HISTORICAL PICTORIAL COLORING BOOK

Illustrations: Fritz Wasser
CORNING-PAINTED POST AREA
HISTORICAL-PICTORIAL
COLORING BOOK AND BRIEF HISTORY

Illustrations by Fritz Wasser
Text by Thomas Dimitroff and Lois Janes

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People of all ages will find the CORNING AREA HISTORICAL PICTORIAL COLORING BOOK a most enjoyable threethrowback at some of the history of the local area. Fritz Waver, Thomas Dimmott, and Lois Jones, friends, teaching colleagues, and area residents for over a decade and a half, have pooled their interests and energies to produce this book. They hope that whether the reader basely colors the pictures or simply reads the text and enjoys the graphics, something will be gained by a trip through its pages.

Although the scenes are presented chronologically, no effort is made to dramatize all of the countless facets of life throughout the rich history of this part of the Chemung Valley. Topic choices are based primarily upon availability of historical sources and aesthetic merit. Since this is not intended to be an academic book, the artist did not strive to produce "photographic illustrations." As a result, the illustrator exercised artistic license in a few instances. In general, however, the drawings accurately portray the Corning Area of yesterday.

Prints of many of the drawings are available in a size and quality for framing. These may be purchased at local outlets or by contacting Thomas Dimmott.

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ILLUSTRATION 1

PALEO-INDIANS HUNTING THE GIANT MAMMOTS AND MASTODONS IN THE CHEMUNG VALLEY

(Sketch made by the bend in the river, Post Creek, and the ancient Chimney Rocks near Gibbon.)

The geologic history of the Corning Area stretches far back into the depths of time to a jawless fish more than 500 million years ago. The barren land of this ancient time had to wait hundreds of millions of years and experience vast changes before the first streams could set foot upon it. During the area's earliest years a shifting of the land lowered its level so that it was submerged under a vast continental sea for 35 million years. Countless tons of odd-shaped petrified materials, fine wood, and seaweed were washed ashore and settled to the bottom of this sea forming the bedrock that underlies our area today.

About 220 million years ago the Appalachian forces wracked and shifted the land during what is now known as the Appalachian Revolution. In this process the land was lifted above sea level where it has remained ever since. Subsequent uplifts of the land raised it to a plateau and then the forces of erosion set in that modified the landscape.

One million years ago great sheets of glacial ice began to creep southward from more northern areas. From that time until eleven thousand years ago at least four advances and retreats of continental glaciers gouged and scoured the surface of the land. The changing levels of the great lakes brought the area into a moderate relief region with southeastward drainage.

During the last glacial stages of the "Ice Age" great mammals began to appear in this region. Among them were the elephant-like mammoths and mastodons. These great creas bored the local area and remains of them have been found throughout man's history in the Chemung Valley. Man first came to North America in pursuit of these great mammals. He probably first entered this area that is New York State about 7000 B.C. As these first inhabitants, the Paleo-Indians, chased their huge quarry they doubtlessly wandered with a feeling of wonder and awe. They found the Chemung Valley marked by a large southeastward bend in the river and the entrance of Post Creek. These early men must have gazed in wonder at the strange chimney-like rock formations along the cliffs near present-day Gibbon. Some of these, the Chimney Rocks, were actually lava stools and sentinels and local landmarks until the twentieth century.

The Paleo-Indians were the first of many Indian groups that would pass through or use the Chemung Valley. They were followed by the Lomakas; the Genesee; the Laurentians; the Susque- nehanna; or Stonewall peo; the Iroquois; the Haudenosaunee; the Onondaga; the Monticello; the Oswage; and the mighty Iroquois, especially the An- daсте. From the time of the Paleo-Indians until after the American Revolution was Indian ter- ritory and hosted countless temporary camps used by hunting, fishing, and war parties.

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ILLUSTRATION 2

LUMBER RAFTING ON THE CHEMUNG RIVER

Every pioneer farmer had to clear his land of trees before he could grow crops, so thousands and thou- sands of trees were transported to the fields. But timber was a valuable cash crop if it could be delivered to market. The insatiable needs of Europe and the more settled areas along the American coasts for raw materials did not escape notice. The lumber train was a most important tool, moving heavy lumber from the frontiers by land transportation methods. The streams and rivers, with their currents and falling waters, were used as a cheap, efficient way of moving heavy cargoes such as timber.

Trees were cut and skidded out of the woods in the winter when the snow and frozen ground made it easier to drag them. The logs, or sometimes finished timber from a sawmill, were lashed into platforms or rafts. The platforms were attached to one another to make "flotes." Even small creeks and feeder streams, when large enough, could carry a flat as far as it could be paddled. Flotes from Steuben County traveled the Chemung River to the Susquehanna and eventually reached Chesapeake Bay.

Rafting was a serious business and the task of piloting a flote on the river required good judgment, steady nerves, and a memory for the obstacles of the riverbed, as well as an eye for unexpected dangers. It was part-time work, for the season depended upon the river's ris- ing. The crew of four or five, who piloted the raft under the direction of the pilot, was made up of any willing men who could spare a couple of weekends for manual labor away from home. Almost every able-bodied young man from the Chemung Valley expected to be a flote pilot once or another. For many of them it was the only travel-ad- venture of their lives.

On one of these trips the flote a shanty was constructed with crude bolts and a fire- pit to pro- vide shelter and warmth when the raft was tied up along the riverbank. With the raft made a one-way trip to the sea where it was broken up for its timber, so the crew traveled with minimal baggage since everything was packed on the flote and had to be given away. They depended upon the fire to keep them warm at night and dry out their clothing, but often the cold, rain, snow, sleet or fall made the journey uncomfortable. Occasionally the crew purchased fresh eggs, milk, or other perisha- bles to cook from a river-side farm, but usually they depended upon baked bread which could be pre- pared before the trip, eaten cold, and kept well. Folklore records that hard cider and other strong drink sometimes did their part, but reponsi- bility for navigating the river required a sober pilot, for carelessness could mean a smashed raft and for- feited wages.

The trip down-river was hard work, but not with- out its fun. First-time rafters were the butt of practi- cal jokes and pranks. The first time the hikie home was sometimes turned into an endurance race as crews vied with one another to see who could arrive at the beach first. As a result, canal boats and trains made the return journey more comfort- able. Some of the young men lingered in Pennsylva- nia or even went to visit the coastal cities, Philadelphia or New York.

Eventually, the depletion of timber and improved transportation by railroads put an end to the rafting in the Chemung Valley.

Lumbering itself was one of the first industries of the frontiers. In this area, Elzey Lindley brought sawmills to life, and the blasing operation was well in 1790. There were also early mills on Post Creek and along the river where Denison Park now stands. Most companies now had to create a new lumber mill for building local barns, houses, and even the plank roads.

Most important to the area were the large mills which grew up at the place now named for them, Ganoga Mills. At one time these mills were reputed to be the largest in the state, when the mixed spruces had been lumbered off, the mills moved farther west to new forest areas. Many of the residents of the Chemung Valley were forced to move to upper Michigan with the company, but the name continues to remind us that Painted Port was once lumbering country!
Above Gibson, on the south shore of the Chemung River, a new community began about the time that the canal was opened. A group of Albany speculators purchased a farm land, and planned a new village where a railroad and a new canal met business would prosper. They called the new village Corning, after Erastus Corning, an Albany backer of the investors who, in 1851, planned a railroad and a canal.

Before the village began, Knoxville had already grown up on the north side of the river. It had two general stores and three hotels. The old mill building in the settlement was the Jennings Tavern, also known as the Patterson Inn. It was built in 1796 and was used as a lookout, a frontier scout and great hunter, was its first host. Centerville, now called Riverside, was also a busy settlement. But the new settlement of Corning remained in a few years surpassed the older settlements in number and in businesses and services. This view of the feeder dam and lock at Gibson shows the Chimney Narrows road and, in the background, Post Creek entering the Chemung River.

ILLUSTRATION 4
THE CASTLE, CORNING'S ARSENAL

In 1857 several members of the Corning Company transferred a Corning village block to the State of New York for the token fee of one dollar. This act of generosity made it possible for Corning to be the site of the first state arsenal built in Steuben County. The designations for this particular property was for such a project its location bounded by West First and West Second, Washington and Hamilton Streets. From this area, the Eriemen and the valley. The arsenal itself was constructed using about $13,000 of state funds. It was built of native stone and its castle-like design made it a striking structure. A similar frontal view of this design is used in the emblem of the U.S. Corps of Engineers.

Once completed the Arsenal stood as a symbol of progress, strength, and permanency. It also generated a measure of romance, sitting on the hill in its martial splendor. Practically, it served as the headquarters for the 9th and 20th of the 6th Regiment of the New York State Militia. During the Civil War the Arsenal frequently was a stopping place for new military groups headed for Elmira where they mustered as units in the Union Army. By 1864 arms and ammunition were stored at the Arsenal for use if a Confederate invasion of the North succeeded in advancing up the Chemung River.

Following the Civil War the need for the Arsenal diminished. In 1878 the arsenals sold to private parties. In 1873 a short time later the property was transferred to St. Mary's Church which remodeled and opened it as The Sisters of Mercy Convent and St. Joseph's Orphan Asylum in 1875. The Sisters of Mercy need a new convent by 1902. Also, the numbers of orphans had decreased drastically reducing the need for an orphanage. Some of the Arsenal buildings were sold, raising money to build a new convent which was completed in 1906. For a few years the old "Castle" became used for kindergarten classes and living quarters. Then it was abandoned. Decay and neglect attacked the old fortress. The ravages of time and the elements defeated it, reducing its splendor to mere ruins. In 1965 its remains were sold and razed to make room for the building of the Castle Garden Apartments.

ILLUSTRATION 5
EARLY 20TH CENTURY VIEW OF THE CORNING GLASS WORKS

The Feeder Canal and early railroads brought commercial prosperity to the Village of Corning, helping it become a busy shipping center. After the Civil War the Erie and the Chenango Canal connected the Southern Tier with Buffalo and New York City, reducing Corning's importance as the terminus of the railroads from the Pennsylvania coal mines and the western end of the Feeder Canal. Corning's importance as a commercial center was threatened. At this critical juncture, the New York Central brought the community into the industrial revolution that was sweeping the country. Local investors joined with Amory Houghton to promote Corning, and moved the Brooklyn Flint Glass Works to Corning. This began the process of transforming the community from a commercial center to an industrial city.

The new glass factory, the Corning Flint Glass Works, began operations in its new plant in October 1868. The firm's first 100-foot brick chimney, one for each stove, stood as a monument to the new era of prosperity brought to the local area by industrialization. The Houghton & Dailey Glass firm had moved to the new plant.

New companies established a immediate flurry of economic growth in the area. By 1875 the firm known as the Corning Glass Works was busy producing glass blanks and railroad lenses. New products were developed and the local plant continued to expand. The plant's early years testified to the company's increased productivity and the community's prosperity.

The Company continued to grow nurtured by ever-expanding research and development activities and constantly improving production skills. The modest two-furnace plant of 1868 has expanded into a giant international corporation employing tens of thousands of people in at least two dozen countries. Despite its international growth, its corporate offices, research laboratories, and significant production facilities have remained in Corning making this city the "Glass Center of the World."

ILLUSTRATION 6
CORNING'S CUT AND ENGRAVED GLASS INDUSTRY

The cut and engraved glass industry came to Corning in 1800 when Hoare & Dailey's firm by prior agreement set up business in the Houghtons' new plant. Within a short time the excellence of the Corning produced glass blanks combined with the skilled local cutting and engraving began to earn Corning the title, "The Swan City." Thomas G. Hawkes, formerly a foreman at the Hoare plant, founded the Hawkes Rich Cut Glass Works. This was the beginning of a number of other quality cutting firms in Corning including Hunt & Sullivan, 1885; O. F. Egginton Rich Cut Glass, 1887; G. W. Drake Cut Glass Company, 1892; Klocker and Knickerbocker Cut Glass Company, 1902; Almy & Thomas, 1903; H. P. Sinclair, 1904; and a host of smaller firms.

The heavy, brilliant cut glass was always an expensive item, a symbol of affluence and prestige. Corning's crystal was sought after by the wealthy in all walks of life. The list of the famous families from the Gilded Age including Presidents Grant, McKinley, and Harding; William H. Vanderbilt; George J. Magee; and countless others.

Today the tradition of fine glass engraving lives on in Corning led by Corning and several smaller engraving shops. Yet, the sparkling works of art created during the Brilliant Period of cut glass are still sought by collectors and connoisseurs throughout the world.

TITLES PAGE ILLUSTRATION
THE INGERSOLL-RAND COMPANY

Lumbering activities provided Erwin and Painted Post with a strong economy. Liver more to the east, Corning was well along the way in率为 manufacturing activity. It was supported and encouraged by the area's many sawmills, especially those at Erwin, needed steam engines and other types of machinery. These needs led to the establishment of the Westen Engine Works which in turn developed into the area's second largest industry.

Abijah Weston founded the Westen Engine Works in Painted Post in 1846. His fledging business prospered and by 1856 was employing 150 men in 75 wooden buildings and in around the center of the community. Then, in 1856, Painted Post's most disastrous fire swept through the town, injuring the Westen Engine Works with other residential and business buildings. For some time the residents of Painted Post were alarmed to learn that the Engine Works would not be rebuilt. These rumors happily proved unfounded when the firm rebuilt and resumed operations by 1858.

Mr. Weston died in 1888, and despite Painted Post's efforts to prevent it the Westen Engine Works closed. Local officials then undertook an announcement that the plant had been purchased by the Rand Drill Company. This firm planned to use the Painted Post plant for specialty steam compressors and the Imperial Steam Engine that had been developed by Weston.

The Imperial Engine Company, was successful and enlarged the local plant in 1900. In 1905 the Rand Drill Company and the Ingersoll- Rand Company merged, a fact that consolidated one of the largest engine plants in this field of manufacturing. The new Ingersoll-Rand Company greatly expanded the physical facilities of the Painted Post plant in 1910. Plans included near additional local growth and prosperity followed the closing of the old Rand Company's plant in Tarrytown, and the transfer of its operations to the newly completed Painted Post. From this point forward the local Ingersoll-Rand plant continued to expand making major contributions in 1915, 1916, and 1918.

World War I and World War II brought the Ingersoll-Rand both the responsibility and prosperity of war production. This prosperity continued today the Painted Post plant of the Ingersoll-Rand is the area's second largest industry.

ILLUSTRATION 7
THE STEUBEN GLASS WORKS: SIXTEEN-POT FURNACE

In 1903 Corning welcomed a new glass industry, the Steuben Glass Works. Thomas G. Hawkes, the cut glass manufacturer and chairman of the Board of England to Corning to establish this new company. At first the firm was to produce glass blanks for the cutting and engraving shops operated by Hawkes. However, Frederick Carver, a brilliant and creative glass designer and maker, had broader ambitions and created immediately to produce art glass objects from his own designs and formulas.

Starting with a ten-pot furnace, and then later working with sixteen-pot furnaces like the one il
The region's tobacco production led to the development of a rather extensive cigar-making industry in Corning. A number of local cigar-making firms were started, and all of them, produced thousands of hand-wrapped cigars each year; one firm alone made 310,000 cigars in one year. Although the industry is now mostly gone and the self-sufficient, unautomated, 19th Century "Homespun" farms have disappeared, the importance of agriculture in the area persists.

ILLUSTRATION 9
PAINTED POST'S INDIAN MONUMENT

Sometime before the Revolutionary War a proud Indian warrior set up a memorial along the Andastake Trail to record his greatness as a fighter. On the flood plain where the Conhocon and Canisteo Rivers meet, he hewed the grassy four-square, stained its red, and painted it with black figures which represented the men he had killed or captured. No one knows who he was or what victories he celebrated, but his post endured even when the Indians were forced out by advancing settlers.

Early travelers through the valley found it easier to call the place "painted post" for that landmark than it was to remember the Indian name for the area. The surrounding territory became known as the "Land of the Painted Post" and the settlement which grew up around the Indian marker on the river bank became the Village of Painted Post.

The old Indian relic was whitewashed away for souvenirs and, according to folklore, was once even stolen by a rival community. But settlers at the village erected another wooden post which was finally replaced by a more durable sheet metal Indian weather-vane. This weather-vane remained in place for hundreds of years.

In 1894 a statue of a warrior, commonly called John Montour for a famous Indian chief, was erected on a sturdy pedestal in the intersection of Hamilton and Water Streets. For many years the two Indians watched over the village. The weather-vane disappeared during the 1930's Chief Montour was moved to one side of the busy intersection to help the traffic flow. A violent windstorm in 1948 blew the statue over into the street, a movement where it smashed beyond repair. But the residents of Painted Post quickly replaced it with a new statue. This monument, which was moved after the flood of 1972 to a corner of the courthouse lawn, depicts the old post and a warrior whose arm is raised in greeting.

The Indian monument at Painted Post is a charming reminder of the Indian heritage in the land of the old painted post.

ILLUSTRATION 10
THE CLANG OF TROLLEY BELLS

The Village of Corning became the City of Corning in 1890. By that time it had become the busy commercial and industrial center of southwestern Steuben County, serving as the business center for the surrounding rural areas and supporting diversified local industries led by the Corning Glass Works, the various cut glass firms, and the Westinghouse Electric Works in nearby Painted Post. Physically the city had spread out, stretching across the valley on both sides of the river and climbing the slopes of the surrounding hills, especially those on the Southside. This growth coupled with the changing lifestyles promoted by industrialization generated a need for improved local transportation facilities. Several local leaders had proposed the building of an electric street railroad as early as 1873, but nothing came of these plans for over twenty years. Finally, in 1915, the first section of the north side powerhouse of the new Corning-Painted Post Street Railroad Company bound for Painted Post. Early the next year trolley service began on the Southside. The line was an immediate success, carrying over 250,000 passengers in its first half year of service.

The success of the Corning-Painted Post company led to plans for an interurban trolley line connecting Corning to Elmira and Waverly. Such a line, the Elmira, Corning and Waverly Railroad, began operations between Corning and Elmira in 1911. The new line prospered until the late 1920's when competition from automobiles began to reduce its use and profitability. The line finally discontinued operations in 1930.

The era of the trolley in Corning and Painted Post helped span the gap between the 19th and 20th centuries. It provided mobility, comfort, and dependable local travel to areas and communities before the automobile. The trolleys played a vital role in the economic growth of the area by providing cheap, reliable transportation. The left nostalgic memories of a bygone era, one filled with the clanking of trolley bells, the joy of excursion trips, and the sight of steel ribs of tracks stretching along local streets.

ILLUSTRATION 11
DENISON PARK, THE PRIDE OF CORNING

The early years of the 1900's are often remembered as "the golden age" of the local elements that make these times so fond in the memory of many was Denison Park. Many a balmy Sunday found dozens of ladies with parasols and long dresses accompanied by dapper gentlemen in straw hats strolling amidst the park's greenery, listening to the fine band music swelling from the quaint bandstand, and canoeing on the serene and beautiful park lake. The grounds were also enjoyed the outings in the park romping and playing, skipping stones on the lake, and visiting the small but enticing zoo that finally closed in 1917.

Denison Park's beginnings date back to 1906 when the Corning Businessman's Association decided that Corning needed a new park. They purchased the old Johnson's grange property (which was the site of the park's construction began in 1907. Within a year the business- men ran into financial troubles and completion of the park appeared doubtful. Then Charles L. Denison contributed a liberal sum of money to the project in memory of his father C. G. Denison. With this help and subsequent donations from Mr. Denison the park was completed and presented to the city with the promise that it would be named in memory of C. G. Denison. Several additions were completed including a concrete wading pool, pavilions, a concrete bridge, and a playground.

Although the park has changed over the years, it has continued to be a major recreational area for the city. Following extensive flood damage in 1972 the park's re-building project has returned the park to much of its original splendor and usefulness.

ILLUSTRATION 12
HERE COMES THE CIRCUS

Following the Civil War traveling circuses became extremely popular in the state. As early as the 1870's they were major summer attractions in the Corning area. It was not uncommon for as many as three large circuses to appear locally in one season during the 1870's.

The periodic visits of these collections of marvels seems to have been a community. School children would be given temporary tickets from their daily academics, adults would marvel at the acrobats and be enthralled to fill weld the wonders of a circus parade. Local wagons (and later trolleys and automobiles) would be replaced by carriages and elephants, lions and tigers, oaks and wagons that moved down the streets, clowns and strongmen and beautiful girls. Each circus brought entertainment, diversion, and laughter to the local citizenry who wholeheartedly enjoyed and appreciated it.
ILLUSTRATION 13
THE IMPERIAL CLUB — A LEGACY FROM THE PAST

Colonel Arthur Erwin, the original purchaser of the Township of Erwin, left his survivors a substantial estate, especially in land holdings. His sons and grandchildren prospered in the years that followed. Folklore contends that Colonel Erwin's grandsons competed with each other in the building of gracious and stately homes. About 1850 William Erwin decided to build a home that would outdo those of his brothers. He selected a beautiful site, a grove of elm trees nestled near the Chemung River in what is today Riverside.

Shortly after William’s home was completed financial difficulties forced him to sell it; he had outdone his brothers, but also perhaps himself. The house then passed through several ownerships and was variously called “the Brick House,” “the Goff House,” and “Elwood.” In 1913 Mrs. Florence Rand Lang acquired the property and presented it to the Ithaca-Orange County Chamber of Commerce as a memorial to her brother Jasper Rand. Within a year it was opened as the Imperial Club, a club for Ithaca-Rand employees. In 1919, the Chamber purchased the building in 1921 and had plans to fully utilize the facility. The Flood of 1922, however, severely damaged the structure and forced the Y.M.C.A. to abandon its plans.

In addition to its long and rich local heritage the Erwin home stands as an exquisite example of the 19th Century popularity of Greek Revival architecture. It also exhibits some transitional architectural elements of the Greek Revival famous architect Leon Van, a major 19th Century New York City architect.

ILLUSTRATION 15
FIRES!

Wooden buildings, open fires, lack of adequate water supplies, and a loosely organized volunteer firefighting force all posed a constant threat to the life and property of early Corning. Several especially disastrous fires swept through the downtown Corning in the 1850's. The existing two hand drawn fire engines proved totally inadequate to fight such fires. The community became very fire-conscious. Burned-out wooden buildings were replaced with brick ones. Although the village had organized a fire department in 1851, it was made up of only two volunteer companies. As the years passed, these original companies expanded into several units, each with its own quarters. There was much room for improvement and in 1890 an improved fire department was one of the main reasons for the incorporation of the city. After the building of the city hall the newly organized fire department operated out of this facility. In 1887 the Northside fire station opened and expanded the fire department's effectiveness. By the early 1900's the department was answering 80 to 100 calls a year. This increased demand led to the establishment of the first paid fire department in 1905. It included three firemen.

The automobile age came and motorized equipment began to replace the older horse-drawn apparatus. In 1930 the town bought the fire truck in 1913 for $9,000. By 1933 the department had two pumpers, a hook and ladder, and two chemical and hose carts. The city police force was created in 1909 when incorporation of the city took place. By 1926 the Corning Police Department had a force of nine men. When automobiles began to clog city streets, the responsibilities of the police were greatly expanded. In 1914 city officials hired the first motorized patrolman to help meet these needs. Two years later Corning's first automobile police patrol took to the streets.

ILLUSTRATION 16
CENTERWAY SQUARE: THE HEART OF THE COMMUNITY

The square at Pine Street, later named Centerway, was an important place for the citizens of the community of Corning. The Dickinson House, the largest, most comfortable hotel in town, was on the north-west corner of Pine and Market Streets facing the Square. The railroad freight station stood across the alley from the house, and for many years the post office was in the building on the east side of the Square. Although canal businesses and other enterprises from the glass factories along the river downstream, there was access to the river at Pine Street. The square was a meeting place for political rallies, suffrage meetings, band concerts, and even high school pep rallies and bonfires. For almost one hundred years it was the public gathering place for the town instead of a more usual iron bridge. The job was carried out in spite of a flood which marooned some of the workmen in mid-stream and washed away some of the foundations, and a fire, which destroyed part of the contractor's buildings and equipment. The new bridge, with its grandiose appearance, was a symbol of the bond between the Northside and the Southside. It changed business and shopping habits and opened up new areas of the Northside for housing. It also made it easier to visit Kelly Field where the circuses usually set up their tents.

The Houghton family gave the city a hundred acres of land on the Northside. The plot was divided into lots and the streets were named for World War I heroes and battles. Sima Street for the American Admiral; Roosevelt Street, for Lt. Col. Theodore Roosevelt, Jr., of the 1st Division and the son of the former president; and Argonne Street for the battlefield in far-away France. Some of the land was set aside for a park and eventually the World War II Montour Stadium and East High School were built there.

A view from the river shows not only the beauty of Centerway Bridge but also the downtown production facilities of the Corning Glass Plants. The 190 foot height and distinctive shape of the Corning Glass Works is a familiar sight to all visitors. It is a standing landmark on the Southside's skyline. It is sometimes mistaken for a chimney, but in reality serves the unique purpose of housing Corning Glass Works' various chemical drawing machinery developed in the early 1900's.

ILLUSTRATION 17
A VIEW FROM THE RIVER