

Immortalized by the Pen

For our Holiday Gathering in December, Ray Groves penned these lines. We thought they were most appropriate.

Hanford Mills

No fossil fuels, no gasoline
No oil or coal, no methylene
No power nuclear, or steam
None of the above, we need.
For sawing lumber or grinding feed
Let us have a faithful stream
A willing wheel completes the team.
A water wheel - hence no pollution
- What a sensible solution
To power mod machinery
Just as throughout history.
May wheels and belts and pulleys go
As long as waters love to flow!!

Raymond W. Groves
Dec. 2, 1989

1990 NYSCA Grants Received

Hanford Mills has received 1990 New York State Council on the Arts (NYSCA) funding for three important programs.

The first grant will improve our collections storage. Steel shelving, curatorial materials and a summertime curatorial assistant will help upgrade the condition of the museum's large collection of historic objects and documents. 1990 will be the third year that NYSCA has supported our collection management programs.

A second grant will be used to publish a catalog of Horace Hanford photographs. Reproducing about 50 of his best photographs, this catalog will examine Mr. Hanford's view of his changing mill and the surrounding community.

The last grant will help the museum evaluate its interpretive programs. With the help of respected scholars in history, folklore, and anthropology, we will explore new techniques for improving the way we present the site's history to the public.

NYSCA grants are applied for and awarded each year. Without them, we could not provide the same quality programming.

MILLWORK is published by Hanford Mills Museum and distributed free to Museum members. For membership information, call (607) 278-5744

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What's Going On

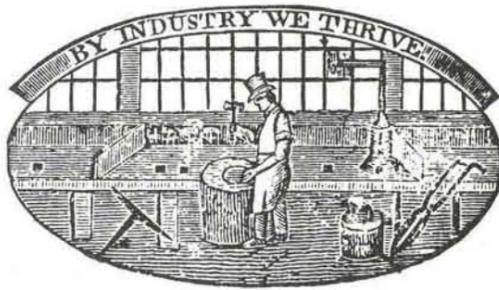
It has been an active winter. Besides building a "new" ice house and presenting the Traditional Ice Harvest on February 4th, John and Steve have developed another school program. "Ice Harvesting", was piloted in February with groups from the Manhattan Country School Farm and Oneonta's Y.M.C.A. The program is two hours long and lets students experience firsthand how ice was harvested and stored.

Keith and Caroline have been working on a catalog that documents the history of the Hanfords' machine acquisitions. Based on research conducted over the years by Jim Whitaker, Mary Dixon, and John Staicer (in addition to Keith and Caroline's), this catalog adds much to our understanding of how the Hanfords capitalized their business. Now at the typesetter, look for its publication in early 1991.

Steve and Dawn are setting up a 600 square foot, collections storage room in an unused area of the mill. This additional storage area will open space in the feed mill that will be used as a small theater.

John has been preparing for the upcoming season, planning special events and scheduling school tours. In March, he will attend a Bus Show in Sullivan County to recruit tour organizers. He is also looking for information on the play, "The Heroic Dutchman of '76", performed in East Meredith. If you know of anyone who has any information on this play, please contact John Staicer at the museum.

Be sure to keep April 21st at 7 p.m. open. That's the date and time that WSKG TV (PBS Channel 46 in Binghamton) will air the program produced last year by WPNE, the PBS station in Watertown, NY. There is a chance that we will be able to offer this program for sale on VHS videotape. Let us know if you would be interested in having a copy.



Membership News

We would like to thank everyone who has given to our 1989 annual appeal. Since December, over 100 people have contributed more than \$10,000! Since this year's appeal has been dedicated to building our endowment, and since the O'Connor Foundation has matched all contributions received, the value of your donation was doubled. There is still time to send in a contribution. We are looking forward to your help.

Keep an eye out for our 1990 calendar of events. It will be mailed in early April during our yearly membership drive. Our calendar is already filled with great programs (free to members) that you will not want to miss. Membership renewals are due May 1st. Please let us know if you know anyone who would like to join. Our members' support is very important.

Icing the Pond

February 4th was the day for our second annual ice harvest. Despite hazardous driving conditions and nonstop snow, over 100 people came to help cut ice. About 300 cakes, or nearly 10 tons, of ice were cut by visitors and staff using ice saws and breaking bars.

There were two additions to the ice harvest this year. Charlie Haynes and Pete Svegl from the East Meredith area, and Cliff Drake from Cooperstown, sat down together in the John Hanford House to tell visitors stories of their days cutting ice in the 1920s through 1940s.

The other addition was an ice house! Based on historic photos and the memory of John Hanford's granddaughter, museum staff built an ice house modeled after John Hanford's. The original building had an unusual shed roof which was replicated in the reconstruction. Like most ice houses, ours has double walls, a dirt floor, and a vented roof. If all goes well and the ice keeps, we hope to use our ice for an old fashioned ice cream social this summer.

Donations

Hanford Mills Museum is always looking to improve and expand its collections. We are lucky to have many people - members, visitors, and businesses - who help the museum by donating objects. One of the most recent and exciting donations is a c. 1946 Ford stake body truck. Through research, we know that the mill had both a 1941 and a 1949 Ford 1-1/2 ton stake body truck. In the 1940s, Ford trucks did not change much in appearance, so our truck will fit in well.

This truck was donated in memory of Thomas Hughes, by his wife Virginia. Because of its excellent condition, we will be able to use it judiciously on the road and around the museum. Volunteers have already begun working on getting it back on the road.

While the museum always likes to receive donations to its collection, it also welcomes gifts of other sorts. If you are looking for a way to help, you might consider donating some of the things that we still need. We are always in search of donations such as:

For Site Use	For the Collections
Hay & Saw Logs	Upright Piano (c. 1910)
Dry Ear Corn	Floor Lamps (c. 1920)
Ice Cream Maker	Cook Stove (c. 1910)
Tools	

If you would like to donate to the museum, please don't let this list limit you. If you think you have something we might want, please call and talk to us.

In Memoriam

We are sad to report that J. Ralph Hanford, only surviving son of Horace Hanford, died February 8th of this year. Ralph was born April 10, 1902, and worked summers at the mill. He attended RPI in Troy, NY, received his degree in electrical engineering, and went on to work in Massachusetts and New Jersey. He is survived by his only daughter Sandra Hanford Davis and her five children. Ralph was a great supporter of the Museum and he will be truly missed.

In 1899, the completion of the railroad through East Meredith provided the Hanfords with many new business openings. One of these opportunities was in the coal trade.

The Hanfords began to deal in coal even before the railroad switch behind the mill was completed in 1906. They received their first price lists in January, 1901 and their first order in March of that year. The order was sent by the Empire State Dairy Company to the Delaware and Hudson, who referred it to the Hanfords, asking them if they wanted the business. The Hanfords took the order for a twenty ton car load of pea coal.

Coal was sold by the car load and priced by the ton. Coal size varied from pea, stove, egg, chestnut, to buckwheat. Types of coal were designated as anthracite, bituminous, soft, and hard coal, and with brand names such as Shawmut, Clearfield, and Run of Mine.

Strikes were an ever present hazard to the coal trade. From the first coal order in 1901, strikes periodically interrupted service. In 1902 the North River Coal Company warned the Hanford Brothers that "all shipments were stopped at the Mines last week, and we do not expect to get any coal until the labor troubles are adjusted." In a trade where coal sizes, prices, car availability and delivery time had no guarantees, strikes brought all trade to a standstill. The Hanford Brothers attempted to bypass strikes by contacting other companies, but the situation was usually the same throughout the coal industry.

World War I also limited the retail coal trade. The Roberson-Fowler Coal Company complained that they were "short of men at the mines." Due to the severe coal shortage caused by the war, government regulations stipulated that only regular customers of a particular coal company would qualify for a coal quota, which was based on the previous year's volume. As 1916 progressed, the Hanfords located coal suppliers. In early 1917, the North River Coal Company asked the Hanfords to increase storage capacity and order more coal during the summer months.

By 1917, coal companies were experiencing difficulties in filling orders from regular customers. The City Coal Company of Binghamton, New York stated the prevailing sentiment, "We will be glad when this beastly war comes to an end." Further paperwork was imposed upon coal dealers in 1918 when the US Fuel Administration (USFA) required forms to be completed by the purchaser for even a pound of coal for domestic use. Dealers were held strictly accountable for all coal sales.

From January to March of 1918 no coal could be delivered to Hanford Mills at all. The Hanfords used the words "urgent" and "extreme need" when corresponding with all



Horace Hanford bought this truck in 1918. Delivering coal was only one of its frequent duties. It is seen here alongside the coal bins attached to the back of the Lumber Shed.

coal companies. They asked the Roberson-Fowler Company for coal in an almost pleading tone. "We are out of coal now and are asking you to ship one car chestnut without obliging us to appeal to the Fuel Administration." The company apparently did not oblige as the Hanfords were finally forced to write to the USFA Office in Sidney.

In 1920 coal allowances were still in effect. The last correspondence involving the Distribution Program arrived in 1922 when the North River Coal Company was "impressed with the cooperation you gave us in placing orders against your program." Restrictions were reinstated in World War II. In a letter reviewing total sales to the Hanford Mill during 1942 - 1943, the Philadelphia and Reading Coal and Iron Company state they sold the mill 378 tons of coal. Based on this, they calculated they would be allowed to sell the mill 340 tons of coal in 1944.

Customer complaints and uncooperative coal companies were other factors the Hanfords had to deal with. The Hanfords wrote to the North River Coal Company, conveying a customer's complaint about coal quality. "They claim it is very dirty, contains an extra large amount of slate or something similar, and forms clinkers on the grates to such an extent that it is exceedingly troublesome to burn it." The Hanfords stated they had already unloaded the car but wanted a rebate. The coal

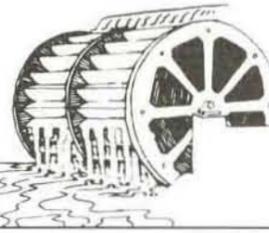
company responded by saying a rebate was impossible and admonished the Hanfords to "call our attention to the matter before the car is unloaded and we will use the car elsewhere."

Not only were there problems with quality, but the Hanfords also complained about how coal was shipped. As early as 1905 there were problems with the size of the car that coal was shipped in. Throughout 1918 the Hanfords battled it out with the North River Coal Company. In April they wrote, "On account of having to shovel contents from car it would be a great accommodation to have a low side car even if shipment should be delayed in consequence of this." Finally in July, the Hanfords wrote, "Ship no more coal to us until we give you further orders....You did not pay any attention to our specifications as to time of shipment or size of car, and to have you ignore our requests entirely is provoking." The Coal Company responded feebly with, "Cannot send coal in small cars - order was entered at mine without restrictions."

While the coal business seemed problematic for the Hanfords, their continued involvement indicates that it must have been worth while. The mill continued to sell coal until the railroad stopped running in the 1960s. Without the railroad to deliver, the coal business was effectively ended.

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