



The Advocate

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Cazenovia Heritage
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First Stearns Grants Awarded

In this first year of the *Carl D. Stearns Preservation & Restoration Grant* program, Cazenovia Heritage is pleased to announce that two grants were awarded in April: One to Carole Herbert to support the repair, restoration, and painting of windows and exterior at her home on Lincklaen Street. A second grant was awarded to Doug Milne and Randy Enos of Nickerson Street to replace 20th Century windows with six-over-

six windows, more in keeping with its Greek Revival style. Cazenovia Heritage was delighted with both the quality and number of grant requests received. The grants are but one example of the impact of **your** donation dollars; please take pride in making this grant program happen!



Advocacy Check-In: 30 Seconds Survey

Thanks to all who took part in the recent *30 Seconds Survey* – There was a solid response, 24% of distribution. As Cazenovia Heritage plans its advocacy efforts, your feedback and comments provided reassuring support for its mission. Here’s the recap:

	Agree	Disagree
A. Work with residents and Town government to develop a means of protecting historic architecture and cultural resources from demolition, deterioration, or significant alteration.	97%	3%
B. Continue efforts to fund the restoration and preservation of the Gothic Cottage.	98%	2%
C. Expand the 1987 boundary of the Village Historic District to recognize and include additional historic Village neighborhoods.	86%	14%
D. Of the three, which do you consider the top priority? (Indicate A, B, or C)		

Town Protections:	64%
Gothic Cottage Restoration:	26%
Village NR District Expansion:	10%

NYS Historic Marker Awarded to Wool Factory

Cazenovia Heritage worked with the Buyea family last year to research and apply for a historic marker for the building at 133 Albany Street, today's MacDowell Insurance. Based on late 19th century histories, the building reportedly was built by John Williams in 1831 following a supposed fire that destroyed the original structure. However, this long-held assumption proved false, and what has long been referred to as the Williams Wool Mill is probably more accurately cited as the Elisha Starr Wool Factory, circa 1808.

On-site inspection by Ted Bartlett and Carl Stearns of Cazenovia Heritage in 2024 on the lower level revealed heavy hand-hewn sills, posts, and cross beams typical of the early 1800s. Timber joinery is with mortise, tenon, and pegs. The heavy beams and joists are designed for heavy mill loads. While the mill wheels have been removed, many notches, iron bolts, wooden sleeves, and related attachments for the wheel and power transfer systems remain in place on the underside of the first story floor timber framing.



It is presumed that the two interior stories contained wool processing machinery and looms powered by the water wheels. The interior of the mill was probably open to allow for mill operations. The large warehouse doors in the front provided wagon access for shipping of finished woolen goods.

The power for the mill was provided by a deep water raceway coming from the south and entering the southeast corner of the foundation. On the interior, it appears that one water wheel was located in the southeast corner of the building with a tail race exiting on the east side of the southeast corner of the

foundation. The water race continued through the basement and exited the north end of the building, supplying water power for two more water wheels in the mill basement. All three water wheels were probably undershot wheels.

The Wool Factory was established in 1808 by Elisha Starr with leasing and financing provided by Elisha Farnham and later, John Lincklaen. Deeds and newspaper ads (see right, from *The Pilot*) further corroborate its earlier origins. The factory provided carding, fulling (cleansing to remove oils and dirt and to tighten wool by making it shrink), and a "clothiers works" making cloth. Starr operated the factory until 1816 when it was taken over M. Chandler. Subsequent owners continued the wool operation until 1855 when it was converted to a clock and machine shop and in 1895 became a wagon and repair shop. In 1943, The Grange, the then-owners, sold it to Irving Buyea.

Elisha Starr came to Cazenovia in the early 1800s from Connecticut. He served in the War of 1812, lived on Lincklaen Street, and moved to Pompey with his family after the 1816 sale of the factory.

Cazenovia Heritage was awarded a grant from the Pomeroy Foundation to acquire the NYS Historic Marker. The marker is expected to be received later this year. A public dedication will be held to recognize what is one of Cazenovia's original and oldest remaining industrial buildings. How nice to see this living history!

CLOTHIERS WORKS.

THE subscriber informs the public, that he has erected Clothing Works in the Village of Cazenovia, a little north of the turn-pike road, where he intends carrying on the

CLOTHING BUSINESS

in its various branches. All persons desirous of favoring him with their custom, may depend on having their cloth dress in the best manner, as he has procured an experienced workman, and that no pains shall be wanting to render general satisfaction. Most kinds of produce will be received in payment.

The subscriber also continues his Clothing Works at his old stand, one mile south of the village.

ELISHA STARR.

Cazenovia, Sept. 16. 1808.

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Celebrate Cazenovia's Water Troughs!



Last year, in preparing the presentation on *Equestrian Comforts*, the deteriorating condition of the historic water troughs on East Lake and Number Nine Roads was witnessed up-close. But we were pleased that the troughs provided an opportunity to advocate for these cultural objects that contribute to Cazenovia's unique sense of place and that document its equestrian history in the community.

Cazenovia Heritage approached the Town to share in the cost of restoration, and we are delighted and proud that the Town committed **\$10,000**, doubling Cazenovia Heritage's own contribution of **\$5,000**. During July and August, restoration work on the three troughs will be undertaken by Viau Masonry preservationists.

Anyone who donated to the Annual Appeal or with a Membership in 2024-2025 can proudly display your part in making this happen with this free yard sign. The signs will be available to pick up at the library parking lot this summer – **watch your emails for upcoming dates!** This is preservation advocacy made real!



Lego[®]novia 2025 Hits Home

Another great group of children took part in this year's Legonovia celebration on May 18th. We can't say enough about the talent and ingenuity displayed by these future preservationists, architects, and builders -- along with a few artists and poets! Parents and grandparents took part in finding the right color of blocks, while the kids had a fun, hands-on learning experience about Cazenovia's historic architecture.



Many thanks to our sponsors for their generous support:

At the **Restorationist** level: Americu Credit Union, Ashley McGraw Architects, Cazenovia Jewelry, Cazenovia Pizza, Kevin Clarke, Red Apple Group, and Teitsch-Kent-Fay Architects. **Preservationists** included Cazenovia Sports Bowl, Leigh Baldwin & Co., and The Pewter Spoon Café. And, additional **Supporters** were Crawford & Stearns Architects, Hearthstone Bakery, and 20 East.



Advocacy Updates

Renew Albany Street!

As foreseen in the last issue, the planned restoration work on the Dwyer buildings began in May with sanding, painting, and repairs of the window “hoods” and cornice now completed. The landlord of the Jasmine Florist building also has undertaken some cornice cleaning. New tenants to the east hint at other work to come.



99-101 Albany continues its construction, requiring the demolition of 7 Center Street:



And then there is 117 Albany Street – Before (left) and After (right) - site clean-up and no more rusty posts!



Know Your Caz: Origins of Town Road Names, Part II

In the last issue, names of roads in the Town were identified as to their attribution (for whom/what) and their first appearance or official adoption. The implementation of the Rural Free Delivery routes in the early 1900s was a driver for designation, often using commonly understood road names from the 1800s. Years later, another driver came with the implementation of the 9-1-1 emergency services system in 1992, requiring clarity or revision to certain road names. Here is this issue's batch:

Bass: NWS. Name in use in 1969. Source of name unknown; anyone know? For wood or fish?

Burlingame: Originally Perkins Hill Road after four Perkins family members who had settled there, beginning in 1803. The Burlingame family purchased much of the land in 1930s, and while the land again was sold off in the '30s and '40s, the Burlingame name stayed. Appears in 1934 in *Republican*.

East: Appears in 1879 *Republican*; presumably because it was a primary road east of the main southerly road, ie., Rippleton Road.

East Lake: Appears without name on 1859 map; in 1922 in newspaper as (lower case) 'the east lake road' which use persisted through 1933, when it finally was capitalized. The preceding "the" continued in use through the 1940s but was finally dropped around 1948, becoming East Lake Road.

Elm Street: NWS. Does not appear on 1859 or 1875 maps.

Fabius/Rte 80: NWS. Found on 1859 and 1875 maps without name; appears in press in 1920. Referred to as Route 80 in 1938.

Fairbanks: NWS. Appears on 1859 and 1875 maps without name. Farm of J. Fairbanks, ca. 1860s.

Ferndell: Name given by Ledyard Lincklaen to mill establishment in 1850s on this road which he soon sold to become a window sash factory.

Glenwood: A development by T. Frank Dolan in 1960s, with a nod to nearby Glenwood Farm built by Lambertus Wolters Ledyard (1836-1897) who raised Guernsey cattle there and on Rippleton Road.

Grass Road/Grassy Lane Rd: Began at what is today's Westfield Road, which proceeded south (since abandoned) in parallel to Syracuse Rd. During the 1800s to the 1920s, it intersected the road going west from the Lake Road (Ledyard) at the south end of the lake. One arm (today's Grassy Lane) went west to Atwell's Mills where it crossed Pompey Hollow Rd. The other arm (Grass/Grassy Road) continued going south where ultimately it would intersect Burlingame and Delphi roads.

Hardscrabble: for the type of surface of the road, ie., stone, wood, or gravel, versus a soft surface (eg., grass or dirt).

Hoffman: A road carved from land once owned by Zelia Krumbhaar Preston Hoffman, the daughter of George Preston who had built Ormonde. After Preston's death, Zelia Hoffman purchased the Glenwood Farm adjacent to Ormonde in 1909, and along with Ormonde, expanded her land holdings to 400 acres.

Holmes: Seymour Holmes b. 1835 had moved to Cazenovia by the 1860s and bought 225 acres of the former Fuller farm in 1866. Road appears on early maps, without name. His son Fred was born 1866 and in 1940, *Caz Republican* referred to the road as "Fred Holmes Road, near Juddville." After years of successfully raising Holsteins, Fred died 1949 in the same house in which he was born. Of his children, son Milton remained on the farm.

Juddville: Settlement. (Augustus) Bradford Judd Sr. b. 1803 was a blacksmith, who settled on this road and whose shop persisted thru 1938 by four generations of Judds. Numerous Judd descendants settled in this area here and in NWS. Road without name appears on county map of 1912. Juddville as a settlement name and location was used through 1974 though use died out in the 1980s. Judd Road was the name in 1914; Juddville Road came into use in the 1930s. In 1992, the Town formally adopted the name of Juddville Road.

