



3 times weekly for a fare of seventy-five cents. The Highland Chief also lasted 3 seasons carrying passengers. It was then converted to a sailing vessel to transport cargo and lumber.

These first steamboats were a big disappointment. It would be about 12 years before the next steamboat, the **Skaneateles** arrived in 1848. It was skippered by Hecox & Reed. This side wheeler was to meet the needs of a new community developing at the head of the Lake, called Rossville. It later became Glen Haven. In 1847, 2 doctors established the Glen Haven Water Cure, similar those of Saratoga Springs. This brought many famous people like Millard Fillmore & Daniel Webster to the area, making it a place of prominence. This provided much activity for the steamer. May 24, 1849 the Skaneateles was joined by another side wheeler, the 112-foot-long **Homer**, which operated for 5 years.

The original Water Cure facility burned in 1850. It was quite some time before it was replaced with a much larger, modern structure. The original doctors tired of the venture, sold it to another doctor who was a much better promoter. While the Water Cure theme remained, he made it more of a hotel and summer resort. It was four stories high and had 200 rooms. There were 8 separate cottages, tennis courts, good food, concerts, and bowling alleys. It developed a good reputation being patronized by the elite of Central New York and guests from New York City and Philadelphia, who arrived in the Village of Homer via the railroad, then via stagecoach.

In 1866 the steamer **Ben Porter** was launched. It was about 54 feet long. It was named after a Skaneateles soldier killed in the Civil War. This vessel was propeller driven and was comfortable and dependable. It was the first boat to be photographed, showing her to be rather awkward and homely. Above her main deck was an open deck with seating around the railing. Above this area was a flat roof. It not only looked top heavy, it was, capsizing in the Outlet under an early autumn storm of heavy snow. The Ben Porter ran for ten years, and then converted to a two-masted sailing schooner for use in the lumber trade.

The hotel business increased because the easy access due to a dependable boat, as did the popularity of Skaneateles Lake. More cottages and docks were built helping assure a good future for the Lake.

Seeing a need for a larger boat, in 1876 the steamer **Glen Haven** was built. It was 80 feet long, and carried 350 passengers. The steam engine from the Ben Porter was used to power the boat. The Glen Haven had a full-width enclosed cabin aft of the engine room, a full-length upper deck. Behind the wheel house was a Post Office and a candy counter. It was comfortable and seaworthy. It was owned by the Skaneateles Railroad, later called the Auburn & Syracuse Electric Railroad (trolley cars). It ran for 41 years until 1917.

Seeking a share of this lucrative excursion business, Sam Allen and William Grime, formed a company and commissioned A.W. Springstead of Geneva, NY to build a smaller boat, called the **Ossahinta**. Launched in 1878, it was 68 feet long, it had a single deck with a capacity for 150 passengers. (Ossahinta was the head oracle and Chief of the Onondagas. He died January 1846.)

There was a rivalry between the Glen Haven and the Ossahinta. The Glen Haven was patronized by the carriage trade, a group of the utmost propriety, while the Ossahinta had a rowdier crowd who usually brought along a keg a beer. This competition ended when the Ossahinta was purchased by the trolley company.

The continuing expansion patronage of the excursion business, the trolley company again commissioned A.W. Springstead to build the **City of Syracuse**. It was 112 feet long and capable of carrying 600 passengers. It was equipped with electric lights making possible "searchlight cruises." Launched July 6, 1901 the City was of the same general design as the Glen Haven. It had two decks, a post office, a candy room. It was spacious and comfortable. But it lacked the class of the Glen Haven. It shimmied at certain speeds, and was held together fore and aft by one inch steel rods reaching up above the roof of the upper deck. The rods were kept tight by turnbuckles.

The 20th century brought in automobiles and better roads, giving easier access to other recreational places such as the Adirondacks and the Thousand Islands. The Glen Haven Hotel closed in 1911 and was purchased by the City of Syracuse. The trolley company stopped running the boats in

1914. A group of Skaneateles cottage owners and merchants formed The Skaneateles Navigation Company that ran the boats for 2 more seasons. After the Glen Haven and the City of Syracuse sank in the Outlet in 1917, they also called it quits. The boats were refloated and abandoned at the end of the pier. The boilers and machinery were sold for scrap, and scavengers took whatever was left. In 1922 the Village residents, tired of looking at these eyesores, ordered the boats removed. The City of Syracuse beyond refloating again was burned to the waterline. Its skeleton is still visible off the end of today's pier. The Glen Haven, her pilot house removed and destined to be a chicken house, was towed up the west side, where it was hoped to be beached and dismantled. But it sank above One Mile Point, where it was dynamited into pieces. The Ossahinta was beached at Ten Mile Point where it was the target of vandals over the years. When the Point was sold for residential purposes, the Ossahinta was burned into a pile of scrap iron and wood ashes. Another story said that it was towed out into the lake and sunk.

The steamboat era of Skaneateles Lake ended.

### Old Business

Status of NYSERDA Grant – Mayor Hubbard said there is nothing to report.

Status of New Seawall Grant / Clift Park Improvements – Mayor Hubbard said there is no update.

Status of Water Main Project – DDMO Robinson said there won't be another meeting until the construction begins. In response to Trustee Sennett, DDMO Robinson said trees will be taken down in March. Mayor Hubbard asked if we have submitted for the DOT permit. DDMO Robinson said we have.

Status of Light Dept. Action Plan – DDMO Robinson said there have been no changes since the last meeting.

### New Business

Cancer Benefit – Mayor Hubbard recognized that the Volunteer Firefighters Cancer Benefit has been discussed previously and the Fire Department indicated they'd prefer Option 2: Enhanced Plan. He asked Atty. Pavlus if he had anything to add. Atty. Pavlus said both plans comply with the law - which option is up to the Trustees. It was noted that Option 1: Basic Plan estimated an Annual Premium of \$3,899.00 compared to \$4,975.75 for Option 2: Enhanced Plan. Trustee Dove said even the enhanced plan is well within the budgeted amount because when we budgeted we thought there'd be more eligible firefighters. **Resolution #2018-227:** On the motion of Trustee Dove, seconded by Trustee Sennett, it was resolved and unanimously carried 4-0 in favor) to authorize participation in the New York State Volunteer Firefighter Cancer Benefit Program Option 2: Enhanced Plan.

Public Comment – There was no public comment.

Approval of Bills – In discussing the bills, Mayor Hubbard talked about the accident at the Coon Hill Fire Station where an Onondaga County plow truck took down a pole. Clerk/Treasurer Couch said she has been in contact with Haylor, Freyer & Coon (HF&C) and they will help submit the bills to Onondaga County for reimbursement. We now have all the bills and can send them to HF&C. Trustee Dove asked if the Village has been reimbursed for the accident in Lake View Cemetery. Clerk/Treasurer Couch said she will have to check. Trustee Sennett noted that the bill for the new parking meters is included in tonight's abstract. Now that the meters are here, Bob Slivinski is pulling some data to verify the locations where the meters are most used. The new meters will be installed in those locations (i.e. Jordan Street near the Bakery and Doug's Fish Fry), in the heart of Jordan and Genesee Streets. There are 16 dead meters. In response to Mayor Hubbard, Trustee Sennett said it is just the head part and Bob Slivinski can replace them himself.

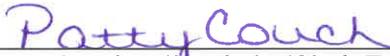
**Resolution #2018-228:** On the motion of Trustee Sennett, seconded by Trustee Stokes-Cawley, it was resolved and unanimously carried (4-0 in favor) that bills from Abstract #14 be audited and paid as follows:

**Abstract #14**

General Fund	Vouchers #977-1009	Checks #21559-21591	\$44,738.28
Sewer Fund	Vouchers #1279-1281	Checks #5969-5971	\$ 1,825.07
Electric Fund	Vouchers #1407-1415	Checks #6777-6785	\$95,279.80
Water Fund	Vouchers #777-780	Checks #4510-4513	\$ 6,149.88

Trustee Sennett reminded that the Board of the Operations Meeting scheduled for Thursday, January 3, 2019 at 5:30 p.m.

**Adjournment** – **Resolution #2018-229:** On the motion of Trustee Dove, seconded by Trustee Stokes-Cawley, it was resolved and unanimously carried (4-0 in favor) to adjourn the meeting at 7:26 p.m.

  
Patty Couch, Vil. Admin./Clerk-Treasurer