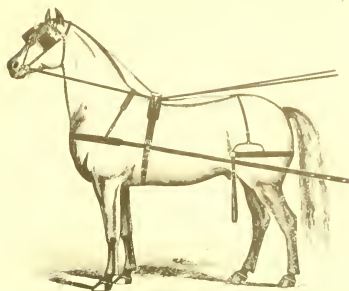
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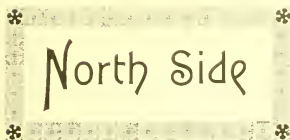
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Nelson Block. Two Streets North of Depots.

BINGHAMTON, N. Y.

C. Thomas, Rochester, and J. D. Fuller of Jordan, N. Y. After a long discussion a temporary organization was formed by electing A. H. Ellis, President and J. D. Aldrich, Secretary. A meeting for organization was called by Mr. Aldrich to be held in Elmira, October 31, 1891, at which meeting Mr. Aldrich was chosen Chairman and Walter H. Booth, of Hornellsville, Secretary.

A set of by laws prepared by Mr. Aldrich was adopted, subject to approval of a meeting to be held after a charter had been obtained. A resolution was adopted pledging the sum set opposite the name of the subscriber to pay the expense of obtaining a charter. This resolution was signed by the following commercial travelers, who are the original charter members: Peter Crise, Elmira; C. P. Olp, Mt. Morris, N. Y.; C. F. Sutherland, Wilkes-Barre, Pa.; L. W. Taylor, Binghamton; W. C. Dunham, Al-

fred Center; C. C. Howell, Ithaca, N. Y.; A. H. Cal-  
aun, Rutherford, N. J.; B. Blampied, Elmira, N. Y.;  
Geo. P. Lynd, Albany; Frank S. Hunter, Elmira; D.  
E. Pugh, Elmira; J. D. Temple, Chicago, Ill.; W.  
H. Booth, Hornellsville; J. D. Aldrich, Detroit; S.  
H. Springer, Pittston; A. A. Thomas, Elmira; Wm.

Jackson, Elmira; Geo. N. Buchanan, Elmira; H. A.  
Kendall, Cleveland, Ohio, and W. H. Wood, Elmira.  
A committee consisting of Messrs. Aldrich, Howell  
and Booth were appointed to secure a charter. This  
committee, after consulting with eminent attorneys,  
found that they could not obtain what they were in  
search of under the general law, and employed Judge

Vernon E. Peck-  
ham, of James-  
town, to draft a  
bill for presenta-  
tion to the legisla-  
ture asking for a  
special act of in-  
corporation. This  
bill was presented  
at the first session  
of the legislature  
in January, 1892,  
was passed and  
signed by the Gov-  
ernor February  
25, 1892, and in  
accordance with  
the bill a meeting  
for permanent or-  
ganization was  
called by the Pres-  
ident for March  
26, following. It  
was very import-  
ant that this meet-  
ing be held at  
some point where  
sufficient interest  
would be taken in  
the association to



PERRY BLOCK.

insure a good attendance. Mr. Aldrich after consult-  
ing with the committee and other members, decided  
upon holding the meeting at Binghamton, and the re-  
sult proved the wisdom of his decision. There were  
present about four hundred commercial travelers, and  
one hundred and sixty-seven members, residents of



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DEALERS AND LEADERS IN FINE

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STYLISH WRAPS AND JACKETS FOR LADIES, MISSES AND CHILDREN.


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BINGHAMTON, N. Y.



Binghamton, were added to the list, making a total number of charter members at the opening of the convention of six hundred and forty-four. By-laws prepared by Judge Peckham together with Mr. Aldrich and Mr. Booth were presented and adopted. The following officers were elected: President—James D. Aldrich, Detroit Mich. Vice-Presidents—John M. McKinstry, Cleveland, Ohio; P. J. McCaffery, Scranton, Pa.; Sanford T. Georgia, Chicago, Ill.; William Mason, Binghamton, N. Y.; James Southard, Newark, N. J.; Orrin Scotton, Detroit, Mich.; W. H. Holmes, Boston, Mass. Secretary and Treasurer—Walter H. Booth, Hornellsville, N. Y. Board of Managers—C. C. Howell, Ithaca, N. Y.; D. E. Pugh, Elmira, N. Y.; F. W. Grummond, Binghamton, N. Y.; J. F. Henry, New York; Geo. F. Sweigert, Scranton, Pa.; C. F. Sutherland, Wilkes-Barre, Pa.; Theo. A.



UPPER WASHINGTON STREET.

White, Binghamton, N. Y.; Peter Crise, Elmira, N. Y.; W. C. Dunham, Alfred Center, N. Y.; Horace H. Cady, Cleveland, O.; A. H. Calann, Rutherford, N. J.; C. P. Olp, Mt. Morris, N. Y.; W. H. Sykes, Allentown, Pa.; B. E. Watson, Syracuse, N. Y.; Geo. W. Taylor, Philadelphia, Pa. Trustees of Reserve Fund—Geo. E. Green, Binghamton, N. Y.; M. F. Robson, Elmira, N. Y.; R. N. Hull, Cleveland, O.; W. C. VanBlarecom, Scranton, Pa.; J. Frank Hart, Wilkes-Barre, Pa. The regular annual meeting of the Association was held at Rochester, October 9, 1892, at which a site committee consisting of D. K. Clink, of

Chicago; Mack Wilson, of Cleveland, O.; F. C. Hamilton, of Evansville, Ind.; John E. Roche, of Scranton, Pa., and C. C. Gale, of Boston, Mass., were elected, and by instructions of the Board of Managers, during the summer of 1893 visited the following cities which had offered sites for the home: Utica, Rome, Syracuse, Auburn, Rochester, Buffalo, Binghamton, Ithaca, Elmira, Hornellsville, Mt. Morris, Aurora and Weedsport. The next annual convention was held in Syracuse, October 10, 1893, at which this committee, after careful investigation, made report and unanimously recommended the offer made by the citizens of

Binghamton of one hundred acres of land and \$15,000 in cash. This offer was unanimously accepted by the convention, there being present over twelve hundred members, composed of delegations ranging from fifty to three hundred from the different

cities offering sites. The transfer of the one hundred acres of land from the citizens to the Association was made May 21, 1894, and a topographical survey was begun June 6, 1894. The corner stone of the first building will be laid at the date of the annual meeting October 9, 1894. The annual income of the Association is now somewhat more than \$25,000 and it has over \$100,000 in the bank for use as desired. It is estimated that the Home will cost from \$200,000 to \$300,000. The officers for 1893-4 are as follows: President—J. D. Aldrich, Detroit, Mich. Secretary and Treasurer—W. H. Booth, Binghamton, N. Y.

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Vice-Presidents—William Mason, Binghamton, N. Y.; P. J. McCaffrey, Scranton, Pa.; J. M. McKinstry, Cleveland, O.; W. H. Holmes, Boston, Mass.; Oren Scotten, Detroit, Mich.; James Southard, Newark, N. J.; Charles H. Hinman, Chicago, Ill.; L. P. Reinecker, Baltimore, Md. Board of Managers, One Year—C. C. Howell, Ithaca, N. Y.; D. E. Pugh, Elmira, N. Y.; Theo. A. White, Binghamton, N. Y.; W. C. Dunham, Alfred Centre, N. Y.;

Geo. W. Taylor, Philadelphia, Pa. Two Years—John DeWitt, New York; George F. Sweigert, Scranton Pa.; C. F. Sutlerland, Wilkes-Barre, Pa.; C. P. Olp, Mt. Morris, N. Y.; W. H. Sykes, Allentown, Pa. Three Years—B. E. Watson, Syracuse, N. Y.; C. H. White, Buffalo, N. Y.; C. C. Frisbie, Elmira, N. Y.; S. D. W. Cleveland, Rochester, N. Y.; C. C. Gale, Boston, Mass. Trustees of Reserve Fund, Three Years—J. Frank Hart, Wilkes-Barre, Pa.; T. C. Northcott, Elmira, N. Y. Two Years—M. F. Robeson, Elmira, N. Y.; Geo. E. Green, Binghamton, N. Y. One Year—W. C. VanBlarcom, Scranton, Pa.; Ray Tompkins, Elmira, N. Y. Examining Finance Committee—J. H. Stützer, Philadelphia, Pa.; W. A. Coleman, Scranton, Pa.; C. H. Thompson, Binghamton, N. Y. The object of the Home may be understood from these extracts from the by-laws:

be to create a fund by membership fees and annual dues from its members, with which to provide and maintain a home and hospital within the State of New York, to be erected by said corporation for the reception, care and maintenance and relief of indigent commercial travelers, who are members of said association and their dependent wives, widows and infant children, and to build, furnish and maintain in connection there-

with a school for the benefit of said infants; and to provide and furnish such other and further aid and assistance to the members thereof and their families as may be provided by the by-laws of this corporation. Any commercial traveler, resident citizen of the United States of America, of good moral character, is eligible to membership. All applications for membership must be accompanied by two dollars as membership fee, and one dollar to pay annual dues for current fiscal year, and be endorsed by one or more members of the association. Any person eligible to membership



TABERNALE M. E. CHURCH.

ship may become a life member on the recommendation of the board of managers and the payment of forty dollars to the treasurer, which shall be in lieu of all future dues and assessments. Upon receipt of an application duly endorsed by one or more members and accompanied by a fee of not less than twenty-five dollars, the board of managers may, at any regular or special meeting, by a two-thirds vote of the members

ship may become a life member on the recommendation of the board of managers and the payment of forty dollars to the treasurer, which shall be in lieu of all future dues and assessments. Upon receipt of an application duly endorsed by one or more members and accompanied by a fee of not less than twenty-five dollars, the board of managers may, at any regular or special meeting, by a two-thirds vote of the members

The objects and purposes of said corporation shall

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BINGHAMTON, N. Y.

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House and Lots, Vacant Lots, Business Property and Farms in all parts of the city and county for sale and exchange.

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BINGHAMTON, N. Y.

present, elect such applicant an honorary member. The person so elected shall be entitled to none of the benefits or privileges nor liable for any dues or assessments of active members."

The site given by the citizens of Binghamton occupies an eminence directly South of the city and West of Ross Park. It is about one and a half miles from the Court house, and commands a view scarcely less picturesque than that obtained from the summit of the Park grounds. The two rivers and their valleys stretch to the North, East and West, while the city lies peacefully below.

### BRIDGES.

Five bridges connect the three sections into which the city is divided by the Susquehanna and Chenango rivers. The largest is a plate girder bridge spanning the Chenango between Court and Main streets. It cost nearly \$90,000, and is 400 feet long. The uppermost bridge spans the Susquehanna above the Rockbottom dam. It is a three-span iron structure 540 feet between shore abutments. Another mammoth iron structure connects Washington with DeRussey streets. This is 700 feet long and cost between \$40,000 and \$50,000 eight years ago. The Chenango is also crossed by a suspension bridge at the foot of Ferry street, affording communication with the fine residence quarter called Dwightville, in honor of its promotor, the late Col. Walton W. Dwight. It is 360 feet between its cable towers. A foot bridge connects the Southern part of the city with the center at the foot of Exchange street.

### CITY SUB-DIVISIONS.

The city is divided, for convenience of direction, into a number of localities. They are North Side, West End, Dwightville, Riverside, Rossville, Millville and Fairview. The North Side comprises all that teeming and progressive part lying North of the railways, and boasts of a population of more than 8,000 souls. It is traversed longitudinally by North Chenango street, from which extend a large number of handsome residence avenues. Chenango street is second in commercial importance only to Court street, and is paved

almost its entire length of a mile and a half with Trinidad Asphalt. Its Northern terminus is the North line of the city, and thence continues an unbroken succession of pretty villas to Port Dickinson, three miles from the city Court house. The whole distance is threaded by a branch of the Binghamton electric street car system.

The West End is perhaps the most beautiful residence part of the city. It



STONE OPERA HOUSE.

is also comparatively new, the greater part of it having been settled within half a dozen years. It extends almost to Lestershire, a thrifty suburb situated nearly three miles from the center of the city.

Riverside is the name bestowed upon a handsome avenue following along the Northern bank of the Susquehanna river below the city. It is occupied by a superior class of dwellings and is undoubtedly destined to become one of the most charming divisions.

Rossville embraces that portion of the city lying South of the Susquehanna river tributary to DeRussey

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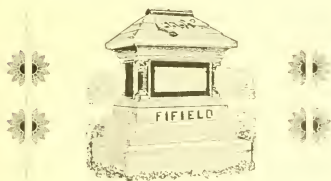
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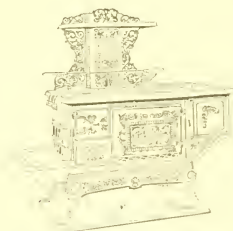
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ALSO, OIL AND GASOLINE STOVES.

Jobbing to Retail and Wholesale on all kinds

11 COURT STREET.

BINGHAMTON, N. Y.

street. It is named for its chief patron, Mr. Erastus Ross, who has large interests there. Rossville is a rapidly growing section and is very desirable as it commands a fine view of the city and the two uniting rivers. It will be the terminus of the State Line railway previously referred to.

Dwightville lies North of the Chenango river almost opposite the main business part of the city. It is composed of many pretty cottages and is devoted wholly to home purposes.

Fairview includes that delightful section of territory lying between the Eastern line of the older city and the possessions of the State Hospital. It contains a large chair factory, wagon factory, a carriage hardware manufactory, and is mainly built up by the cosy homes of those employed in them.

Millville is so called because it is the site of several large manufactories, including a tannery, cigar-box factories, planing mill, saw mill, chair factory, etc.

Port Dickinson is the name of a small village named after Hon. Daniel S. Dickinson. It contains a population of about seven hundred, and lies nearly three miles to the North of the city, being connected therewith by electric railway. It is virtually part of the city. Many persons doing business in Binghamton reside there.

Of more recent birth and much more rapid growth is the village of Lestershire, whose Eastern boundary is the Western line of the city. It is also about three miles from the city and numbers about 1,500 persons. Lestershire was founded by G. Harry Lester, its chief

support being the mammoth boot and shoe factory established by the Messrs Lester of this city. The village contains a brush factory and other minor interests, and is undoubtedly destined, like Port Dickinson, to ultimate union with Binghamton. An electric railway gives frequent and rapid transit to and from the place.

### THE SOLDIERS' MONUMENT.

An imposing monument commemorating the services of the soldiers and sailors, of Broome County, who

fell during the war of the Rebellion, was erected on the Court house square and dedicated on the Fourth of July, 1888. The monument is of granite and is composed of a base fifteen feet front by eleven feet wide and two feet high, with a sub-base and plinth of corresponding proportions. Above this is a die eight



CHENANGO RIVER SCENE.

feet long, six feet wide and three feet ten inches high, surmounted by a massive cap with carved corbels at either end which support bronze statues representing a soldier and a sailor. Standing on the center of this coping is a stately obelisk four feet square at the base and twenty-two feet high, with two projecting belts inscribed with battle names. Crowning the shaft is a beautifully carved Corinthian cap of about five tons weight, surmounted by a granite statue representing the Goddess of Liberty holding a sabre in one hand and a shield and laurel wreath in the other. This statue is eight feet in height and is a model of beauty.



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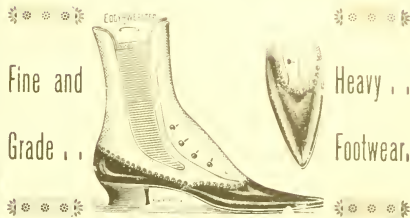
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BINGHAMTON, N. Y.

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Wholesale Dealers in

Fresh Gathered Eggs,

BUTTER, CHEESE,

HAY, STRAW, FEED, FLOUR, &c.

Goods Sold on Commission.

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The entire monument, from base to crowning point, measures fifty feet, and comprises 1,500 cubic feet of granite, weighing over one hundred tons. On the plinth beneath the die is the following inscription: "This monument is the tribute of Broome County to her brave sons who served in defense of the Union." It was estimated that 40,000 people witnessed the dedication of the monument.

#### THE CITY HOSPITAL.

The city has recently elected to appropriate \$25,000 to the building of a hospital for the care of the injured and ill. There is

also set apart an annual appropriation of \$3,000 for its maintenance, and it is proposed to erect a suitable building as soon as a site can be agreed upon by the Common Council. A structure hardly adequate for its needs is now located on upper Court-street. The hospital is governed by a board of six managers appointed by the

Mayor. These managers are among Binghamton's best citizens, are non-partisan and have always proven themselves able, conscientious men.

#### AGED WOMEN'S HOME.

About two years ago there was opened to the public a Home for the care of aged and indigent women not chronic invalids, and not under sixty years of age. This project was conceived by a number of benevolent ladies, and it already gives promise of much good

work. Applicants must have been residents of Broome County for not less than three years. Two hundred dollars admits one to a life membership and assure a comfortable home. The management is vested in a Board of Trustees composed of ten ladies and five gentlemen, and an Assistant Board of twenty-five ladies. The corporation owns handsome buildings and several acres of land in the Eastern part of the city.

#### THE FRATERNAL ORDERS.

Binghamton has ever been prominent in the advancement of social and fraternal orders, it taking rank as

one of the leading cities in the United States in the number of its Red Men, Odd Fellows, Masons, Knights of Pythias, etc. The Masons are divided into two powerful lodges, Malta Commandery, Knights Templar, is famous as the largest and best disciplined commandery in the state. It contains more than five hundred members. There is



STATE STREET CORNER OF COURT.

also a Chapter and six other Masonic auxiliaries, the whole embracing more than two thousand persons.

The Odd Fellows number in their various lodges, encampment, canton, etc., about one thousand members. Their uniformed degree is handsomely equipped.

The Improved Order of Red Men comprises seven tribes, five degrees of Pocahontas and a Chieftains League, the whole numbering nearly 1,700 persons. The Chieftains League is handsomely attired in continental uniform.

In addition to the foregoing there are well estab-

T. I. LACEY & SON,

ARCHITECTS.

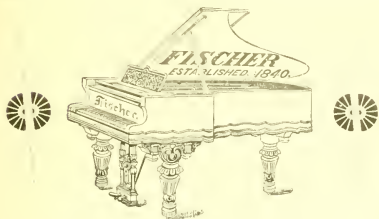
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Dime Bank Building,

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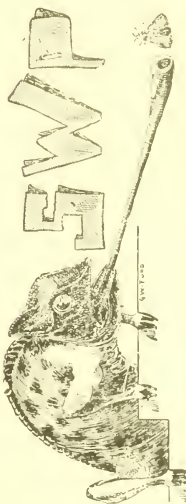
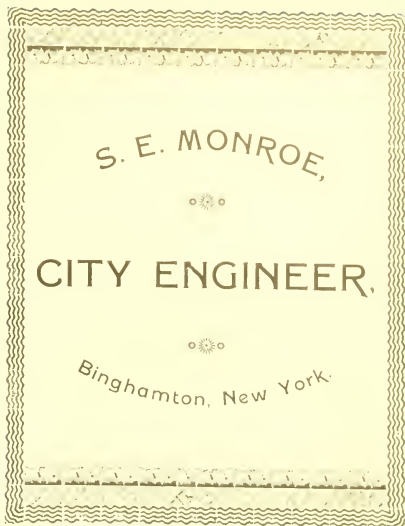
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lished branches of the Knights of Pythias, Royal Arcanum, Iron Hall, Knights of the Mystic Chain, Ancient Order of Hibernians, Catholic Knights of America, and many purely labor organizations. The American Protective Association has also quite a numerous contingent in the city.

#### BROOME COUNTY'S SOLDIERS.

A history of the city would be incomplete without a record of the brave men who shouldered arms at the outbreak of the late Rebellion and enlisted in the service of the

Union. In this, as in all else, the city was not unmindful of its duty. Scores of brave fellows left their bones to bleach under a Southern sun, while scores more attest with crutch or hanging sleeve the serious part they took in

that great struggle for national unity. Memorial day is therefore a day fraught with heart-breaking reflections in hundreds of homes in Broome County.

Directly after the proclamation of President Lincoln calling for 75,000 troops, an office was opened here by Col. Jacob C. Robie for enrolling volunteers. Three companies were soon formed which became Companies C, D and F in the 27th Regiment, New York Volunteers, commanded by Col. Henry W. Slocum. Col. Slocum became a General before the close of the war. The regiment was mustered in, beginning May

21st, 1861, for two years service. Joseph J. Bartlett was the first Captain of Company C, but he was made Major at Elmira and attained to the rank of Brigadier General for gallant service before the end of the conflict. Company C was mustered in with Edward L. Lewis, Captain, and the following roster of commissioned and non-commissioned officers: Chas. A. Wells, Lieutenant; Geo. A. Hurd, Ensign; Eugene M. Davis, Geo. W. Dunn, James M. Watson and John E. Ronk, Sergeants; Eri S. Watson, F. L. Gleason, T. M. Leonard and Martin H. Adams, Corporals; Samuel D. Crumb and Lewis W. Chichester, Musicians. There

were sixty-six privates in the company.

Company D was commanded by Captain (afterward General) Hiram C. Rogers; Henry C. Jackson, Lieutenant; Asa Park, Ensign; W. H. Bertram, Geo. Williamson, Edward Com-



REYNOLDS, ROGERS & LAY'S FACTORY FROM SUSPENSION BRIDGE.

stock, Albert G. Northrup, Sergeants; Wm. W. Spencer, John L. Bailey, Chas. B. Fairchild and Edward M. Watson, Corporals; Wm. J. Rundell and Chas. VanHorn, Musicians. Ninety-six men made up the rank and file of the company. Peter Jay became Captain of Company F, with Wm. A. Sheldon, Lieutenant; Lafayette Cross, Ensign, and the following list of Sergeants: D. P. Benedict, Frank E. Northrup, Luther N. Hubbard and Joseph L. Ross. Corporals: Geo. H. Roman, Frederick Randall, Harvey D. Whiting and John C. June. Musician, Franklin French.

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There were seventy-two privates in the company.

In December of the opening year of the struggle the 89th Regiment, New York Volunteers, was mustered into the service. Companies B, F, G, H and K were composed of men very largely taken from Broome County. The regiment was commanded by Col. Harrison S. Fairchild. Company B numbered eighty six men and were under the command of Capt. James Hazley; Nathan A. Newton, and Chauncey J. Reed, Lieutenants. Robert Brown was Captain of Company H; Moses Puffer and Wm. N. Benedict, First and Second Lieutenants. Company G was commanded by Captain Seymour L. Judd; Edward M. Bloomer and Frederick Davenport, Lieutenants. Companies H and K were commanded by Captains John B. Van Name and Frank Burt, respectively.

Another regiment largely recruited from Broome County which did valiant service during the war was the 109th, Col. Benjamin F. Tracy, commanding. Col. Tracy was promoted to General, and became Secretary of the Navy in President Harrison's cabinet. Isaac S. Catlin was Lieutenant Colonel of the 109th, Philo B. Stilson, Major and Peter W. Hopkins, Adjutant. Company D was commanded by Capt. Geo. W. Dunn, with Wm. Benedict and R. H. Johnson, Lieutenants. Company E was commanded by Captain Edward L. Lewis. There was a liberal sprinkling of Broome County volunteers in

other companies of this regiment. There was also a strong local color in the personnel of the gallant 137th, Col. David Ireland commanding. Company A was commanded by Capt. Frederick A. Stoddard, with Geo. C. Owen, First Lieutenant; F. M. Hallock, Second Lieutenant. The full official staff was as follows: Sergeants—R. B. Mirriam, D. E. Vinning, W. E. Robinson, Wm. Humphrey and Spencer Clark. Corporals—James Watrous, Jacob C. Butcher, S. D.



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Merrihew, Leonard Durham, Peter Vosburg, Lucian Vinning, C. Neff and John J. Boker. The Musicians were C. B. Taft and Levi Pierce. Company B of the same regiment was officered by Henry H. Davis, Captain; Asa C. Gale and Owen J. Sweet, Lieutenants. Company E's Captain was Milo B. Eldredge, Cornelius E. Dunn was First Lieutenant, and Geo. J. Spencer, Second Lieutenant. These three companies of the 109th Regiment contained nearly 300 men. Company F, Henry W. Shipman, Captain, and Wm. N.

Sage and Marshall Corbett, Lieutenants, numbered 88 men. The 161st Regiment, although made up chiefly by volunteers from other parts of the state, contained about fifty Broome County residents, among whom may be mentioned John P. Worthing, First Lieutenant of Company G, and John Jay, Second Lieutenant of the same company. Men from this county were also enrolled in the 168th Regiment, the 179th, the

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50th Regiment of Engineers, the Dickinson Light Artillery, Independent Battery, No. 16, the 51st Regiment, the 144th, 155th, 194th and the Ira Harris Guards cavalry. The last named organization contained the following well known names: officers roster, Company G—E. P. McKinney, Second Lieutenant; Chas. H. Cannon, First Sergeant; Asabel Maynard, Chas. B. Harris and Com. Berrey, Sergeants; Henry Applegate, Asa Gurnsey, Oscar Stoutenburg; Carlton P. Taylor, James F. Pettit, Jerome B. Wood and Geo. P. Tyler, Corporals; Wm. C. Colt, C. Q. M. S.; Lewis H. Allen, Bugler, and Geo. Miner, Wagoner.

The work from which the foregoing information is taken was compiled by Edward K. Clark, Esq., and given as an appendix to his addendum to the Annals of Binghamton in 1872. It is also noted in the same work that less than a hundred men responded to the call for troops made under the act of Congress of March 3rd, 1863. Under this act a draft was made in

District on the 17th day of July at Owego. The draft in Broome County was made under the supervision of Capt. E. C. Kattell, Provost Marshall for this district and President of the Board of Enrollment, the other members of the board being James N. Eldredge and Dr. Samuel B. Foster. The law permitted drafted persons to commute by paying \$300, this sum relieving them from obligation to serve during the three years for which they were taken. Those enrolled

were attached to the several regiments already enumerated, the larger number, however, being assigned to Company E, 76th Regiment, New York Volunteers, and the 64th New York Infantry.

This call for troops was so unsatisfactory that on the 17th of the then following October the President called for 300,000 soldiers, the plan being to encourage enlistment by offering a bounty. The Broome County Board of Supervisors held a special meeting on December 14 and 15, 1863, and adopted a resolution directing the County Treasurer to pay \$300 as a bounty to every volunteer enlisting pursuant to the October call. There was a generous response from every part of the county, more than 500 being added to Broome's already large representation among the country's defenders.

President Lincoln issued another call on February 1, 1864, 500,000 additional soldiers being required. The County Board of Supervisors met on the 5th of the month and again voted an appropriation of \$300 to

every person enlisting. Nearly 300 responded and were paid \$30,000. The President's call for 200,000 troops on March 15, 1864 was provided for without a special meeting of the Board. On the 18th of July following there was another call for 500,000 troops, and again the county legislature met and declared that it would pay out of the county treasury \$300 per man to all enlisting. About 400 men stand credited to the county under this call, but able bodied men had be-



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come scarce, and at a special meeting of the Supervisors on January 13, 1865, a resolution was adopted giving a bounty of \$700 to each soldier enlisting for three years, \$600 for two-year men and \$500 for those enlisting one year. About 200 men were thus obtained.

Although the record is of necessity incomplete, enough is obtainable to show that between 3,000 and 4,000 men served in the various departments of the army and navy from this county alone. All served faithfully, and the regiments to which they were at-

tached won distinction on many a bloody field. Horace Greeley pays the following tribute to an esteemed townsman, General John C. Robinson, who still loves to recount memories of the long struggle, although age has deprived him of his sight and two crutches supply the place of the limb left on a Southern battle field: "While

the outbreak and early stages of the Rebellion were signalized by conspicuous exhibitions, not only of the blackest treachery, but of amazing imbecility on the part of certain officers then serving in our army or navy, these were relieved by instances of heroic devotion to the Union and its flag, which were the more admirable because passive and therefore unnoted and unknown. Among those may be reckoned the preservation to the Union of Fort McHenry at Baltimore by Captain (since Major General) John C. Robinson, 5th

Infantry, who, with a handful of men, held that important position during the four weeks which separated the bloody triumph of the rebel mob in the slaughter of the Massachusetts men (April 19, 1861) from the bloodless recovery of Baltimore by General Butler, May 13. Had the fort, with its arms and munitions been given up by its defenders, its possession, with that of Baltimore, could only have been secured by a lavish outlay of effort and of blood on the part of the Union." Binghamton has three Grand Army Posts,



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Watrous, Walton Dwight and Joseph J. Bartlett Post. Watrous Post is commanded by William S. Jay, Walton Dwight by H. P. Mulford, and Joseph J. Bartlett Post by Dr. John M. Farrington. With the Daughters of Veterans, Mrs. Mary Stringham, President, and the Son of Veterans, R. D. Stringham, Captain, their

combined number is about six hundred. The meeting rooms of the various organizations are handsomely and comfortably furnished.

#### TRADITION AND HISTORY.

The material development of the city having been traced step by step from its foundation to the present, and it having been shown that Binghamton is amply deserving of all the encomiums showered upon it from



time to time, it may not prove uninteresting to note some of the tales that are told in connection with its early historical or semi-legendary period. The spot upon which the city stands, although a beautiful one in itself and in its surroundings, would not seem to have been thought desirable as a habitation by the Indians. This may possibly be explained by the fact that the point of confluence of the two rivers has been so recently reclaimed from the waters. There is no lack of proof that both the Susquehanna and Chenango rivers were exceedingly large streams at no very remote date, the whole territory lying between House's hill and South mountain on the South, and Mount Prospect on the North being submerged. Shells are even now frequently found imbedded in the rocky ledges on both these ranges of hills. The rapid recession of waters during the last few centuries, and notably since the disappearance of forests, undoubtedly laid bare the

bottom of the valley at too recent a period to make it desirable for occupancy at the time of its discovery by the whites.

The Chenango river has its rise in Madison county and is about ninety miles long. The stream contains no rapids but flows along smoothly between verdant hills until it joins the Susquehanna at Binghamton. The Susquehanna rises in Otsego lake, a beautiful body of water made historical by Fenimore Cooper's charming stories of Indian life, and empties into Chesapeake bay. Its course lies through a broken, irregular country. After leaving its parent lake it winds in a Southerly direction until it receives the Unadilla, then

bears more Southerly to the Great Bend, after which it turns to the North-east until within about five miles of Binghamton, from which it flows due West to Owego. It winds and rewinds among the mountains of Northern Pennsylvania, scarcely half a mile in a straight line, in a Southerly course by way of Towanda to Pittston, thence South-west through the Wyoming valley to Harrisburg, thence in almost a direct course to the bay. The stream is broken by many small rapids which serve to make it unnavigable.

Although the Indians had no village upon or near the site of the present city, the locality was not unknown to their war cry. The fierce roving bands

which ravaged the early settlements to the South and West and the East made this a prominent stopping place in their peregrinations. A detachment of troops under General James Clinton also encamped here for several days while on their way to join the

command of General Sullivan, who was fighting the Six Nations for supremacy during the war for colonial independence. How the tribes of the Six Nations were pledged to neutrality, broke faith and abetted the English are matters familiar to every student of colonial history. Their massacres at Cautega, Cherry Valley, Minnesink and Wyoming have often been told in song and story.

Congress finding it necessary to grapple with them in earnest sent Gen. Sullivan against them with a force of about 5,000 men, composed of three divisions, the New York line being under Gen. Clinton. Gen. Sullivan and two divisions left Wyoming on the 31st of



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July, 1779, and moved up the Susquehanna river in flat boats. The baggage of the army was carried on 2,000 horses and in 120 boats. The boats were propelled and often partly carried up the shallow waters by soldiers with strong poles, the horses marching in single file along the Indian paths on the banks. The divisions halted at Tioga Point for the remainder of the army, which was then at Otsego lake under Gen. Clinton preparing means of transportation down the Susquehanna. Clinton built a dam across the outlet of the lake until it rose several feet, whereupon by tearing it away he was enabled to float his ordnance, stores and troops on the swell down the stream. The delay caused by cutting his way through the woods from Fort Plain to the lake, and the building of the dam, made Clinton's arrival at Tioga

Point too late for active service against the Indians at that place. The enemy had gathered in large numbers and attacked Gen. Sullivan with savage ferocity. They were repeatedly repulsed with great loss, the deeds of the gallant army under Sullivan being familiar to every school boy. A splendid shaft now marks the spot where the decisive conflict took place after the arrival of Clinton, in which the famous Indian chief Joseph Brant and his Tory ally, Col. Butler were signally routed. After Gen. Sullivan had waited for Clinton some time at Tioga Point he sent an officer and

eight men up the Susquehanna to learn of his whereabouts. The little detachment lost one of its members while camping at what is now called "the Point," near the Northern end of the Washington street bridge. He was struck down by sickness. The mission of the little band was two important to admit of delay, and as they could not safely encumber themselves with a helpless companion, they built him a cabin among the trees, left him a quantity of provisions and proceeded on their journey. The ruins of the cabin and a small

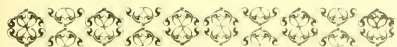
quantity of bones afterward certified to the fate that befel him.

The men found Clinton at the head waters of the Susquehanna, but they were so enfeebled by their long march through the woods, and scanty provisions that they could not return for some time after their arrival. After waiting nearly



RESIDENCE OF ERASTUS ROSS, FRONT STREET COR. MAIDEN LANE.

a month to hear from Gen. Clinton, Gen. Sullivan became more uneasy and sent a detachment of about 300 men to join him. This large company came up the river on the Owego side and met Gen. Clinton about half way between Binghamton and Union. Another chronicler has it that the force joined Clinton's army while it lay encamped on the present site of Binghamton. It is not impossible that both accounts are correct. One of Gen. Sullivan's detachment, John Rush, several descendants of whom are among the living, and well known to readers of this work, has stated that



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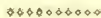


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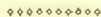
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the company marched to the junction of the rivers. He speaks of the "white bridge," and says there were several Indian wigwams and growing corn on the island above the bridge. The white bridge referred to stood where the Washington street bridge now stands, and the island spoken of has not yet entirely disappeared. It lays near the North bank of the Susquehanna river directly back of Weed's tannery. This was formerly a large island, the river flowing over the land where the tannery now stands.

On his way down the river Gen. Clinton destroyed a large Indian settlement at Oquaga and several smaller nearby villages. The finding of cannon balls and pieces of broken arms on the South side of the river at

Hooper would indicate that a skirmish also took place at that point. Indeed, as the Indians harassed the invading forces at every step of their march in their territory, it is safe to assume that this valley re-



BASE BALL GROUNDS.

sounded with the boom of cannon and the rattle of musketry almost without cessation during the fateful summer of 1779.

With the movement of Sullivan's army after the arrival of Gen. Clinton at Tioga Point, and the decisive triumphs won over Brant and Butler during the month of September this narrative has nothing to do. The movement of Clinton's division is of local interest because it led through familiar territory, and is related in detail because it affords the only historical connection of which any authentic record exists binding the place of our own homes and friends to those stirring events out of which grew our national unity and independence.

### THREE INDIAN STORIES.

#### I.

In September of the year in which the foregoing events took place Lieutenant William Boyd and twenty-one men left General Sullivan's army as it lay encamped near Hemlock lake to reconnoiter. They penetrated some distance into the woods without discovering any trace of hostile forces and were about to return into camp when they were surprised by Brant and Butler with nearly a thousand Indians and white renegades. Thirteen of the band were killed, six escaped and two, Boyd and one Parker, were taken prisoners by Col. Butler and condemned to death. Boyd requested an interview with Brant and it was granted.

What took place between them is not known, but Brant immediately gave order that Boyd's life must be spared. They were then transported to an Indian village called Beardstown.

Soon after their arrival there Brant was called away and the prisoners were given into the custody of Butler. He interrogated them as to the number of Sullivan's forces, but they, undoubtedly relying on Brant's assurance of safety, declined to give him any information. Butler then turned them over to the Indians with instructions to torture the coveted information out of them. An Indian chief called Little Beard immediately took charge of them. Lieutenant Boyd was first stripped of his clothing, bound to a tree and cruelly backed with knives and tomabawks, but with invincible courage he refused to reveal ought as to Sullivan's strength or movements. Failing to loosen his tongue in this way the Indian master of ceremonies



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made a small incision in Boyd's abdomen, took out an intestine, fastened it to a sapling, unbound him and with scourges drove him around until his intestines were entirely drawn from his body. Being still alive he was beheaded and left unburied on the ground. Parker was compelled to witness the frightful agonies of his companion and then was also beheaded. Lieutenant Boyd was buried at what is now Groveland, near the bank of Beard's creek under a clump of wild plum trees, and his grave may be seen there to this day. Several of his relatives were among the pioneer residents of this city, and their descendants are quite prominently identified with its later history.

## II.

Soon after the chiefs of the Six Nations allied themselves with the British, a Captain James Durand was sent to Joseph Brant on some diplomatic mission. Durand was of French birth and had proved himself to be a trusty and capable officer while in Clinton's command on more than one occasion. Brant's



BINGHAMTON CENTRAL HIGH SCHOOL.

subordinate chiefs were still fresh from their great council at Oswego when the intrepid Durand appeared among them, and they were not disposed to listen to him. Indeed, it appears that soon after his coming the entire force set out upon that errand of murder and rapine which to this day cannot be recounted without a shudder. It was Durand's misfortune to be quartered at the wigwam of an old Mohawk chief whose granddaughter, Minola, is said to have been

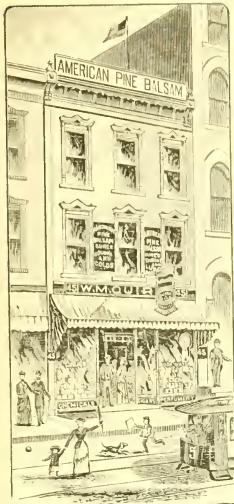
very beautiful. Be that as it may the warm blood of the Frenchman was inflamed to passion for her. Notwithstanding the old chieftain's warning that Minola was pledged in marriage to Wannetta, a young warrior then off on the war-path, Durand was persistent in his attentions to the Indian girl and ultimately married her. All might have been well had not Wannetta returned a few days after the ceremony. It need not be said that he was enraged to find his promised bride and a hated paleface occupying the same wig-

wam. A moment sufficed to persuade the squaws of the village that Durand had violated the hospitality of the tribe and deserved to die. Proceeding in a body to his cabin he was seized, bound, fastened to a stake and burned to death. Minola was never afterward reconciled to the ways of her people, and soon left them to live among the more civilized whites. She is said to have joined the little settlement at "Chenango Point," where she gave birth to a boy whose

children and grandchildren figure in local history.

## III.

In the spring of 1780 there floated down the Susquehanna to the mouth of the Chenango a fleet of Indian canoes containing nearly fifty warriors and seven Tories under command of Capt. Brant. They had eleven prisoners who were taken immediately after the burning of Harperfield in Delaware county. One of the prisoners was Captain Alexander Harper. Pass-



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High Grade Blended Whiskies

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168 Washington St., BINGHAMTON, N. Y.

ing across the mouth of the Chenango river the little flotilla anchored under the magnificent grove of Elms skirting what was until recently known as Lovers Grove. When the camp fires were burning their brightest the fierce notes of the Indian war dance broke from the grove, and for an hour the Indians amused themselves by hurling knives and tomahawks at the heads of the prisoners as they stood bound to the trees. Several of the captives were severely wounded by inexperienced warriors; it was evidently not their intention to injure any of them. The marks of the knives and hatchets on the tree-trunks were long pointed out to the primitive settlers. The captives were conveyed to the Indian headquarters at Niagara and ultimately set free.

#### THE FIRST COURT.

According to the narrative of Mr. Wilkinson the district now composing Broome, Tioga and Chemung counties was cut off from Montgomery county in 1791, and named Tioga county. Binghamton and Elmira, then called Newton and Chenango Point, respectively, were constituted half-shires, Jonathan Fitch and Joshua Mercereau being appointed judges. The first court was organized by Morgan Lewis, who afterward became Governor of the state. It was held at the residence of Warren Spaulding near Union, but was afterwards removed to Binghamton. The first judge appointed was Gen. John Patterson. He was

succeeded by five judges before the formation of Broome into a separate county. The records were kept part of the time at Binghamton, Elmira and Owego.

According to the old-time limits Chenango county embraced all the track running from the Chenango river to Port Deposit. The first town meeting was held at Oquago, Nathan Lane was chosen Supervisor and George Harper Town Clerk.

Broome county comprised the territory bounded on the North by Cortland and Chenango counties, on the East by Delaware county, on the South by the Pennsylvania line and on the West by Tioga. Prior to 1840 it contained eleven townships—Sanford, Windsor, Colesville, Chenango, Lisle, Union, Vestal, Conklin, Barker, Triangle and Nanticoke.

Owego, now the County Seat of Tioga county, was for many years a much more important vil-



THE JOHNSON RESIDENCE - RIVERSIDE DRIVE.

lage than Binghamton or as it was then called Chenango Point. It seemed probable that it would be the center of civilization for this section, not only on account of its age and prestige, but because there was far more wealth there and in that vicinity. The superior location of what is now known as Binghamton, finally, however, had its effect and slowly but surely it began to draw away from its older rival. Railroads began to centre here, industries came in and by reason not only of its location, but also of its thrift, energy and public spirit of its inhabitants, this city soon became what it

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DEAR MADAM In addition to OUR MERCHANT TAILORING  
DEPARTMENT, we shall add

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where we shall make Ladies' Fine Tailor-Made  
Suits to order.

..... It is with the idea of inviting your individual at-  
tention to this Department, that leads us to send  
you this somewhat personal letter.

..... We have engaged a first-class Lady Fitter, who  
will be in constant attendance.

..... We feel sure that this Department, where Ladies  
can get their Suits made in the latest style, will  
meet with the cordial approbation of both your  
good taste and judgment.

..... We were employed, for a number of years, with  
the well-known fashionable dress-maker, Mr.  
Julius Langer, 104 Eibsenk Street, Berlin, Ger-  
many, and feel, therefore, well prepared to super-  
vise this New Department.

Trusting to have the pleasure of seeing you a frequent visitor at  
our store, we extend the best compliments of the season, and remain,

Your Obedient Servant,

Robert Reuben,

233 CHENANGO STREET.

Binghamton, N. Y.

is to-day, the prosperous growing city and County Seat of one of the leading counties of the Empire state.

#### EARLY NEARBY SETTLEMENTS.

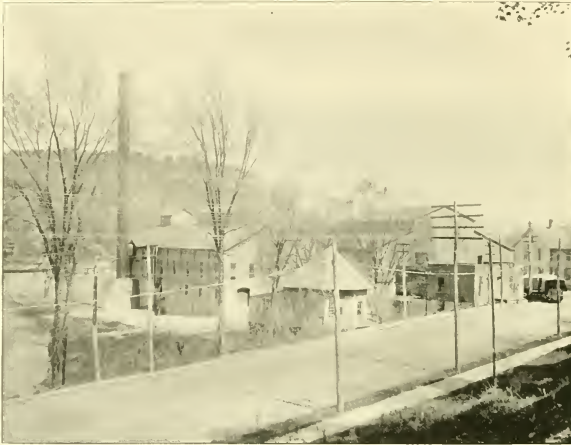
It is curious to note that the numerous villages which nestle among the hills of Broome, Chenango, Tioga and Chemung counties were invaded by white settlers about the same time—between 1784 and 1794 or thereabout. It is not always possible to fix dates accurately. A few of these settlements are noted in the following:

##### OQUAGA.

The most important Indian village in this vicinity was that at Old Oquaga, now called Windsor, fourteen miles from Binghamton, near Great Bend, Pa. It was called Ohnaquaga anciently, and was occupied by a branch of the Iroquois or Five Nations, a confederation of tribes which became the Six Nations by the union of the Tuscaroras a few years before the events that have made the races famous. A deeply worn Indian path is still pointed out across the Oquaga mountains to the village, and again across the mountains on the opposite side. There were vast orchards and grain fields in the valley, both pointing to a large and populous settlement. A great number of Indian bones, pottery, trinkets and rude weapons have been exhumed by the plowman for many years since the departure of the first inhabitants. Wilkinson relates in

his Annals that one Deacon Stow unearthed many silver trinkets of peculiar formation. One was of triangular shape about an inch across, flat, with a small round hole at one angle. It is supposed to have been worn as an ornament for the nose. The other was round, about the size of a fifty-cent piece, also made of silver, and is thought to have been used as a pendant for the ear.

The river side of the village was strongly fortified with unhewn logs, and the great number of arrow heads, broken hatchets and other weapons found about

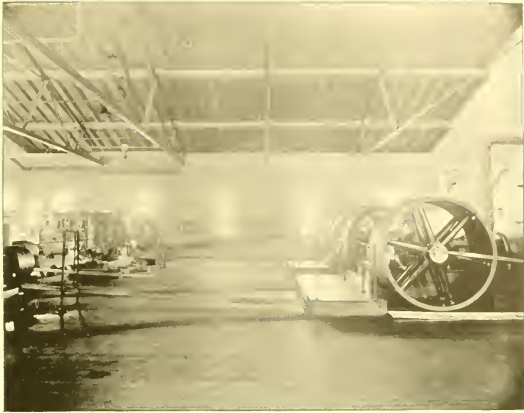


POWER STATION AND CAR HOUSE OF THE BINGHAMTON RAILROAD CO.

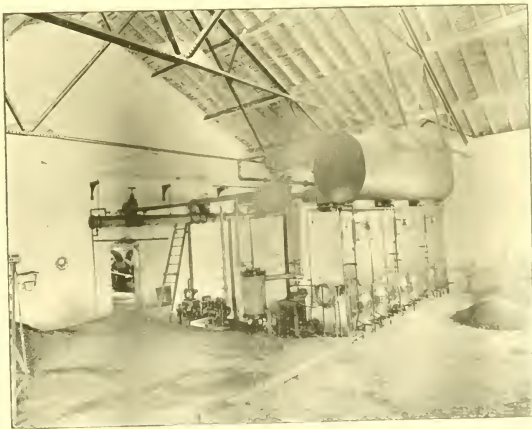
the fortification would indicate that battles there were not infrequent. It is also held that the fortifications were constructed by General Clinton while on his way down the Susquehanna to join General Sullivan, but there is nothing to support this view. Clinton destroyed the village at

Oquaga, but inasmuch as the Indians did not contest his march at that point, nor did he halt there, it is not probable that he threw up the ponderous breastworks discovered by the early white inhabitants. More likely the works were built by Brant and his British allies, as part of his command was quartered there during the winter of 1788-9.

The first white settler at that place was David Doolittle. White men had appeared among the Indians as missionaries prior to Mr. Doolittle's coming, but all were driven out at the opening of the French war.



ENGINE AND DYNAMO ROOM BINGHAMTON ELECTRIC RAILROAD.



BOILER ROOM BINGHAMTON ELECTRIC RAILROAD.

Mr. Doolittle was followed by many settlers, the majority of them coming from Waterbury, Conn. The first settlement was made in 1788, although it was not until after 1793 that any substantial foothold was gained by the whites. Among the pioneers was David Hotchkiss and his two sons, John Garnsey, Secretary Harpur, Major Samuel Stow, Roswell Higley, Lemuel Badger, John Stuart, Asa Judd, Capt. James Knox, Wm. Moore, Isaac Churcher, Edward Russell and Jonathan Andrus.

This anecdote is related of Samuel Stow to illustrate the hardship of those early residents: The year 1794 brought a destructive flood which destroyed the crops of the valley.

Corn, pumpkins and potatoes were swept away by the waters, a great scarcity of food naturally following. During the famine Major Stow shouldered a bushel of wheat, to which more than a dozen families had contributed, and carried it

forty miles to the nearest mill to be ground. This mill was located at Whattles Ferry. He carried back the ground meal the next day, and the whole neighborhood gathered together and held a sort of jollification. Bears grease was used for culinary purposes instead of lard. The first settlers were reduced almost to starvation by the failure of crops and the long distance to a depot of supplies. What was true of Oquaga applied also with more or less force to other pioneer residents of this locality. Oquaga is still a very small place. It lies in one of the most beautiful valleys of the state.

#### CHENANGO FORKS.

The settlement of what is now called Chenango Forks was also made about this time, Thomas Gallup being the first white man to penetrate its wilds with the view of making it his home. Mr. Gallup lived alone near the junction of the Tioughnioga river with the Chenango, and was joined by John Barker soon after the close of the Indian war. The next comers were Simeon Rogers and Gen. John Patterson who, however, moved some distance up the river at what is now Whitney's Point. A James Lampeer built his cabin in the same vicinity. Among others whose axes soon rang in the deep pine woods were John Allen, Asa



SCENE IN BENNETT PARK.

Beach, Solomon Rose, a brother of Col. William Rose, one of the first settlers of Binghamton, David Cornwall, Ebenezer Tracy, Moses Adams, James Richards, Jonathan Cowdry, Robert Parce and the Seymour brothers, John and David. The

South side of the Tioughnioga belonged to the Boston company, and the North side to Mr. Hornby, an Englishman whose patent embraced some 90,000 acres. The country was quite thickly inhabited by Indians, all of whom seemed to belong to the Mohawk tribe. They were peaceable and well disposed toward their white neighbors excepting when under the influence of liquor, which had already made its appearance with the other accessories of civilization.

The wife of Simeon Rogers was set upon by nine drunken braves at her home one day. One of the party was a young Mohawk chief named Antone by



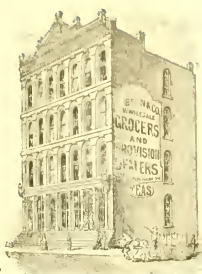
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Graduate of the Ontario  
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Residence: 120 Washington St.,

Binghamton, N. Y.

Telephone: Binghamton Produce Co.



the French, and known generally as "the Prince." Mrs. Rogers threw herself upon his protection, and the Indian, undoubtedly flattered by this mark of distinction, took her part, severely thrashing and kicking several of the band who insisted upon molesting the woman. One of them, a worthless fellow called David was so seriously injured that he was left for dead. He afterward recovered and was shot.

The first grist mill in the entire locality was built at Chenango Forks about 1802. Prior to that time grain had to be ground at Tioga Point or Whittles Ferry.

#### UNION AND VESTAL.

It was not until about a year after the settlement of the Chenango valley that white settlers found their way into what are now Union and Vestal. The earliest inhabitants were Major David Barney, who came from Cooperstown soon after Gen. Clinton's raid, and John Harvey. One of the most prominent early residents was Gen. Oringh Stoddard, one of the commissioners delegated by the Boston company to treat with the Indians. He was the father of Judge Stoddard, who was also a prominent and influential factor in the early history of the village. His brother, James Stoddard, was one of the first settlers of Lisle.

A few weeks after the arrival of those just mentioned the little colony was augmented by the incoming of Nehemiah Spaulding and Walter Sabins, the latter being employed by the Boston company to survey the locality. Other residents of about the same date were Capt. William Brink and Henry Richards. Captain Brink was a Hollander, and one of the hardiest of those intrepid men and women who first caused the New World wildernesses to bloom. He lived to see almost ninety years of life and won local renown by cradling five acres of grain on his seventieth birthday. It is also related of him that he held a bear by the hind legs until a companion dispatched it with an ax.

Among those who settled in and about Union, and who subsequently became well known were Ezekiel Crocker, Amos Patterson, Joshua and John Mercereau.

Mr. Patterson became Judge of Broome county; Mr. Crocker was one of the sixty proprietors of the Boston purchase, and James Mercereau was one of the first judges of Tioga county. He was also one of the first agents for the Hooper and Wilson patents. The two Mercereaus were the first to found a stage line between New York and Philadelphia. John introduced the first post coach that ever ran in the United States. Both served under Gen. Washington during the Revolution, and were employed on many difficult expeditions. It is said that the Mercereau brothers assisted Washington very materially in crossing the Delaware river when pursued by the British, and that but for their forethought several boats would have been left for the enemy to cross with. They returned after the colonial forces were safely over and found two large boats sunk along the shore which had been placed there by the Royalists. A large number of Judge and John Mercereau's descendants still live in Union. They were of French Huguenot extraction.

#### OTHER SETTLEMENTS.

Other early settlements were at Whitney's Point, Lisle and Greene. All were included in the Hornby patent of 90,000 acres. Greene was first called Hornby, and named later after the famous General Greene of Revolutionary fame. Its first inhabitant was Conrad Sharpe, who came about 1794 and was followed within a year by a number of Dutch families and French refugees, among the latter being a Captain Juliard, grandfather of the Juliands now living there. About the same year (1794) the place was visited by Tallyrand the distinguished French statesman. He spent a night at the home of Capt. Sawtelle at Port Dickinson. A French gentleman named Dutremont caught the fancy of Tallyrand and accompanied him to France as his private secretary.

A large mound was discovered about two miles South of Greene, which upon excavation in 1829 was found to contain great heaps of human bones. It is supposed to have been an Indian burial ground.

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Best Goods at Low Price

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ARE AS GOOD AS THE BEST.



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J. WALTER ASH,

198 CHENANGO STREET.

Jeweler and Graduate Optician.

Personal Attention Given to Watch Work  
and Warranted.

EYES EXAMINED FREE

OPTICAL GOODS, WATCHES AND JEWELRY

At Prices According to Low Expenses.

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Close to Depot. BINGHAMTON, N. Y.

GEORGE E. GREEN, Mayor of the "Parlor City" is a native of this County, having been born at Kirkwood August 30, 1858. He is a true representative of the self-made men of to-day, his parents having been primitive farmers in the town of Fenton in the neighborhood of Ballhack. At the age of 14 he entered the general store of J. F. Keeler at Port Crane and here received his first lessons in commerce. He subsequently engaged with J. E. Waite at Tuscorora, (town of Windsor, Broome Co.,) in the capacity of clerk in a large store and remained there two years. In 1878 he came to Binghamton and was employed by Jerome Shaw in his grocery which was then at the corner of Main and Edward streets and for a short time previous to his engage-

ment with Ford & Evans he traveled for Mills Ely & Co. During this time while he was getting a practical knowledge of business, he was adding to his education by devoting his time to books in the evening and long into the night. Soon after he became connected with this firm he went up for them a handsome wholesale trade and as a reward for his services, soon after the retirement of Mr. Evans he was admitted as a partner with Hon. Rollney A. Ford, the firm continuing as Ford & Green for three and a half years when Mr. Ford retired from the wholesale business and at that time Mr. Green has conducted the business as general sales agent for the Berwind-White Coal Mining Co., to which he gives his entire personal supervision, and which has proved eminently successful.

Mr. Green, aside from his real estate interests and large local business, is president of the Bantley Manufacturing Co., one-half owner of the Binghamton Cigar Co., a partner in the firm of H. H. Hayward, Berry & Green, stockholder in the Binghamton Home Insurance Co., and half owner in the wholesale coal business of Avery & Green, at Denale, N. Y. When quite a young man he took an interest in politics and after being inspector of a election several times was in 1887 nominated and elected alderman from the Third ward which is now composed of the 10th, 11th and 12th wards. The following year he was elected as president of the Council. During his term as

alderman he always championed the cause of public improvement and the present sewer system and the asphalt pavement is the result of his indefatigable efforts. He was nominated for the mayoralty in 1889 and defeated by Frank H. Stephens the Democratic nominee and again nominated in 1893 when he defeated Hon. Benajah S. Curran then acting mayor by a majority of 684. His Democratic predecessor having received a majority of 681. His administration thus far has been singularly popular, his appointments having given general satisfaction and only the most capable and efficient parties have been given positions, and all his acts have been characterized by prudent and conservative action. An important adjunct to the city's advancement to which much

credit is due the mayor is the selection of Binghamton for the Commercial Travelers Home which will add largely to its fame over the entire United States. He is president of the Board of Trade, a 32nd degree Mason, member of the Improved Order of Red Men, in which he has held the highest office in the state, member of the K. of P., B. P. O. E., the Binghamton Club, Republican Club of New York city, president of the Republican League of the state of New York, and connected with other societies. He has an extensive acquaintance over the state largely among business men. Mr. Green has by his own perseverance won his way to success and prominence. In all his relations he has ever maintained an incorruptible integrity and an unblemished character.



MAYOR GEORGE E. GREEN.

He was married in February, 1886, and has one promising daughter. He lives in a handsome residence at No. 17 Frederick street. Mr. Green has been mentioned as a probable candidate for Governor of this state. His popularity in political circles, and the wisdom which he has always displayed in the conduct of affairs entrusted to him make the prospect of his political elevation exceedingly promising. The high rank that he has already won in Republican councils is certainly a promising augury for the future. Above all, Mr. Green's character is without a stain, his political and business career being absolutely without reproach.

# Berwind-White Coal Mining Co.

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SHIPPING WHARVES:

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PHILADELPHIA,

BALTIMORE.



CHARLES H. TURNER.

which was also embodied in the *Herald* until editorial duties became too manifold for its creditable continuation. In 1886 Mr. Turner was married to Flora M. Whitney, only daughter of Joseph B. Whitney of Triangle, this county.

MICHAEL T. GARVEY, born in Binghamton, Broome Co., N. Y., October 10, 1858. His parents were James and Elizabeth (Keller) Garvey. The father was well known in Binghamton, having resided here for many years. Our subject was educated and graduated from St. James parochial academy in his native city. He started out in life very early to support himself, and was first engaged in the employment of the Delaware, Lackawanna & Western Railway Company, and by faithful attention to business during his nine years connection with the road, was promoted to various positions of trust. He was employed on the West Shore railway, and resided in Syracuse, N. Y. While living there he became superintendent of the Syracuse & Baldwinsville railway. After several years of attention to this business, Mr. Garvey returned to Binghamton, where he was elected to the honorable position of City Clerk, which he held during the years of 1891-2, having been the choice of the Democratic council then in power. In 1893, Mr. Garvey engaged in the hotel business with James F. Doyle, and keeps the well-known "Exchange Hotel," situated on Court street, the most prominent thoroughfare in Binghamton. This renowned hostelry has been remodeled and refitted throughout, and the traveler stopping there is sure of a comfortable home and first-class accommodations. At the February elections in 1894, Mr. Garvey was chosen to represent the Eighth ward in the Common Council. He is a member of two of the most important committees—Health and City Buildings and property. In 1894, Mr. Garvey was married to Miss Anna Sinnott, who was born in Ireland, but came to America with her parents when but two years of age. Mr. and Mrs. Garvey are prominent members of the Catholic church, and Mr. Garvey is a member of Branch No. 518 of the Catholic Knights of America, and also of No. 111, Catholic Mutual Benefit Association. Mr. Garvey has been particularly fortunate in his matrimonial choice, Mrs. Garvey being a lady of exceptional energy and ability and well fitted to assist him in his present business. Her mother, Mrs. Sinnott, who was early left a widow, by her own unaided efforts raised a family of six children, all of whom are to-day well educated and all but the youngest married, and presiding over happy and comfortable homes.



MICHAEL T. GARVEY.

The subject of this sketch, CHAS. H. TURNER, to whom was assigned the compilation of the historical part of this book, was born of German parentage 38 years ago, and reared in Ulster county, this state. He was educated at Hillsdale (Mich.) College, being a classmate of Will Carlton, the well-known poet and lecturer. In 1880 Mr. Turner came to this city, working at his trade, that of harness-making, for a time. In 1882 he began the study of law in the office of Arms & Arms, remaining there about two years. During this period he became a contributor to such periodicals as the *Century*, the Leslie publications, *Tid-Bits*, *Puck*, and a number of story papers. His poetical work attracted the attention of Chas. M. Dickinson, the publisher of the *Binghamton Republican*, Mr. Turner subsequently becoming a contributor to the Sunday edition of that journal, and winning several prizes offered for excellence in poetical composition. A few months later he obtained the position of news editor of the *Republican*, becoming its managing editor within a year, a position which he held until 1889, when, with H. A. Stanley, then business manager of the same paper, he purchased the *Binghamton Evening Herald*. Under the direction of these two gentlemen the then death-snitten *Herald* grew marvelously, it soon becoming the most widely distributed and influential journal in the Parlor City. In 1893 Mr. Turner sold the greater part of his interest in the *Herald* to a stock corporation and retired. He has since then given his time to literature, and found favor with such periodicals as the *Cosmopolitan*, *McClure's Magazine* and Frank Leslie's *Popular Monthly*. Mr. Turner excels in the delineation of the humorous whether in prose or verse. During his connection with the *Republican* it obtained considerable fame by reason of a humorous paragraph department which he conducted, a feature

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GENERAL AGENT.

## THE BINGHAMTON HERALD.



H. J. MITCHELL,  
*Sec'y and Treas.*

bona-fide circulation, or that is so universally respected and relied upon by its constituency. Founded as a five column folio, Feb. 28th, 1889, by J. B. Briggs, of Elmira, and E. H. Bogert, of Binghamton, it sunk between \$4,000 and \$5,000 the first six months of its existence. September 1st of that year, it was purchased by Chas. H. Turner, managing editor, and Hiram A. Stanley, business manager of the *Republican*, who resigned their positions to go in for them-

The Evening HERALD is probably the greatest newspaper success, considering its age, in the state of New York. There may be papers of greater circulation and making more money, but there is no daily of its age in a city the size of Binghamton, that has as great a

A type web press had been leased, and Jan. 1st, 1891 saw 4150 circulation. About this time, or a month or two before, the leased web had been exchanged for a bran new \$7,000 stereotype web, and the HERALD had been enlarged to an eight column folio,



F. D. VAN AMBURGH,  
*Vice-Pres. and Advt. Mgr.*

with a Saturday quarto edition of twice the size. Jan. 1st, 1892 it had 5,150 circulation, notwithstanding its competitors had seen fit to concertedly cut subscription rates from 65 and 50 cents per month respectively, to 25 cents each and sent out a score or more of canvassers, with the professed intention of wiping the HERALD off the face of the earth. The HERALD did nothing in the way of retaliation, except to get out the best paper it could and Jan. 1st,



H. A. STANLEY,  
*Pres. and General Manager.*

selves. It was then sinking \$160 per week. The first four months of their rule, it continued to sink money, and had eaten nearly \$4,000 of their money. It had nearly doubled in circulation however, having 2,750 subscribers Jan. 1st, 1890, and had been enlarged from a five to a six column folio.

1893, could boast of 6,250 circulation, and had added the largest and best job office in the city. Somewhat later, it added a steam bindery, capable of making all the finest blank books, and in addition to its newspaper business, was fast becoming what it now is, a first-class publishing house,



H. V. BOGERT,  
*Man. Editor.*



G. W. BEARDSLEY,  
*Managing Editor.*



printing and binding the finest books, in competition with the largest concerns of the United States. April 15th, 1893, it purchased the circulation of the *Evening Times*, a recent defunct attempt at newspaper business, and added temporarily to its list, some 1,800 circulation. Many of these were not good paying subscribers, as there are always about 800 of such in a city the size of Binghamton, waiting for the start of a new paper, and these were cut from its list, until October 1st, 1893, it had about 7,000 circulation. About this time it was found necessary, because of the growth of the business, to incorporate as a stock company, and the Evening HERALD Company was incorporated Oct. 1st, with a paid in capital of \$40,000. At this time Mr. Turner retired, selling his half interest to the new company, which was organized as follows: Pres. H. A. Stanley; Vice-Pres., F. D. VanAmburgh; Managing Editor, G. W. Beardsley; Secretary and Treasurer, H. J. Mitchell; Manager Circulation, H. V. Bogert. These were stockholders and officers and acting as a Board of Directors, they appointed the following heads of departments: Manager Foreign Advertising, N. M. Sheffield, room 85 Tribune building, New York City; Manager Foreign Circulation, R. B. Georgia; Manager of Collections, A. D. Legg; Manager Weekly HERALD Circulation, E. E. Nichols; Manager Bindery, J. F. Swanney; Manager Book and Job Department, Owen J. Donnelly. These with several able foremen for various minor positions, and a well drilled force of workmen, made an equipment equal to the first-class mechanical equipment already mentioned, and the HERALD's business began to boom as never before. The daily and weekly editions were enlarged from an eight column folio to a seven column quarto, and the circu-

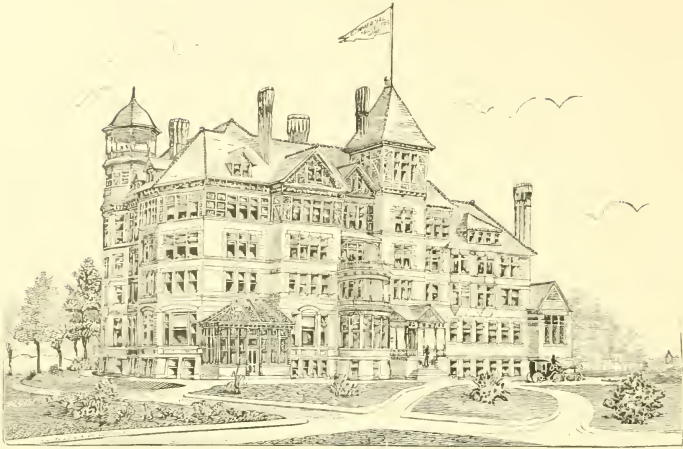
lation consequently increased. From its original single floor space of 15x30 feet, the three floors of a building 18x105 were in use, besides outside store houses for stock, but these were inadequate, and a fine lot having been purchased, extending from Water to Centre streets, 127½ feet along Henry, plans were drawn for a new home, a cut of which is here given. At this time an effort was made to rebuild their news press with an idea of increasing its speed, but while the men were at work upon it, an accident happened, compelling the purchase of a new and faster press, costing \$9,500.



THE HERALD'S PROPOSED NEW BUILDING.

This delayed the erection of the proposed building for a year at least, but with the new improvement, business came in faster than ever, and June 15th, of 1894 the HERALD was once more enlarged, making it an eight column quarto, and the largest paper in its field as well as the largest penny paper in the state. Its editorial and news columns have been strengthened and it is by all in its field recognized as the leader in worth, as it stands ready to prove it is, in circulation. It has to-day a sworn circulation exceeding 8,000 copies, and this is fast increasing. At the date of this

sketch the HERALD has standing at the head of its editorial columns an offer of \$100 to charity, if it has not 1,000 more total circulation than any of its local competitors and is not at all backward about opening up its books. It believes that every advertiser has a perfect right to know its exact circulation and is the only paper in its field with open press rooms. It remains an independent newspaper and for the reason that it is so in every sense of the word, is looked upon and supported by everybody. In return for such liberal patronage, it proposes in the future as in the past, to give its patrons the very best paper their patronage will afford.



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COMMERCIAL TRAVELERS' HOME, BINGHAMTON, N. Y.

Assigned to  
C. T. H. A. of A.

OFFICE OF THE GRAND MASTER OF MASONRY,  
IN THE STATE OF NEW YORK,  
LOCKPORT, N. Y., July 24th, 1894.

S. D. W. Cleveland, Esq., Chairman,  
Hotel Bennett, Binghamton, N. Y.

Dear Sirs—F. W. Grummond, of your committee, has called upon me to-day and extended a cordial invitation to lay the corner stone of the proposed building of the Commercial Travelers' Home Association of America, at Binghamton the 9th of October, 1894. This building you intend creating for the shelter and protection of the more unfortu-

nate members of your association, is an enterprise to be commended, and one worthy of emulation by the best citizens of our country. On behalf of the Masonic Fraternity, I cheerfully accept the invitation and assure you that Ancient Craft Masonry is always willing and ready to aid and assist all good work of this character. I have instructed our Grand Secretary, Col. E. M. L. Ehlers, to formally accept the invitation and notify the Grand Lodge officers, and the Fraternity to assist me in the performance of this duty. Yours Very Truly,

JOHN HODGE, Grand Master.



F. W. GRUMMOND.

The subject of this sketch, Mr. F. W. GRUMMOND, is a member of the large cigar manufacturing firm of Hull, Grummond & Co, Binghamton, N. Y., and is a well-known traveling man, being an ex-member of the National Board of Managers of the C. T. H. A. of A., and did much to make this organization a success. He is also an enthusiastic Mason. He was largely instrumental in locating the Commercial Travelers' Home in Binghamton. Mr. Grummond is a veteran commercial traveler although a young man in years. He has sold cigars on the road for a longer time than any other cigar salesman in the city and the constantly increasing business of the firm bespeaks his abilities in this line. He has a pleasing personality and is deservedly popular with all classes. He is a self-made man and it is to his untiring industry and indomitable perseverance that he owes the by no means modest success he has attained. In his business life he is eminently fair and upright, and his politic course has been a by no means unimportant factor in aiding him to attain the high position he holds in the commercial world to-day. His house life is ideal. He has a beautiful modern mansion on Morgan street in this city, a house filled with all that contributes to domestic comfort and happiness. As yet a young man Mr. Grummond is destined to meet with continued success, a reward which he richly deserves.

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