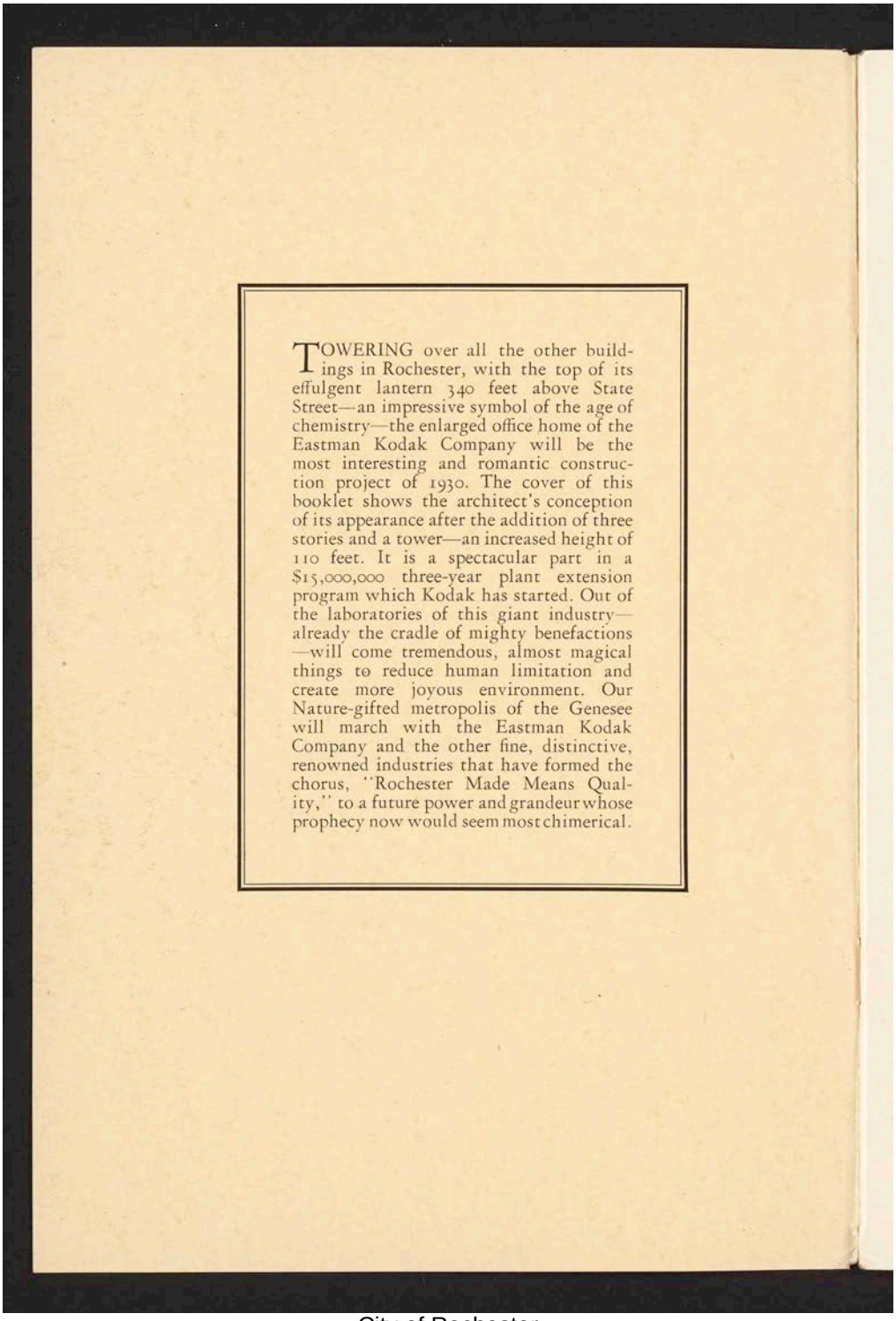
This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

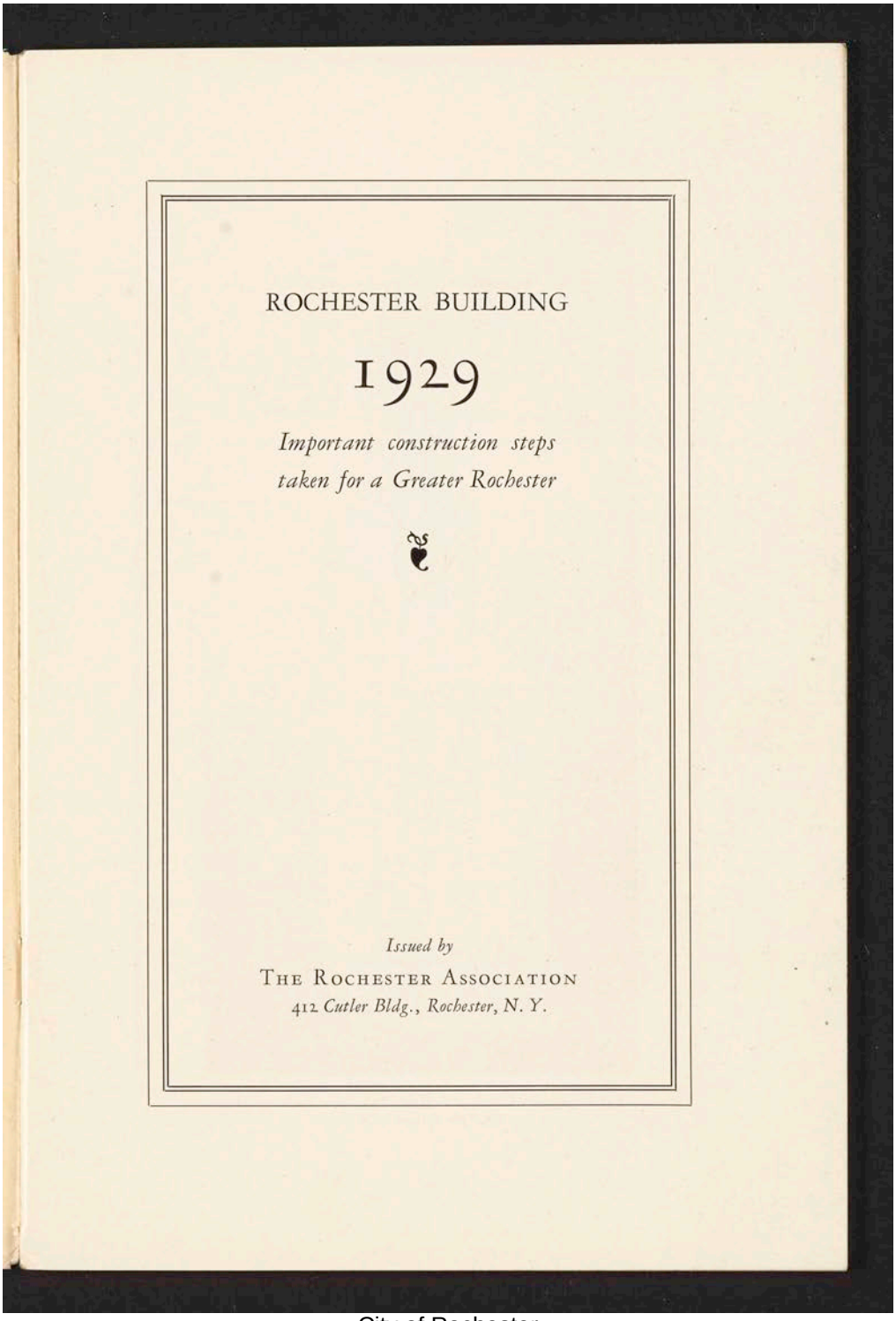


TOWERING over all the other buildings in Rochester, with the top of its effulgent lantern 340 feet above State Street—an impressive symbol of the age of chemistry—the enlarged office home of the Eastman Kodak Company will be the most interesting and romantic construction project of 1930. The cover of this booklet shows the architect's conception of its appearance after the addition of three stories and a tower—an increased height of 110 feet. It is a spectacular part in a $15,000,000 three-year plant extension program which Kodak has started. Out of the laboratories of this giant industry—already the cradle of mighty benefactions—will come tremendous, almost magical things to reduce human limitation and create more joyous environment. Our Nature-gifted metropolis of the Genesee will march with the Eastman Kodak Company and the other fine, distinctive, renowned industries that have formed the chorus, "Rochester Made Means Quality," to a future power and grandeur whose prophecy now would seem most chimerical.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

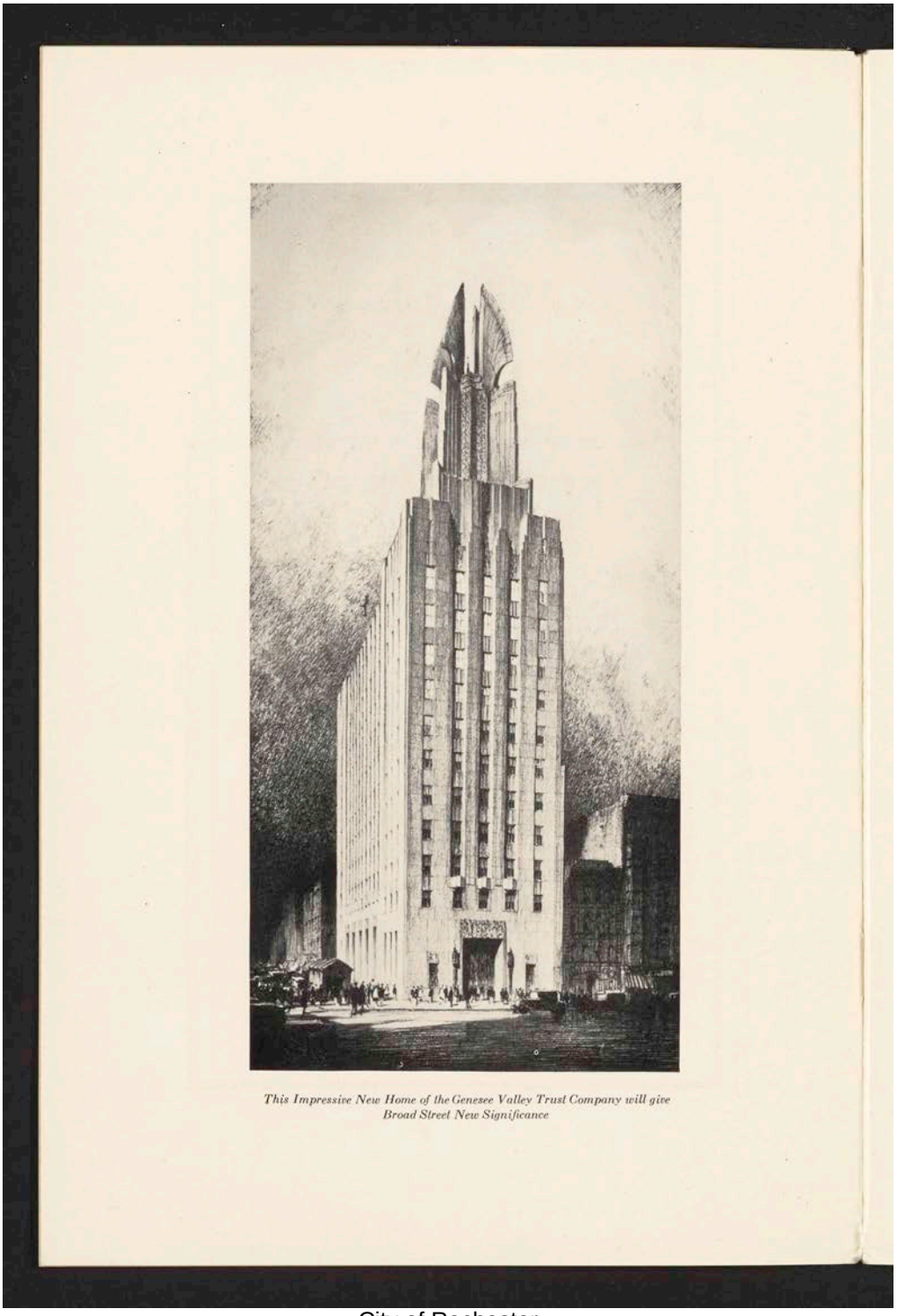
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

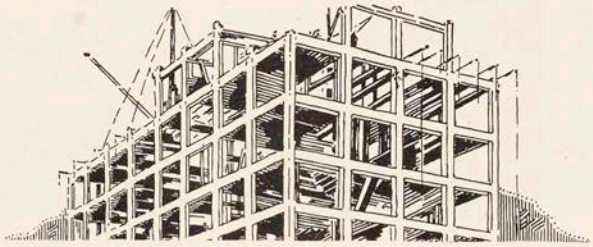


This Impressive New Home of the Genesee Valley Trust Company will give Broad Street New Significance

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Rochester building artisans are working under sound conditions. Intelligent adjustment of wages and conditions has been based on the principle of the mutual welfare of building owners, employing contractors and their employees—not for the special benefit of any single one of these, but for the best interests of the community as a whole.

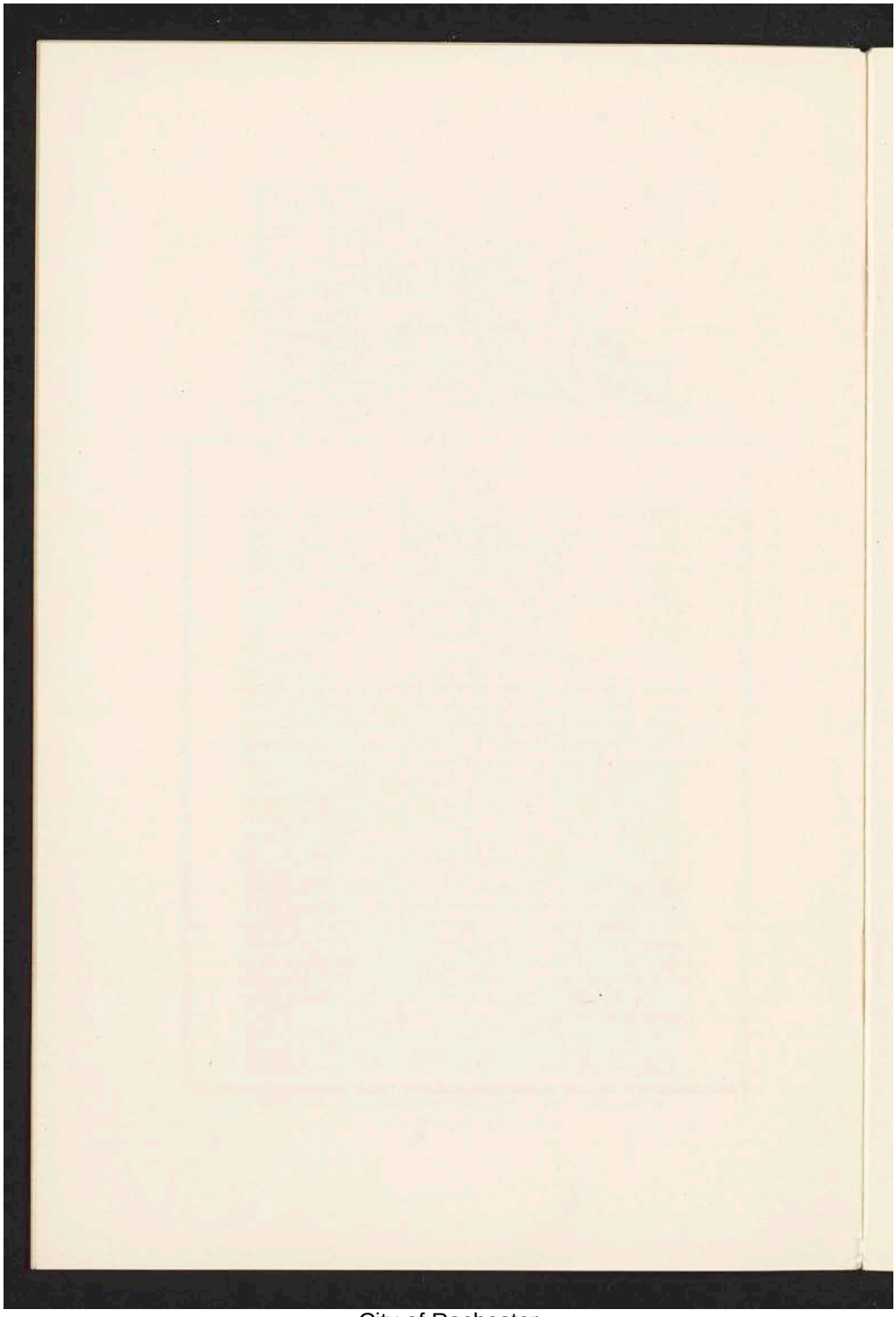
The steady progress of building throughout the winter months is most impressive. Building operations have been planned by owners to bring about the maximum of winter employment. The appeal of the Community Conference Board, founded to obviate the slack season, is accomplishing its purpose—permitting yearly earnings for our artisans that compare favorably with those of communities paying much higher hourly wage scales.

This Association was formed in 1921 to stabilize conditions in the local building industry—to rescue it from the chaos of strikes and impossible confusion that had existed for a number of years. The peaceful relations that have since ensued is evidence of the effectiveness of organized public opinion—a rampart that has made futile the efforts of all sorts of exploiters and agitators, for it is defended by satisfied employees and a satisfied public. Let us continue to work for the best possible health and prosperity of our building industry, keeping firmly in mind what this means to the welfare of our homes, our industries, and the entire community.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

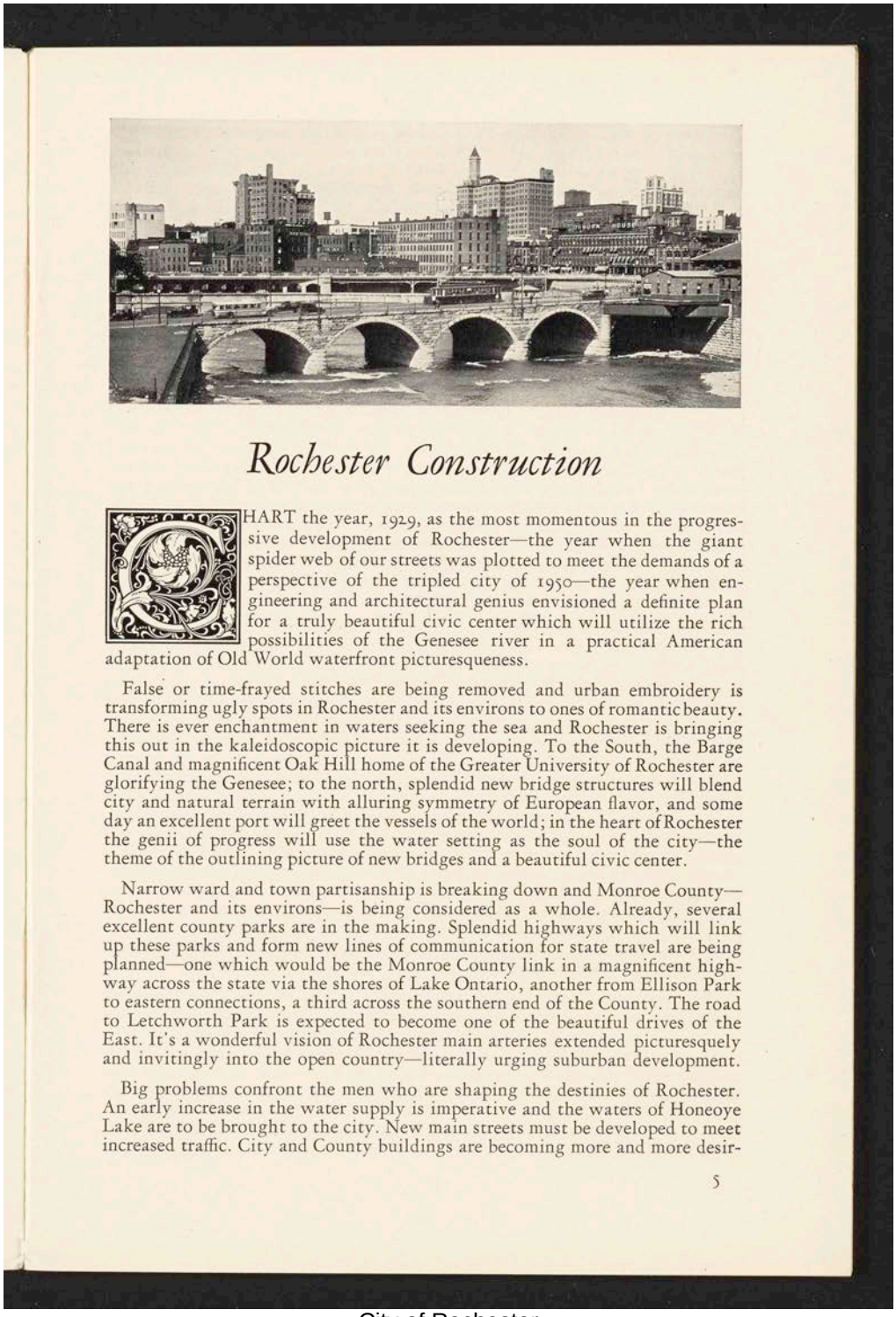
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Rochester Construction

SHART the year, 1929, as the most momentous in the progressive development of Rochester—the year when the giant spider web of our streets was plotted to meet the demands of a perspective of the tripled city of 1950—the year when engineering and architectural genius envisioned a definite plan for a truly beautiful civic center which will utilize the rich possibilities of the Genesee river in a practical American adaptation of Old World waterfront picturesqueness.

False or time-frayed stitches are being removed and urban embroidery is transforming ugly spots in Rochester and its environs to ones of romantic beauty. There is ever enchantment in waters seeking the sea and Rochester is bringing this out in the kaleidoscopic picture it is developing. To the South, the Barge Canal and magnificent Oak Hill home of the Greater University of Rochester are glorifying the Genesee; to the north, splendid new bridge structures will blend city and natural terrain with alluring symmetry of European flavor, and some day an excellent port will greet the vessels of the world; in the heart of Rochester the genii of progress will use the water setting as the soul of the city—the theme of the outlining picture of new bridges and a beautiful civic center.

Narrow ward and town partisanship is breaking down and Monroe County—Rochester and its environs—is being considered as a whole. Already, several excellent county parks are in the making. Splendid highways which will link up these parks and form new lines of communication for state travel are being planned—one which would be the Monroe County link in a magnificent highway across the state via the shores of Lake Ontario, another from Ellison Park to eastern connections, a third across the southern end of the County. The road to Letchworth Park is expected to become one of the beautiful drives of the East. It's a wonderful vision of Rochester main arteries extended picturesquely and invitingly into the open country—literally urging suburban development.

Big problems confront the men who are shaping the destinies of Rochester. An early increase in the water supply is imperative and the waters of Honeoye Lake are to be brought to the city. New main streets must be developed to meet increased traffic. City and County buildings are becoming more and more desir-

5

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

able, some of them immediate needs. Public School curriculums demand extensive building to meet their requirements and that of a growing population. Lake traffic—and later ocean-going traffic—makes it highly essential that a fine commercial port be constructed at Charlotte or in Irondequiot Bay. New bridges over the Genesee are vital needs.

Though the City of Rochester can borrow many more millions than it could several years ago, the materialization of these requirements for the greater city of to-morrow must not lay a throttling hand on progress by recklessly increasing the tax burdens of the community. The development is to come carefully, sanely, with the approval of the whole city back of it. A new school district which would take in the City of Rochester and surrounding towns and finance its activities independent of municipal, town and county government is being advocated to the end that a better and quicker development of educational facilities can be planned and effected. Whatever the future may bestow, Rochesterians can rest assured that its financing will be made with due regard to tax burdens.

To help insure the successful development of the city plan, the business and professional leaders of this community have organized the Civic Improvement Association an organization whose broad view will be a bar against any barnacles of local and selfish interests fastening themselves to the orderly unfoldment of the plan. This Association, which is headed by Herman Russell, president of the Rochester Gas & Electric Corporation, will be very influential, it is felt, toward obtaining an intelligent, sound materialization of the city plan, which may involve the expenditure of $100,000,000 in the next twenty-five years.

Rochester artisans can not list 1929 as a prosperous year. Housing construction slumped far below expectations—and a slow year had been anticipated. Wall Street speculation afforded such lure to money that it was not seeking building investment with accustomed wont. The features of the year were the completion of the Masonic Temple, the start on the University Club's new home, the University of Rochester's splendid Men's College development at Oak Hill, the initiation of a three-year $15,000,000 plant extension program by the Eastman Kodak Company, major school construction featuring the Benjamin Franklin Junior-Senior High School, some fine church auditorium and school building, completion of the new home of the Stromberg-Carlson Telephone Manufacturing Company and several other notable industrial additions, important street improvements, erection of the Medical Arts Building, completion of the enlarged home of the Rochester Trust and Safe Deposit Company, the beginning of the striking new home of the Genesee Valley Trust Company, important public utility development, finishing of Iola Sanitarium work, launching of major building programs by the Rochester General and Genesee hospitals, extensive construction by the State Hospital for the Insane, completion of the Red Wing's baseball stadium, remodeling and sand blasting which brightened up the downtown.

This survey reveals the probability of construction in 1930 which will amount to from 10 to 15 per cent more volume than that of 1929. If State and County programs get under way before summer and apartment house construction now pending is financed, the total may be greater. The features of 1930 will be the $2,500,000 worth of construction which the University of Rochester has scheduled, the more active continuation of the Eastman Kodak Company's program, the start on Monroe County Hospital and Penitentiary work, much State construction at the State Hospital and on institutions in nearby towns, important City improvements, the Ridge Road and Smith Street bridges, more

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

church and church school building, possibly more suburban construction, some increase in housing construction, probably the beginning of beautiful homes for the Seneca Club and J. Y. M. A., completion of the Genesee Valley Trust Company's new home, completion of the University Club's home, initiation of the Colgate-Rochester Divinity School's fine group of buildings in Elmwood Avenue, some excellent commercial and industrial additions and remodelings, large public utility programs, completion of notable hospital additions, the usual volume of public school construction, featuring the completion of the Benjamin Franklin High School and start of large additions to two junior high schools, and greater activity in road construction and grade crossing eliminations, including two expensive bridges to the south of Rochester. There may be some Port of Rochester development in the next two years, both by the City of Rochester and by private interests.

In statements by the City of Rochester relative to a construction program of $10,360,000 in 1930, it must be kept in mind that the construction of the bridges and some other items in this program will extend beyond this year. Similarly, many of the buildings listed as 1930 projects will have the major part of their construction in 1931. We must recognize, also, that building permit valuations on all classes of construction represent figures often much below actual cost. The picture of 1930 construction must be studied with all this in consideration. Certain industrial and commerical buildings not included in this survey owing to their indefinite nature may go forward late in 1930 but they will not effect general building artisan employment to any great extent. This survey can not hope to give more than a rough outline of 1929-1930 construction and its enticing foreground, the Greater Rochester of tomorrow. We hope the record and forecast may be of historical interest as well as of some practical value.

City of Rochester Construction

SPECTACULAR new bridges over the Genesee, important street improvements and widenings, fine new grade and high schools, park and lake front facilities, water supply development, increased sewage disposal facilities, airport preparation, library extension, planning for the greater port which Rochester must one day have and other municipal projects make a resume of city construction and planning most interesting. The City of Rochester is on the eve of adopting a general civic plan as a goal to attain through the years, as a necessary step in casting aside swaddling clothes and taking up the duties of the greater city of tomorrow. We feel much indebted to Mr. Henry L. Howe, director of design and construction for the City of Rochester, for an excellent panorama of municipal construction in 1929 and 1930 against the background of preparation for the visioned city of a million inhabitants—a mighty cultural center on the banks of the Genesee linked to the world without by wonderful highways, commercial air lines, railroads, ocean-going routes and message-carrying ether.

The dreams and hopes of great Rochesterians have been expressed and out of study and consideration of countless suggestions has come a concept of a proper development for a greater Rochester. The new City Major Street Plan has been submitted to the City Planning Commission in a preliminary form by Mr. Harland Bartholomew, expert city planner employed by the City of Rochester. This plan has been reviewed by the City Planning Commission and it is expected that the final Major Street Plan will be resubmitted to the City Planning Commission at an early date. When this street plan is approved by the Planning

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Commission it will be presented to the City Council who, if they see fit, may instruct the City Manager or the Commissioner of Public Works to prepare official city maps incorporating the suggestions as to street widenings, openings, etc., as recommended in this proposed City Plan. Such an official city map will be of great assistance in formulating the various opening, widening and paving ordinances to be adopted by the Council and executed by the Department of Public Works. The actual accomplishment of the plan will proceed progressively in the best possible manner, in accordance with the City's ability to finance the various undertakings.

It is expected that Mr. Bartholomew will submit his preliminary report covering his studies on the various locations for the proposed Civic Center to the City Planning Commission for their consideration early in February, 1930. If by any chance, this plan should call for the location of the Civic Center over

Improvements Suggested for Immediate Consideration

Important major street projects upon which definite estimates of cost should now be prepared and which should be included in any municipal bond budget covering all of the needs of the city during the next five or ten years are enumerated by Mr. Harland Bartholomew as follows:

1. Broad Street extension east.
2. Connection of Lowell Street to Bay Street.
3. Connection of Gregory Street and Richard Street to Canterbury Road.
4. Viaduct over New York Central Railroad on Goodman Street.
5. Connection of Genesee Street to Dewey Avenue.
6. Connection of Church Street to Grove Street and extensions.
7. Connections of Central Avenue to Allen Street and Allen Street to Broad Street.
8. Connection of Allen Street with Andrews Street.
9. Chili Avenue-Clifton Street connection; Clifton Street-Troup Street connection, and separation of grade at Pennsylvania Railroad on Troup Street.
10. Continuation of Broad Street northwest to Driving Park Avenue.
11. Bridge connecting Clifford Avenue and Emerson Street.

"These projects have been selected because of their importance in the general traffic circulation scheme," he writes: "They comprise the more important radial thoroughfares upon which traffic relief is now urgent, a much-needed east and west thoroughfare north of Main Street within the central business district, the distributor and by-pass routes, and certain more important crosstown thoroughfares in each section of the city."

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

the river, as has been suggested numerous times in the past, and such a location is approved by the Council, it will then be necessary to complete the studies that have been carried on for deepening the Genesee River between the Court Street Dam and the Upper Falls to provide adequate flood protection. It would be necessary, or at least very desirable, to accomplish part of this flood protection program previous to the construction of any buildings or foundations of buildings in the bed of the river.

The old steel Smith Street Bridge has now been completely removed and work is being carried out under the Scott Brothers' contract on the construction of the piers and abutments for the new Smith Street Bridge, which is to be of a cantilever steel type, entirely suited to the location in which it is to be placed. This new bridge will be constructed with a 58-foot stone block pavement with 10-foot sidewalks on each side. New street approaches are being constructed to serve this bridge properly, so that its full traffic capacity may be used to advantage without seriously increasing traffic congestion on State Street or St. Paul Street. The Smith Street Bridge will cost about $850,000 under the present contract. Including the cost of property acquired for the new approaches and the paving of these approaches, the total cost of this project will run very close to $1,250,000.

The Council has passed an ordinance for the construction of the new stone-faced, reinforced concrete bridge at Ridge Road at an estimated cost of $3,250,000. This figure includes the paving of the approaches and the cost of constructing and paving the traffic circle to be built at the intersection of the bridge with St. Paul Boulevard, Ridge Road and Keeler Street. An ordinance is now being prepared for the acquisition of the necessary property for this St. Paul Street circle, making the total estimated cost of this project approximately $3,700,000. Bids will be received on this bridge February 5, 1930.

The construction of the Maplewood Park sewage pumping station and inverted siphons across the river is about 40% completed. The contract for the pumping plant and siphons was let to the Ira Ludington Company for about $135,000. In addition to this contract the Thomas Holahan Company is building the collecting sewers, which contract will amount to about $36,500. This Maplewood District sewage will flow through these siphons into the St. Paul Blvd. intercepting sewer, being carried to the main Irondequoit Sewage Disposal plant for treatment. During the past season two additional fine revolving screens were installed at this plant, which will assist in handling this extra load. Studies are now being carried on under the direction of Harold W. Baker, Commissioner of Public Works, through the office of Metcalf & Eddy, Consulting Sanitary Engineers, with a view of enlarging the Irondequoit Sewage Disposal Plant, either by the construction of additional Imhoff tanks of improved design or by the construction of separate sedimentation and sludge digesting tanks. It will also be necessary to construct additional sludge drying beds. This entire project, when completed, will have an estimated cost between $850,000 and $1,200,000, providing for an additional population of 285,000 persons.

Other projects under construction but not yet completed consist of the new Hangar at the Aviation Field, the new Golf locker at Genesee Valley Park and the new Monroe Branch library building near Field Street intersection with Monroe Avenue.

It is proposed to build new bath houses during 1930 at the Charlotte bathing beach. It will also be necessary to consider the desirability of enlarging the present Charlotte Harbor and the building of the necessary docks, etc., or the

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

location of this harbor at a more advantageous position, either as a City or County project.

In March, 1927, a report signed by Mr. Allen Hazen, C. E., of New York, Mr. Harrison P. Eddy, C. E., of Boston, and Edwin A. Fisher, former consulting City Engineer of Rochester, all experts on water supply problems, was submitted to Mayor Martin B. O'Neil, and C. Arthur Poole, then City Engineer.

This report recommended a development in the water works system that will eventually provide for a population of 1,000,000 inhabitants, which it was estimated would be reached about 1960.

This report stated that the City had reached the safe limit of its supply at that time from Hemlock and Canadice Lakes and advised that steps be taken at once to provide an additional water supply.

It was estimated that the present system could safely supply about 26 million gallons per day during dry years.

Temporarily, measures for slightly increasing the supply which were already under way, were offered. These measures included the diversion of flood water from Carney Hollow, which it was estimated would add upwards of one million gallons per day to the supply. Another way of increasing the supply suggested, was to increase the storage by raising the level of water in Hemlock Lake four or five feet and by certain changes at the outlet whereby the lake could be safely drawn down 3 feet lower than is permissible at present. These changes in storage with the water from Carney Hollow, it was estimated, would increase the safe yield of the system from 26 to 31 million gallons per day. The raising of the dike at the foot of Hemlock Lake, which was in progress when the report was received, has been completed, so that 5 feet greater height of water has been carried.

The Carney Hollow diversion has not been carried out so that the actural safe capacity of the Hemlock and Canadice system is less than 30 million gallons per day.

This latter matter has been presented with all the facts to the New York State Water Power and Control Commission, and hearings completed. A decision on this matter should be obtained and the work, if allowed, carried out as soon as possible.

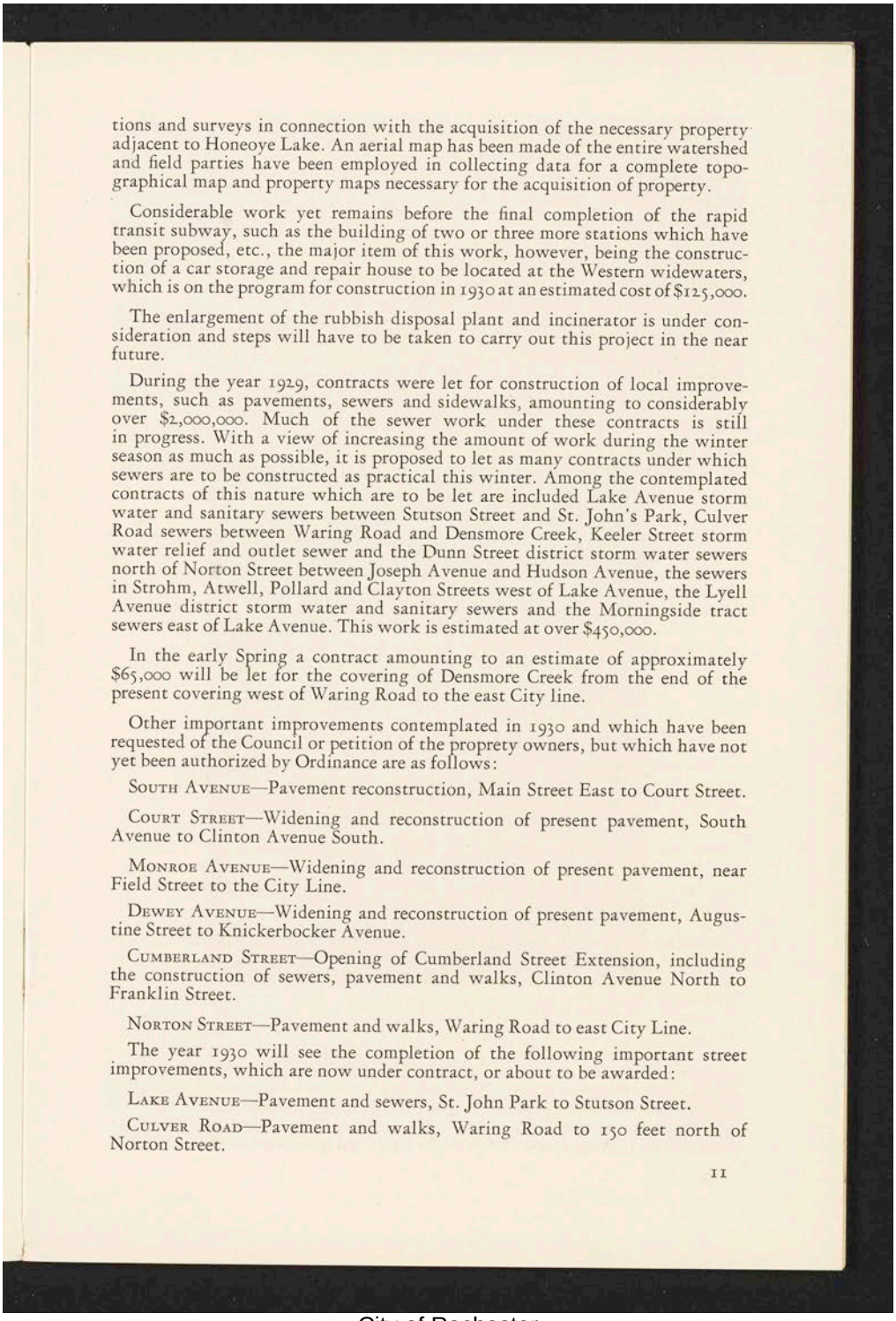
The City of Rochester has been particularly fortunate in having several seasons of high precipitation on the catchment area so that, while the use in 1929 averaged 31.5 million gallons a day, the system has fortunately been able to meet the requirements without a water famine.

The whole question of additional water supply was presented to the New York State Water Power and Control Commission in 1927, the city asking permission to use the waters of Honeoye Lake for this additional supply. Hearings were held by the Commission and the petition of the City was granted by the Commission June 22, 1928, giving a permit to the City to carry out the project as outlined in the Consulting Engineer's report. The County of Ontario appealed from this decision and carried the case to the Appellate Division of the Supreme Court. This Court upheld the decision of the Commission by a unanimous decision in November, 1929. The County of Ontario has again indicated its intention to further appeal the case to the Court of Appeals of the State. This will delay the starting of this important work until a decision is rendered by the latter court. In the meantime the City has been going forward with its investiga-

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



tions and surveys in connection with the acquisition of the necessary property adjacent to Honeoye Lake. An aerial map has been made of the entire watershed and field parties have been employed in collecting data for a complete topographical map and property maps necessary for the acquisition of property.

Considerable work yet remains before the final completion of the rapid transit subway, such as the building of two or three more stations which have been proposed, etc., the major item of this work, however, being the construction of a car storage and repair house to be located at the Western widewaters, which is on the program for construction in 1930 at an estimated cost of $125,000.

The enlargement of the rubbish disposal plant and incinerator is under consideration and steps will have to be taken to carry out this project in the near future.

During the year 1929, contracts were let for construction of local improvements, such as pavements, sewers and sidewalks, amounting to considerably over $2,000,000. Much of the sewer work under these contracts is still in progress. With a view of increasing the amount of work during the winter season as much as possible, it is proposed to let as many contracts under which sewers are to be constructed as practical this winter. Among the contemplated contracts of this nature which are to be let are included Lake Avenue storm water and sanitary sewers between Stutson Street and St. John's Park, Culver Road sewers between Waring Road and Densmore Creek, Keeler Street storm water relief and outlet sewer and the Dunn Street district storm water sewers north of Norton Street between Joseph Avenue and Hudson Avenue, the sewers in Strohm, Atwell, Pollard and Clayton Streets west of Lake Avenue, the Lyell Avenue district storm water and sanitary sewers and the Morningside tract sewers east of Lake Avenue. This work is estimated at over $450,000.

In the early Spring a contract amounting to an estimate of approximately $65,000 will be let for the covering of Densmore Creek from the end of the present covering west of Waring Road to the east City line.

Other important improvements contemplated in 1930 and which have been requested of the Council or petition of the proprety owners, but which have not yet been authorized by Ordinance are as follows:

South Avenue—Pavement reconstruction, Main Street East to Court Street.

Court Street—Widening and reconstruction of present pavement, South Avenue to Clinton Avenue South.

Monroe Avenue—Widening and reconstruction of present pavement, near Field Street to the City Line.

Dewey Avenue—Widening and reconstruction of present pavement, Augustine Street to Knickerbocker Avenue.

Cumberland Street—Opening of Cumberland Street Extension, including the construction of sewers, pavement and walks, Clinton Avenue North to Franklin Street.

Norton Street—Pavement and walks, Waring Road to east City Line.

The year 1930 will see the completion of the following important street improvements, which are now under contract, or about to be awarded:

Lake Avenue—Pavement and sewers, St. John Park to Stutson Street.

Culver Road—Pavement and walks, Waring Road to 150 feet north of Norton Street.

11

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

BUFFALO ROAD—Pavement, West Avenue to the City Line.

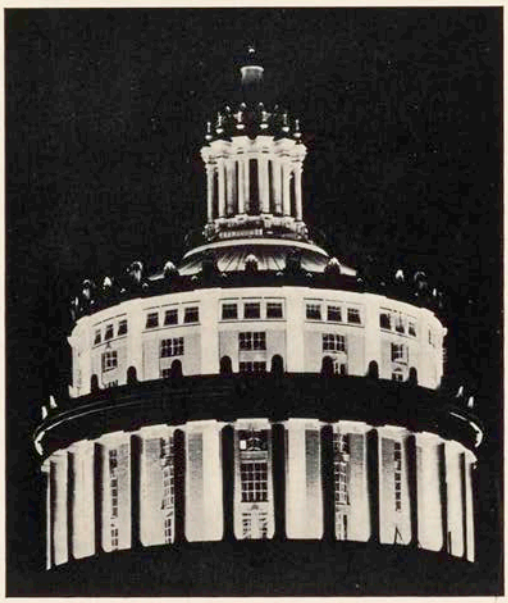
PLYMOUTH AVENUE—Pavement and walks, P. R. R. near Clarissa Street to P. R. R. crossing south of Barton Street.

STILLSON STREET—Pavement widening, Grove Street to University Avenue.

It is estimated that the local improvement program, including sewers, pavements, etc., for the year 1930 will approach an expenditure of about $2,300,000, slightly greater than for the year 1929.

THE GREATER UNIVERSITY OF ROCHESTER

THE past year has been the most active to date in the great construction program of The University of Rochester, so far as building operations are concerned. A year ago the only structure actually completed on the new campus of the College for Men at old Oak Hill was the chemistry building. The other three

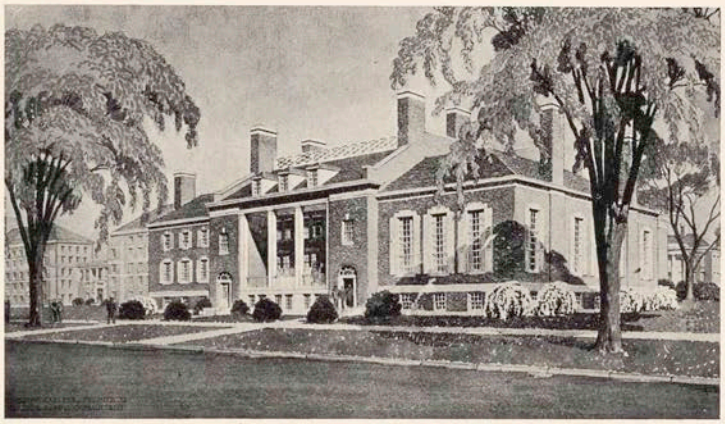


Bespeaking the Mighty Light of Education and Culture—A Radiant Tower of Momentous Meaning to Rochester and America

academic buildings on the main quadrangle, those of liberal arts, physics and geology and biology, are now completed, and five others are enclosed. A museum class has been meeting since fall in the wing of the last-named building, which is to house the new museum of natural history, and some laboratory and classroom work in optics is also being conducted in the physics building.

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



The Beautiful Students' Union Building, Men's College, University of Rochester

The exterior of the $1,500,000 library at the head of the quadrangle has been completed, and its dominating tower with encircling pillars has been greatly admired—particularly so during Light Jubilee week, when its permanent battery of 168, 250-watt lamps was turned on for the first time. In the summit of the tower the Hopeman Memorial chimes have been installed, including seventeen beautifully toned bells, weighing 32,000 pounds. Much progress has also been made on the interior of the library, where the framework is up for the bookstack, which, with its nineteen vertical tiers, is the highest self-supporting stack in the world.

Off the main quadrangle, the engineering building to the south is enclosed, as is the Henry A. Strong Auditorium at the west approach, which is being built to seat 1,200 people on the main floor and 500 in the basement lecture room. North of the quadrangle, and nearer the river, the two dormitory units for 200 men are completely enclosed, and east of these the large physical education building is rapidly going up.

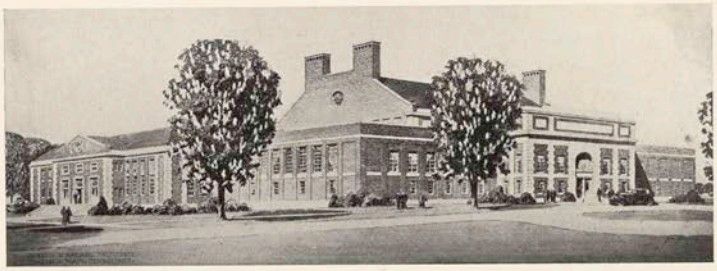
This latter building, measuring 265 by 280 feet over all, will include all the regular features of an up-to-date gymnasium, with five regulation courts for squash rackets or handball and a natatorium, having a swimming pool measuring 30 by 75 feet, provided with chlorinated water, ultra-violet ray lights, giving synthetic sunlight, and 500 permanent seats for spectators. As a part of the same building will be a field house, to include the regular basketball arena, with a standard court and 3,000 permanent seats, and a baseball cage, having a full-sized baseball diamond on the ground. Around the outside of both sections, and within the outer wall of the field house, will run a flat, tan-bark track, seven laps to the mile.

The rest of the athletic plant will include the regular athletic field, with a football gridiron, a quarter-mile cinder track, 220-yard straightaway and jumping pits, two practice football fields, three baseball diamonds and twelve tennis courts, of which six will have a hard, asphaltum surface for use as soon as snow is off the ground in the spring, and the remaining six will be given a clay surface of the fastest type. On the west side of the athletic field will be a permanent

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



This Huge Physical Education Building now under Construction for the Men's College, University of Rochester, will provide the most modern athletic facilities.

stand accommodating 6,000 spectators at the outset, built of brick and concrete in a crescent form to permit future enlargement into a regular stadium, as conditions may warrant. The athletic field itself has been completed and sodded, and the other fields are graded.

Just north, and at the rear of the auditorium, excavation has been completed for the student union, last of the original group of college buildings to be started. This will provide complete dining service for the students, ample social and recreational facilities, committee rooms and offices for the directors of the union, the student publications and other non-athletic activities, the Y. M. C. A. secretary, treasurer of the Board of Control and the alumni secretary. It will include also a grill, general store, book store and tailor and barber shops. It will constitute a distinctive feature of the new campus, as only two other colleges in America, as small as Rochester, possess similar buildings.

All of these buildings are being constructed of Harvard brick, specially selected for color, with gray limestone trim. The architecture of the academic buildings is the Greek Revival type of Colonial, featuring Ionic or Doric pillars, while the so-called domestic group, including the dormitories and student union, is Georgian Colonial. The beauty of the campus is further enhanced by granite balustrades and steps on the main quadrangle and between the dormitories.

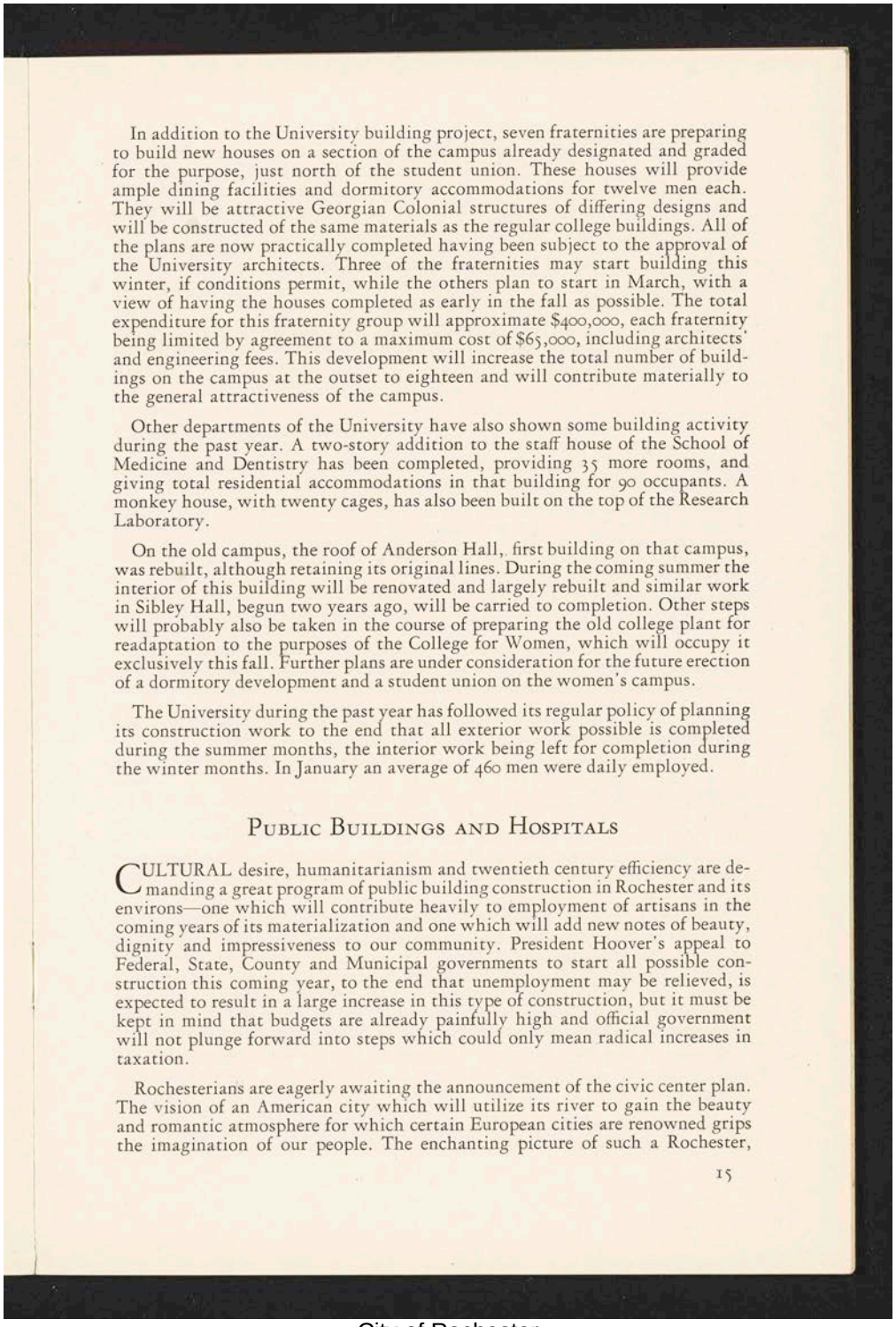
The underground work, previously outlined in this publication, has been completed. The rough grading and much of the fine grading have also been accomplished, involving the moving of some 400,000 cubic yards of earth. The bases for the permanent roadways are in, the walks on the main quadrangle have been laid, and many trees and shrubs have been planted.

The schedule calls for completion of the entire college plant in time for the opening of the University in September. To this end interior work on all of the unfinished buildings is going forward rapidly during the winter months. The physical education building and the student union will be pushed to completion as speedily as weather conditions will permit, while the grandstand, last of the actual construction work on this contract, will be started in the spring and completed in ample time for the opening of the home football schedule next fall. The total cost of these building operations to date has been approximately $4,500,000, while the work remaining to be done this year will require a further outlay of approximately $2,500,000.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



In addition to the University building project, seven fraternities are preparing to build new houses on a section of the campus already designated and graded for the purpose, just north of the student union. These houses will provide ample dining facilities and dormitory accommodations for twelve men each. They will be attractive Georgian Colonial structures of differing designs and will be constructed of the same materials as the regular college buildings. All of the plans are now practically completed having been subject to the approval of the University architects. Three of the fraternities may start building this winter, if conditions permit, while the others plan to start in March, with a view of having the houses completed as early in the fall as possible. The total expenditure for this fraternity group will approximate $400,000, each fraternity being limited by agreement to a maximum cost of $65,000, including architects' and engineering fees. This development will increase the total number of buildings on the campus at the outset to eighteen and will contribute materially to the general attractiveness of the campus.

Other departments of the University have also shown some building activity during the past year. A two-story addition to the staff house of the School of Medicine and Dentistry has been completed, providing 35 more rooms, and giving total residential accommodations in that building for 90 occupants. A monkey house, with twenty cages, has also been built on the top of the Research Laboratory.

On the old campus, the roof of Anderson Hall, first building on that campus, was rebuilt, although retaining its original lines. During the coming summer the interior of this building will be renovated and largely rebuilt and similar work in Sibley Hall, begun two years ago, will be carried to completion. Other steps will probably also be taken in the course of preparing the old college plant for readaptation to the purposes of the College for Women, which will occupy it exclusively this fall. Further plans are under consideration for the future erection of a dormitory development and a student union on the women's campus.

The University during the past year has followed its regular policy of planning its construction work to the end that all exterior work possible is completed during the summer months, the interior work being left for completion during the winter months. In January an average of 460 men were daily employed.

Public Buildings and Hospitals

CULTURAL desire, humanitarianism and twentieth century efficiency are demanding a great program of public building construction in Rochester and its environs—one which will contribute heavily to employment of artisans in the coming years of its materialization and one which will add new notes of beauty, dignity and impressiveness to our community. President Hoover's appeal to Federal, State, County and Municipal governments to start all possible construction this coming year, to the end that unemployment may be relieved, is expected to result in a large increase in this type of construction, but it must be kept in mind that budgets are already painfully high and official government will not plunge forward into steps which could only mean radical increases in taxation.

Rochesterians are eagerly awaiting the announcement of the civic center plan. The vision of an American city which will utilize its river to gain the beauty and romantic atmosphere for which certain European cities are renowned grips the imagination of our people. The enchanting picture of such a Rochester,

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

however, will not be developed in a few years; it is the work of several decades—the great goal of a proud community. A new City Hall, huge auditorium, beautiful Rundel memorial building and other public buildings in a magnificent, spacious civic center intrigue thought delightfully, but the time of their coming into being is most indefinite. When the trustees of the Reynolds Library voted last December to associate this wonderful library with the Rochester Public Library, hope of use of the Rundel bequest for a memorial building to house the Reynolds Library gained impetus. Such a building may eventuate as one of a beautiful group in the civic center plan but there are numerous questions involved and the whole matter is conjectural.

New bridge construction over the Genesee this year will usher in a great program of linking up east and west streets adequately, permitting even, logical development of the community by bringing transportation facility to all districts. Each river project will be a new alluring daub of the master painter's brush on the greater Rochester of tomorrow. Power development will come to create charming lagoons where now the river often only trickles over an ugly bed. Lights on feeding highways will extend the atmosphere of city into the country. Civic improvement is certain to keep pace with the results of the productive and inventive genius which marks our industries.

Both the State and County will have large construction projects to help employment during the next two years. The Federal Government plans a new $800,000 Post Office on a site not too far removed from the New York Central station. It may be that such a development will be placed so that a landing field for air mail can be erected over railroad trackage. This project is not likely to get under headway this year. Some alterations in the present Federal building were made last year and some minor ones are scheduled for completion in 1930.

Governor Roosevelt has gone to the Legislature with a budget request, which, if granted, will bring much building construction to this district during 1930 that has not been anticipated. This budget calls for the following expenditures: Rochester State Hospital, $911,654 in 1929-30 and $1,049,041 in 1930-31; State Industrial and Agricultural School, Industry, $561,400 in 1929-30 and $631,622 in 1930-31; Brockport Normal School, $129,945 in 1929-30 and $116,095 in 1930-31; Geneseo Normal School, $243,920 in 1929-30 and $765,250 in 1930-31; Craig Colony, Sonyea, $650,375 in 1929-30 and $1,097,931 in 1930-31. There is woeful lack of facilities in many State and County institutions which must be met at the earliest possible date. It is considered likely that prison construction will have precedence in the program. This is now being featured by a large development at Attica. A building to house the various state offices in Rochester looms as a future possibility. A brief resume of public and hospital building follows:

Monroe County Hospital, South Avenue—Major extensions and alterations involving a total expenditure of approximately $1,600,000 in the next two years will probably start late this summer. The plan calls for a new seven-story building, 360 by 50 feet, with four wings, each 40 by 80 feet, brick fireproof construction with tile roof. This would provide accommodations for 450 more patients. The present almshouse and women's hospital will also be remodeled to modern effectiveness and interconnecting tunnels constructed.

Monroe County Penitentiary—Remodeling costing approximately $60,000 will be done to this institution and the State may compel improvements of much greater extent.

Iola Sanitarium—Finishing touches are being put on the Iola Sanitarium. The major building program was largely finished in 1928 but 1929 had much

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

work. An addition to house the surgical wing, x-ray department and film storage is nearing completion and final grading is being done.

Rochester State Hospital for the Insane—Six buildings in the large development program now in progress were completed last year. They vary from one to three stories in height and are of poured concrete structure. Two patients' buildings add 400 beds to the capacity of the hospital. The other buildings in last year's building program were a staff house, laundry, kitchen and dining room and nurses' home. Foundations are started for a large power house building and a three-story dining room structure to join the Livingston Building is scheduled. Expensive interconnecting tunnels are being constructed, elevators are to be installed, refrigeration is to be put in, and the institution is being given alternating electric current instead of direct. About $800,000 worth of construction is certain for 1930 and the State may authorize more.

Rochester School for the Deaf, St. Paul Street—Expect to erect $80,000 dormitory in 1930, perhaps two dormitories.

Rochester General Hospital—A new $600,000 building program is under way. A two-story brick building to house the out-patients will be finished by July. A four-story brick wing 44 by 100 feet to the east of the present maternity building will be erected to increase the facilities of the maternity department. A sixth floor will be added to the west wing of the hospital to enlarge the children's department.

Genesee Hospital—Now engaged in $400,000 development. Completed two-story-and-basement addition to maternity ward in 1929. A new wing is being added to the nurses' home. It is four stories, brick construction, and will provide dining room facilities and fifty-one additional bedrooms. A third building will house the nurses' educational and social activities, including library, assembly room, study rooms, laboratories, etc. A new set of kitchens in the rear of the hospital is planned.

Highland Hospital—Erected a small utility building last year. Has building plans but their maturity is indefinite.

Rochester Public Library—The new Monroe branch library is nearly finished at a cost approximating $75,000. One and possibly two branch libraries are contemplated for 1930 erection.

Municipal Hospital—Remodeling added thirty additional beds; permit value, $20,200.

Harley School, Clover Road—Will erect gymnasium building, 83 by 128; estimated cost, $30,000.

St. John's Home for the Aged, Highland Avenue—Plans 1930 erection of $40,000 addition.

Municipal Airport—Rochester is being given improved airport facilities in the hangar and allied development which is replacing the construction destroyed by fire.

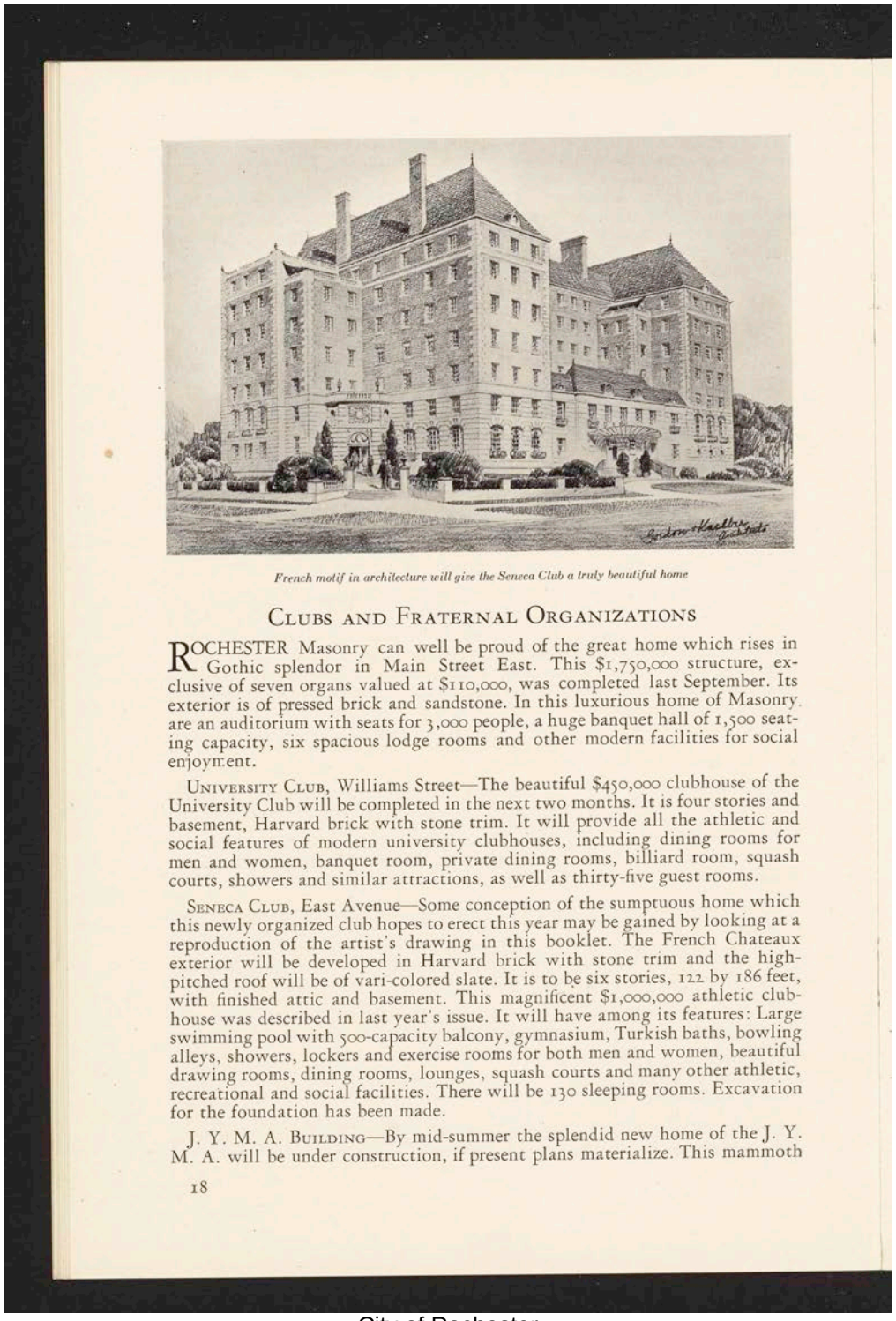
Children's Convalescent Home, Charlotte—Plans call for remodeling whose estimated cost is $15,000.

Genesee Valley Golf Clubhouse—New $75,000 clubhouse is nearing completion.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



French motif in architecture will give the Seneca Club a truly beautiful home

Clubs and Fraternal Organizations

ROCHESTER Masonry can well be proud of the great home which rises in Gothic splendor in Main Street East. This $1,750,000 structure, exclusive of seven organs valued at $110,000, was completed last September. Its exterior is of pressed brick and sandstone. In this luxurious home of Masonry are an auditorium with seats for 3,000 people, a huge banquet hall of 1,500 seating capacity, six spacious lodge rooms and other modern facilities for social enjoyment.

University Club, Williams Street—The beautiful $450,000 clubhouse of the University Club will be completed in the next two months. It is four stories and basement, Harvard brick with stone trim. It will provide all the athletic and social features of modern university clubhouses, including dining rooms for men and women, banquet room, private dining rooms, billiard room, squash courts, showers and similar attractions, as well as thirty-five guest rooms.

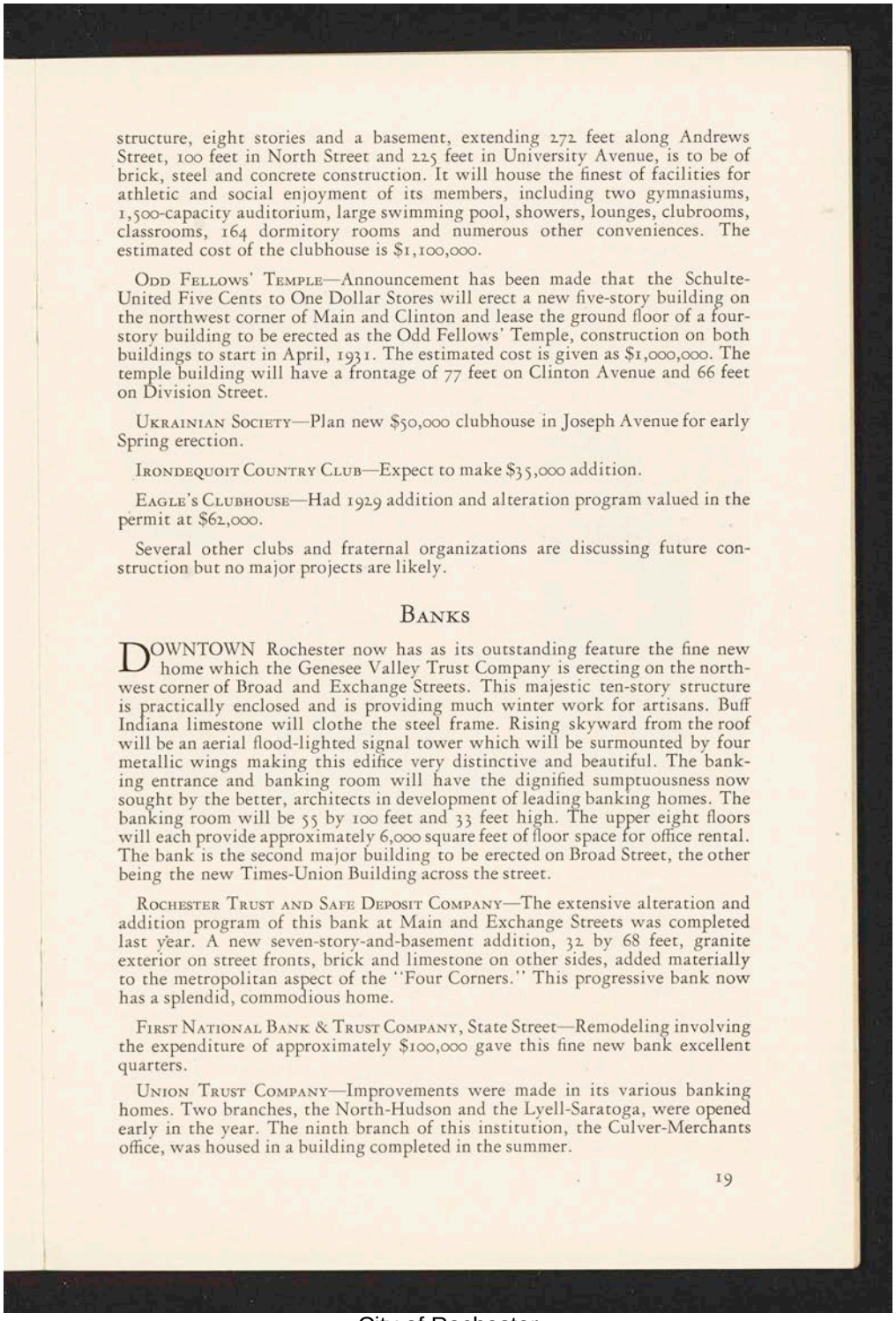
Seneca Club, East Avenue—Some conception of the sumptuous home which this newly organized club hopes to erect this year may be gained by looking at a reproduction of the artist's drawing in this booklet. The French Chateaux exterior will be developed in Harvard brick with stone trim and the high-pitched roof will be of vari-colored slate. It is to be six stories, 122 by 186 feet, with finished attic and basement. This magnificent $1,000,000 athletic clubhouse was described in last year's issue. It will have among its features: Large swimming pool with 500-capacity balcony, gymnasium, Turkish baths, bowling alleys, showers, lockers and exercise rooms for both men and women, beautiful drawing rooms, dining rooms, lounges, squash courts and many other athletic, recreational and social facilities. There will be 130 sleeping rooms. Excavation for the foundation has been made.

J. Y. M. A. Building—By mid-summer the splendid new home of the J. Y. M. A. will be under construction, if present plans materialize. This mammoth

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



structure, eight stories and a basement, extending 272 feet along Andrews Street, 100 feet in North Street and 225 feet in University Avenue, is to be of brick, steel and concrete construction. It will house the finest of facilities for athletic and social enjoyment of its members, including two gymnasiums, 1,500-capacity auditorium, large swimming pool, showers, lounges, clubrooms, classrooms, 164 dormitory rooms and numerous other conveniences. The estimated cost of the clubhouse is $1,100,000.

Odd Fellows' Temple—Announcement has been made that the Schulte-United Five Cents to One Dollar Stores will erect a new five-story building on the northwest corner of Main and Clinton and lease the ground floor of a four-story building to be erected as the Odd Fellows' Temple, construction on both buildings to start in April, 1931. The estimated cost is given as $1,000,000. The temple building will have a frontage of 77 feet on Clinton Avenue and 66 feet on Division Street.

Ukrainian Society—Plan new $50,000 clubhouse in Joseph Avenue for early Spring erection.

Irondequoit Country Club—Expect to make $35,000 addition.

Eagle's Clubhouse—Had 1929 addition and alteration program valued in the permit at $62,000.

Several other clubs and fraternal organizations are discussing future construction but no major projects are likely.

Banks

DOWNTOWN Rochester now has as its outstanding feature the fine new home which the Genesee Valley Trust Company is erecting on the northwest corner of Broad and Exchange Streets. This majestic ten-story structure is practically enclosed and is providing much winter work for artisans. Buff Indiana limestone will clothe the steel frame. Rising skyward from the roof will be an aerial flood-lighted signal tower which will be surmounted by four metallic wings making this edifice very distinctive and beautiful. The banking entrance and banking room will have the dignified sumptuousness now sought by the better, architects in development of leading banking homes. The banking room will be 55 by 100 feet and 33 feet high. The upper eight floors will each provide approximately 6,000 square feet of floor space for office rental. The bank is the second major building to be erected on Broad Street, the other being the new Times-Union Building across the street.

Rochester Trust and Safe Deposit Company—The extensive alteration and addition program of this bank at Main and Exchange Streets was completed last year. A new seven-story-and-basement addition, 32 by 68 feet, granite exterior on street fronts, brick and limestone on other sides, added materially to the metropolitan aspect of the "Four Corners." This progressive bank now has a splendid, commodious home.

First National Bank & Trust Company, State Street—Remodeling involving the expenditure of approximately $100,000 gave this fine new bank excellent quarters.

Union Trust Company—Improvements were made in its various banking homes. Two branches, the North-Hudson and the Lyell-Saratoga, were opened early in the year. The ninth branch of this institution, the Culver-Merchants office, was housed in a building completed in the summer.

19

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

LINCOLN-ALLIANCE BANK AND TRUST COMPANY—The erection of the "West Avenue Branch" on West Avenue, opposite Genesee Street, featured the construction program of this bank in 1929. Its exterior of tapestry brick with stone trim in fine architectural treatment makes this branch bank an important contribution to the appearance of the neighborhood. It is 151,000 cubic feet in area. A similar branch, 141,000 cubic feet in area, will be built at Portland and Clifford Avenue in 1930.

Black base and gray upper stories give the Medical Arts Building unique atmosphere

OFFICE AND COMMERCIAL BUILDINGS

CONSTRUCTION will make two rich gifts in our downtown's skyline in 1930—the heightened Eastman Kodak Company office building and the new home of the Genesee Valley Trust Company. The new Medical Arts Building at Alexander Street and Gardiner Park lifts that section of Rochester into new prominence while the completed home of Sears, Roebuck & Company added materially to the retail activity of widened Monroe Avenue, now our busiest thoroughfare to the East. The fine enlarged and remodeled home of the Rochester Trust and Safe Deposit Company, the remodeled home of the new First National Bank and Trust Company and commercial alterations in Exchange Street created pleasing

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

changes in atmosphere about the "Four Corners." Remodeling and construction in East Avenue and Clinton Avenue south provided or will soon provide better appearance for these important thoroughfares. As Monroe County's automobile registrations grow in number so also do the number and quality of its gasoline stations and automobile showrooms. Major gasoline distributors are vieing with each other in the character and beauty of station creations Rumor, as always, whispers of various commercial building developments in the downtown. One large New York firm is said to be contemplating the erection of a major building and to have surveyed the east corner of State and Main Street, the corner of Broad and Exchange Streets and the Powers Building corner as possible sites. There are several existing buildings whose foundations will carry a number of more stories. Any important commercial building development other than what is now scheduled is considered improbable for 1930. One project planned for 1931 calls for the erection of two new buildings on the northwest corner of Main and Clinton—a five story building having 66 feet frontage in Main Street and extending in Clinton Avenue to the Odd Fellows' Building, and a new four-story Odd Fellows' Temple on the site of the old. The Schulte-United Stores will erect the corner building and lease the ground floor of the temple for store purposes. The new Genesee Valley Trust Company Building will have eight floors of offices for rental and remodeling will create a few more additional modern offices. Sandblasting of the City Hall and the lower floors of several commercial buildings brought new freshness to replace previous dingy tones. There is much downtown commercial property which must have early remodeling or abandonment to that boon of site holders, the parking station. The coming year will probably see more remodeling but less new commercial construction than 1929. The survey shows 1929-1930 commercial construction features, exclusive of that described under other heads:

Medical Arts Building—This beautiful $500,000 building is nearing completion in Alexander Street. It is nine stories and basement, 100 by 112, surmounted with a tower. It is of fireproof, brick and steel construction with terra cotta and marble trim. The architecture is modernistic in trend with its underlying motif archaic Greek. A base course of Swedish granite, a sixteen-foot first floor exterior of black terra cotta and upper floors of gray brick with gray terra cotta trim make this an unusually striking building.

Physicians' and Surgeons' Building, No. 16 North Goodman Street—This fine building finished during the past year has two stories and a basement, 54 by 130 feet, brick with stone trim. The estimated cost was $120,000.

McFarlin Clothing Company—Will erect a two-story addition to present home, 50 by 199 feet.

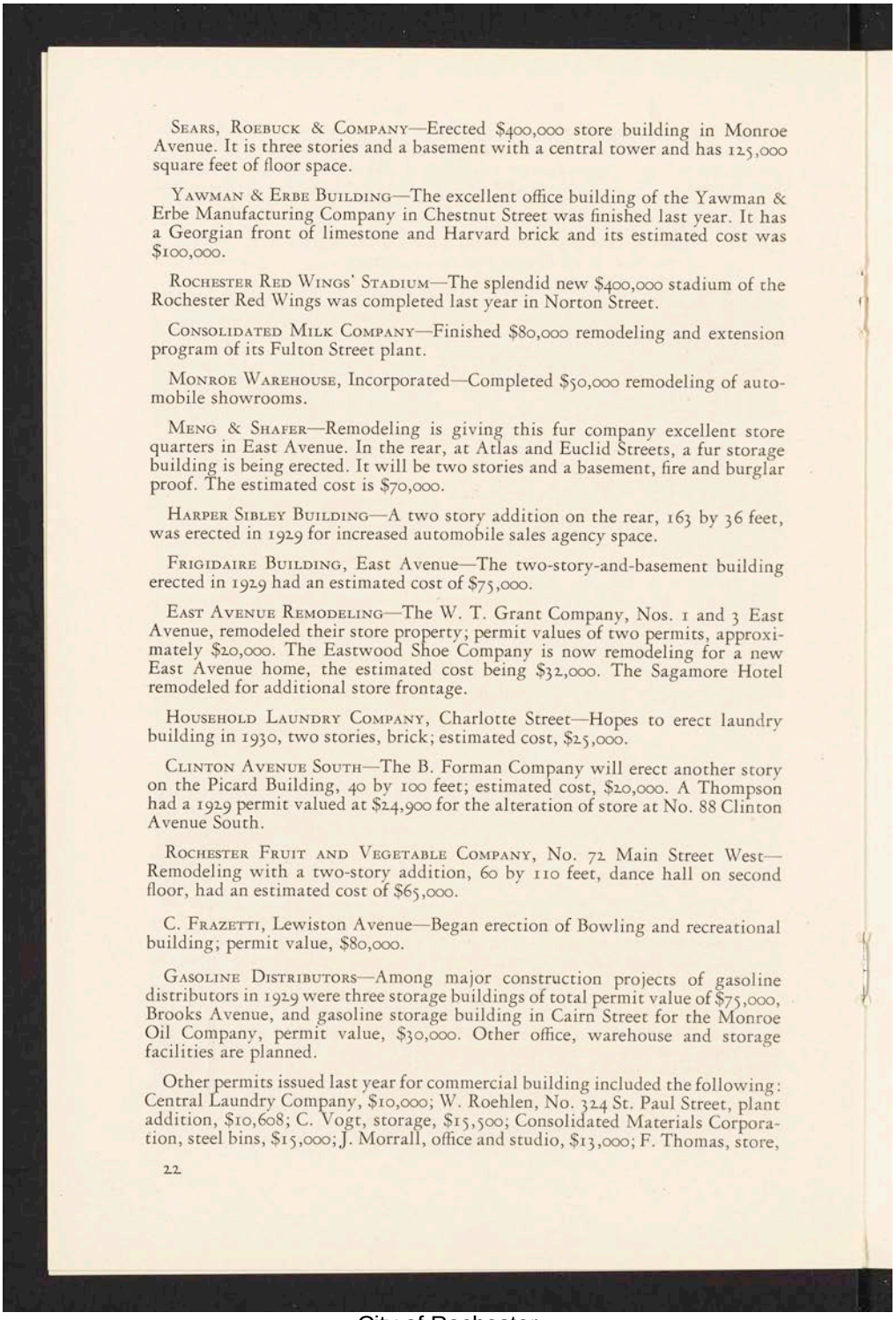
E. W. Edwards & Son—Extensive alteration plans of this company will mature next summer. The seven-story Central Building is to be remodeled throughout for store purposes and the facade will be remodeled to conform to the adjoining Cornwall Building. The construction will give the Edwards' store a total of fifteen acres of floor space.

Kresge Company—Has leased the building now occupied by the Eastwood Shoe Company and will erect a three or four-story building there when the Eastwood Company moves into its new East Avenue location. The Kresge Company, which will vacate its Burke Building home, has also leased the Buell Building which is under lease to the Edwards Company until March 31st of next year. At the expiration of the Edwards' lease, the Buell building will be remodeld or a new building erected on the site for a second Kresge store. These changes will bring about a large total in alteration expenditure.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



SEARS, ROEBUCK & COMPANY—Erected $400,000 store building in Monroe Avenue. It is three stories and a basement with a central tower and has 125,000 square feet of floor space.

YAWMAN & ERBE BUILDING—The excellent office building of the Yawman & Erbe Manufacturing Company in Chestnut Street was finished last year. It has a Georgian front of limestone and Harvard brick and its estimated cost was $100,000.

ROCHESTER RED WINGS' STADIUM—The splendid new $400,000 stadium of the Rochester Red Wings was completed last year in Norton Street.

CONSOLIDATED MILK COMPANY—Finished $80,000 remodeling and extension program of its Fulton Street plant.

MONROE WAREHOUSE, Incorporated—Completed $50,000 remodeling of automobile showrooms.

MENG & SHAFER—Remodeling is giving this fur company excellent store quarters in East Avenue. In the rear, at Atlas and Euclid Streets, a fur storage building is being erected. It will be two stories and a basement, fire and burglar proof. The estimated cost is $70,000.

HARPER SIBLEY BUILDING—A two story addition on the rear, 163 by 36 feet, was erected in 1929 for increased automobile sales agency space.

FRIGIDAIRE BUILDING, East Avenue—The two-story-and-basement building erected in 1929 had an estimated cost of $75,000.

EAST AVENUE REMODELING—The W. T. Grant Company, Nos. 1 and 3 East Avenue, remodeled their store property; permit values of two permits, approximately $20,000. The Eastwood Shoe Company is now remodeling for a new East Avenue home, the estimated cost being $32,000. The Sagamore Hotel remodeled for additional store frontage.

HOUSEHOLD LAUNDRY COMPANY, Charlotte Street—Hopes to erect laundry building in 1930, two stories, brick; estimated cost, $25,000.

CLINTON AVENUE SOUTH—The B. Forman Company will erect another story on the Picard Building, 40 by 100 feet; estimated cost, $20,000. A Thompson had a 1929 permit valued at $24,900 for the alteration of store at No. 88 Clinton Avenue South.

ROCHESTER FRUIT AND VEGETABLE COMPANY, No. 72 Main Street West—Remodeling with a two-story addition, 60 by 110 feet, dance hall on second floor, had an estimated cost of $65,000.

C. FRAZETTI, Lewiston Avenue—Began erection of Bowling and recreational building; permit value, $80,000.

GASOLINE DISTRIBUTORS—Among major construction projects of gasoline distributors in 1929 were three storage buildings of total permit value of $75,000, Brooks Avenue, and gasoline storage building in Cairn Street for the Monroe Oil Company, permit value, $30,000. Other office, warehouse and storage facilities are planned.

Other permits issued last year for commercial building included the following: Central Laundry Company, $10,000; W. Roehlen, No. 324 St. Paul Street, plant addition, $10,608; C. Vogt, storage, $15,500; Consolidated Materials Corporation, steel bins, $15,000; J. Morrall, office and studio, $13,000; F. Thomas, store,

22

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

$15,500; C. Voke, automobile sales service rooms, $20,000; Joyce Development Corporation, remodeling at Nos. 808-12 Main Street West, $12,000.

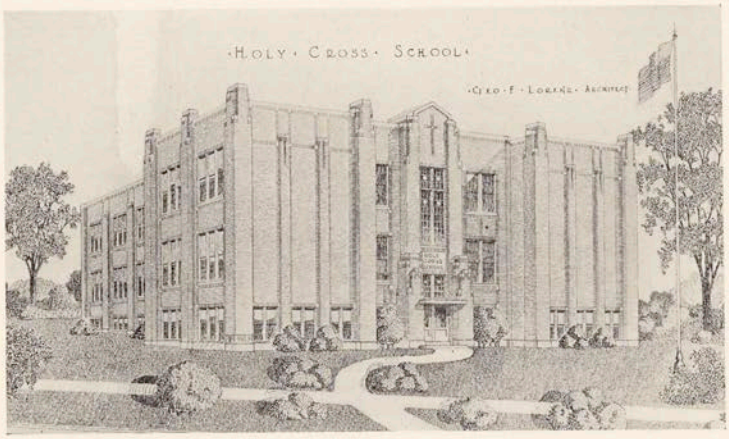
Finishing touches were put on the new Barr & Creelman home in Exchange Street, the $45,000 warehouse of F. C. Crittenden & Company and several small store and gasoline distributing projects.

Hotels

ORDINARY remodeling and repairs of Rochester hotels employ much building labor each year. Several changes involving new construction are contemplated by local hotels but these are not likely for 1930. The Sagamore Hotel made store front alterations that added pleasing notes to East Avenue. The Hotel Seneca finished early in the year a $350,000 remodeling program. One large apartment hotel venture is being attempted. The architect's plan calls for a $2,500,000 structure in the downtown, containing 198 suites of rooms and ten stores. Hope is expressed that the easier money situation will make the erection of this building possible for late 1930. It is regarded, however, as very doubtful.

Theaters

THEATRICAL construction is practically at a standstill since the completion of the Keith-Albee and Rochester theaters. Some expensive remodeling was done last year on the Publix theaters. The Little Theater was erected at No. 240 East avenue, the permit cost of the building, which houses stores and offices as well, being given as $68,000. A $50,000 remodeling program for the Palace Theater in Joseph Avenue is scheduled. The fire in Fay's Theater may result in some extensive alterations in that theater this coming year.

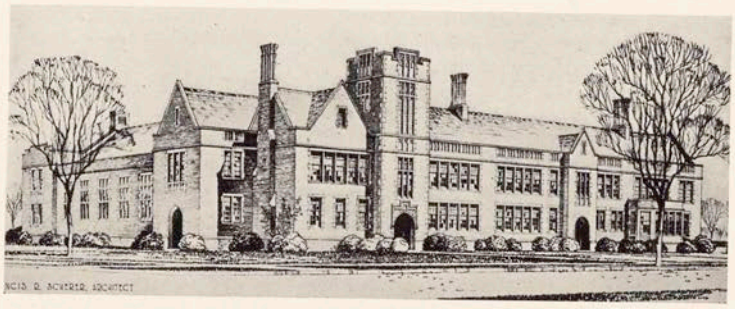


23

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



New Charles Carroll School No. 46 to be erected at Dorchester and Newcastle Roads

Schools

SCIENTIFIC study and analysis by the Board of Education discloses the need of major extensions of the City's educational facilities. To comply with state laws and meet the demands of the present curriculum requires the erection of several important building units which will relieve bad congestion in housing and provide ample room for the proper teaching of the children. The Board of Education is not groping blindly about in determining the requirements of today or the probable requirements of a few years hence. Its conclusions are based on data compiled from careful survey and the weighing of many elements which enter into the amount and kind of educational facilities needed.

The amount of public school construction in 1930 is very problematical at this time. The Board of Education requested of City Council in December an appropriation of $3,305,000 to be expended in 1930 as follows: $2,905,000 for school building extensions, $250,000 to acquire sites for future building and $250,000 for equipment of schools now under construction. The City Council has actually made an appropriation for $1,700,000, which means that part of the construction much needed for the coming year will be postponed.

The projects proposed by the Board of Education for 1930 are as follows: Charles Carroll School No. 46, Dorchester and Newcastle Roads, estimated cost, $300,000; major alterations to Audubon School No. 33, Grand Avenue, estimated cost, $75,000; an addition to Freeman Clark School No. 15, Averill Avenue, estimated cost $130,000; an addition to Washington Junior High School, estimated cost $700,000; an addition to Jefferson Junior High School, estimated cost, $400,000; Charlotte Junior-Senior High School, Lake Avenue, estimated cost, $1,300,000. Which of these buildings will be constructed in 1930 has not been definitely decided. There are certain street questions to be determined by the city before the Washington Junior High School project can go ahead. Owing to the fact that the present facilities of the two junior high schools do not meet state requirements in certain matters, it is likely that if things are cleared so early construction of these two buildings is possible, they will have precedence over the large Charlotte school. Part of the present facilities of the Charlotte High School were erected in 1869 and are most inadequate today and the congestion is so critical that several outside additions have to be used. The equipment of schools now under construction must be provided and it is highly desirable to acquire certain pieces of real estate for future sites of schools.

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

During the past year, the following buildings were completed to take their part in the educational system: School No. 11 addition, approximate cost, $105,000; School No. 36 addition, approximate cost, $206,000; remodeling of School No. 41, approximate cost, $89,000; remodeling of Kelly Building for Continuation School, approximate cost, $44,000. Satisfactory progress is being made on School No. 52 in Farmington Road and it is certain to be completed for occupancy next September. The Benjamin-Franklin Junior-Senior High School—a major feature in 1929 construction—will also be ready for the opening of school next Fall. The main building of this great structure extends along Norton Street for 460 feet and is 345 feet deep. It has three stories and a basement. An adjoining natatorium and boiler room building has ground dimensions of 105 feet by 123 feet. The approximate cost of the development is $2,400,000.

In the City's educational system at the present time are 59 permanent buildings employed for school purposes, having a total floor area of 3,538,605 square feet, exclusive of boiler, engine, fan and coal rooms and janitorial service quarters. In caring for the needs of the 51,728 pupils, which number includes 3,066 part time pupils at the Continuation School, the Board of Education was forced to use 82 portable buildings, 9 dwellings, 3 annexes, 5 special quarters and two other buildings not intended for school purposes. Examination of the records shows that 1,662 children of the graded schools were housed in temporary quarters, 104 were in permanent quarters not designed for classroom purposes and that 368 pupils attended the grade schools in only part-time sessions. It also revealed that 347 pupils attended only afternoon sessions at East High School while 776 pupils had to attend the two annexes to East High School.

Many thousands of dollars' worth of repairs and replacements are made each year on existing school buildings. In planning this work as well as its new school buildings, the Board of Education has kept ever in mind the desirability of creating all the winter work possible for Rochester artisans. Superintendent of School Buildings John M. Tracy is one of the most active members of the Community Conference Board founded by George Eastman to lengthen the construction season all possible. Mr. Tracy is again this winter providing a week's work for as many men as he can profitably employ at cleaning, white-washing, repairing or otherwise putting school facilities in order. By changing this working force once each week through the months of January, February and March, fine additional income is provided for many families of the city.

Housing

INDICATIONS now point to an increase in housing development in 1930. One 46 family apartment house—a seven-story structure whose estimated cost is $375,000—is scheduled for Spring construction in North Goodman Street. Several other plans for large multiple housing projects, including one on Franklin Square, are awaiting financing and the easier money situation in the wake of the flattened stock market may materialize them during the coming year. Jerry builders, however, are going to find it more difficult than it was several years ago to obtain money for any old kind of mushroom construction. Definite organization has been effected by Cleveland financial interests against repetition of the lawless era of speculative building that obtained for a few years prior to 1929. Similar judgment of loan values will be the rule in other communities. The flimsy housing of jerry builders has been falling to pieces and creating strong propaganda against the desirability of building as an investment. Some sharp lessons have been administered to investors, those loaning money to speculative builders, architects and engineers. If easier

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

SUMMARY ROCHESTER BUILDING PERMITS—YEAR 1929

Ward	Housing Accommodations						Total Fams. Provided for	Garage		Other Buildings		Total Permits	
	New Residences			Remodel									
	No.	Amount	No. Fams.	No.	Amount	No. Fams.		No.	Amount	No.	Amount	No.	Amount
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	909,750	41	909,750
2	.....	.....	.....	2	375	.....	.....	2	400	27	682,863	31	683,638
3	.....	.....	.....	14	8,365	3	3	14	5,950	32	12,275	60	26,590
4	.....	.....	.....	4	7,800	.....	.....	4	1,120	63	214,084	71	223,004
5	1	80,000	35	18	5,750	2	37	16	4,060	54	475,443	89	565,253
6	2	66,000	2	11	13,400	1	3	8	7,350	67	223,800	88	310,550
7	.....	.....	.....	5	7,550	2	2	5	1,550	17	25,885	27	34,985
8	2	23,500	3	26	7,010	2	5	35	17,619	33	307,245	96	355,374
9	.....	.....	.....	17	12,166	3	3	14	5,220	26	69,171	57	86,551
10	40	203,500	41	78	44,060	4	45	172	59,877	96	1,204,762	386	1,512,199
11	1	5,000	1	32	15,360	1	2	19	5,709	29	232,899	81	258,968
12	1	100,000	.....	43	32,205	17	17	41	30,642	52	1,635,187	137	1,798,034
13	1	4,500	1	12	3,219	.....	1	9	5,140	9	44,350	31	57,209
14	50	670,750	51	42	24,285	3	54	80	26,564	47	1,386,572	219	2,108,171
15	1	2,000	1	42	22,283	.....	1	29	8,989	27	55,273	99	88,545
16	.....	.....	.....	19	15,865	2	2	21	6,690	19	97,611	59	120,166
17	31	161,200	31	58	18,850	3	34	107	30,853	48	210,150	244	421,053
18	91	484,850	92	58	27,110	10	102	187	59,034	81	551,920	417	1,122,914
19	33	237,100	36	74	35,725	3	39	173	56,352	65	150,725	345	479,902
20	1	4,800	1	29	12,940	1	2	48	18,312	37	183,600	115	219,652
21	68	634,898	68	20	12,045	.....	68	62	22,597	45	134,760	195	804,300
22	50	244,150	58	38	18,985	.....	58	131	32,710	29	239,130	248	534,975
23	28	142,500	28	17	11,110	.....	28	55	15,113	24	18,666	124	187,383
24	47	221,150	47	36	9,365	.....	47	86	20,857	33	142,723	202	394,095
Total	448	3,285,898	496	695	365,817	57	553	1,318	442,708	1,001	9,208,838	3,462	13,303,261
1928	969	8,144,467	1,871	786	568,118	99	1,970	1,669	806,141	1,154	8,102,072	4,578	17,620,798
1927	1,401	10,574,040	2,448	946	937,342	165	2,613	2,168	884,387	1,183	10,188,749	5,698	22,584,518
1926	1,545	11,329,093	2,304	930	920,661	209	2,513	2,341	1,628,474	1,087	7,759,413	5,903	21,637,641
1925	2,039	13,918,905	2,669	1,146	1,177,268	249	2,918	2,477	1,089,343	1,127	11,920,893	6,789	28,106,409

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

money is not upset by renewed Wall Street investment and speculation, however, we may expect wider investment in construction of an approved character.

A determined bid for new housing development—particularly that of a suburban type—will be made by Sears, Roebuck & Company and other nation-wide home-building organizations and such advertising and propaganda is expected to encourage home ownership, counteracting to a large degree the present mental attitude caused by crooked, unsatisfactory construction in past years. Real estate operators are predicting more activity in home building and the restoration of their confidence seems significant.

The great slump in housing development accounts for the severity of last year's drop in construction. Study of the total permit valuations of the Bureau of Building from the banner construction year, 1925, through 1928 reveals that housing construction has constituted each year about one-half of the total valuation, where during the past year it was less than one-quarter of the total. A heavy falling off in housing development was anticipated for 1929 but stock market speculation and its consequent premium on money curtailed building to about one-half the anticipated amount. During 1929, the Bureau of Buildings issued 448 permits for new housing, valued at $3,285,898, compared to the 1928 total of 969 permits, valued at $8,144,467, and the 1925 maximum of 2,039 permits, valued at $13,918,905. There were 496 permits for $365,817 worth of remodeling affecting housing in 1929, compared to the 1928 total of 786 permits, valued at $568,118. New construction authorized by 1929 permits provided homes for 496 families and remodeling created new quarters for 58 families more. New housing and remodeling furnished housing for 1970 families in 1928 and for 2,918 families in the record year, 1925. Reference in a study of housing should be made to the valuation of permits issued in adjacent towns. You will find total permit figures of these towns in the chapter, "Construction in Surrounding Territory." The automobile has made housing development in the country desirable and to-day finds the single house on an adequate lot vieing with the easy-living and conveniently located apartment house for popularity.

Garages

GARAGE construction authorized in 1929 permits was only approximately 45 per cent of the previous year's volume, being valued at $442,708. Some increase in such construction may be looked for in 1930 if increased housing development comes, as expected. The Powers Hotel Ramp Garage—a five-story-and-basement structure being erected in North Fitzhugh Street—will be completed early this year at an estimated cost of $125,000. As parking congestion grows, the possibility of ramp garage construction at advantageous points increases. Demolition of old structures and use of their sites for parking is easing the situation some but further multiple-floor garages in the downtown are likely in the next few years. Automobile sales rooms and garages are listed in the 1929 building summary under the heading, "Other Buildings." Included in the permits were six public garages and automobile sales and service quarters, valued at $46,550 and 44 gasoline and battery stations, valued at $269,250.

Industrial Construction

ANY survey of industrial construction is of necessity incomplete and uncertain in its predictions. Many industrial concerns have future building plans and increased business often materializes them into actual construction ahead of expectations. There are industrial plant extension plans in architects'

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

offices aggregating several hundred thousands of dollars in value which can not be announced now. Some of these may be executed in 1930. The present outlook, however, is that industrial construction in 1930 will be about on a par with that of 1929, despite the fact of the greater amount of construction scheduled by the Eastman Kodak Company. Several fine plants and additions were completed or started in 1929. The work of bringing the advantages of Rochester as an industrial location to the attention of outside manufacturers as well as to organizing industries is being vigorously and intelligently done by the New Industries Committee of the Chamber of Commerce. Much success has met the work of this fine organization as well as that of the very helpful Rochester Industrial Development Corporation. The situation is now so well in hand, industrial possibilities of this strategic manufacturing center so well plotted and promotion activity so well conceived and handled that we may expect richer fruits in the future. The addition of 110 feet to the height of the Kodak Office Building will be an inspiring spectacle to Rochester industries during the coming year as it bespeaks the mighty achievements of a member industry and Rochester's future place in the sun in a titanic age of chemistry.

The Eastman Kodak Company

This great Rochester industry is in the midst of a $15,000,000 plant extension program which will extend over three years. Its increased building activity will be most helpful this year. The report of 1929 construction and buildings started or authorized for 1930 construction follows:

Completed in 1929	*Est. Cost*
Kodak Park	
Factory building No. 43, west addition. 1 story, structural steel frame and brick walls	$ 53,000
Steel fabricating shop No. 60. 1 story, structural steel frame with cinder block walls	85,900
Factory building No. 103, 1st addition. 1 story, structural steel frame with cinder block walls	8,200
Factory building No. 103, 2nd addition. 2 stories, basement, structural steel frame, cinder block walls	20,900
Garage building No. 61. 1 story, structural steel frame, cinder block walls	26,800
Factory building No. 201, low portion. 1 story, structural steel frame, cinder block walls	130,300
Factory building No. 53, south addition. 4 stories, structural steel frame, tile walls	239,900
Factory building No. 56. Additional 3 stories, concrete frame, brick walls	130,400
Steel fabricating shop No. 60, north addition. 1 story, structural steel frame, cinder block walls	16,600
Under-pass under B. R. & P. and N. Y. C. railroad station. Concrete abutments and retaining walls	122,300
Kodak Realty Corporation	
22 houses	174,000
	$1,008,300

28

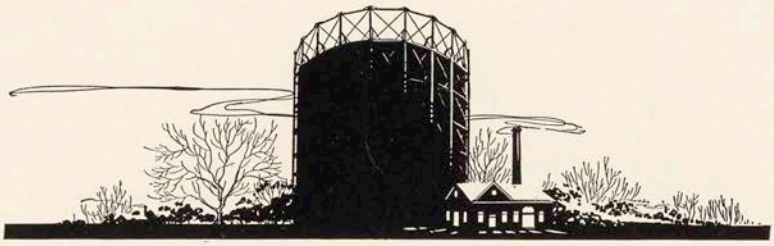
City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

To be erected in 1930—several of which are now under way:

Kodak Park	*Est. Cost*
Research Laboratory No. 59. 6 stories and basement, reinforced concrete frame with brick walls	$667,300
Factory building No. 53, east addition. 1 story and basement, structural steel frame, brick walls	237,700
Factory building No. 201, high portion. 4 stories and basement, reinforced concrete frame, cinder brick walls	239,900
Factory building No. 201, north addition. 1 story, structural steel frame, cinder block walls	27,400
Factory building No. 27, west addition. 2 stories and basement, structural steel frame, brick walls	42,000
Factory building No. 119. 1 story and basement, structural steel frame, cinder block walls	83,700
Factory building No. 110, south addition. 1 story, structural steel frame, cinder block walls	117,000
Factory building No. 29, second east addition. 2 stories, concrete frame, brick walls	128,000
Factory building No. 111. 1 story, structural steel frame, brick walls	25,000
State Street	
Office building No. 7. 3 additional stories structural steel frame, brick walls	198,000
	$1,766,000
Kodak Realty Corporation	
21 houses under construction	175,000
Total	$1,941,000



Rochester Gas and Electric Corporation

The proposed construction budget for 1930 calls for an expenditure of approximately six million dollars to keep pace with the growth of the gas, electric and steam loads.

29

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

There are no major items of large expenditure such as were necessary in 1929. In the Electric Department the items of greatest individual outlay consist of additions in power plant facilities aggregating approximately one million dollars. The remaining construction expenditures consist of a multitude of smaller items covering street lighting, poles, cable and other items necessary to care for the growing demands of the customers and the extensions necessary to serve new customers.

During 1929 the new five million cubit feet gas holder was put in operation, and the construction of the new coal gas plant was actively pursued. This new plant, which will be completed around the first of April, will add approximately 60 per cent to the coal gas manufacturing capacity, and will take care of the normal system growth for four or five years.

The departmental construction budget for 1930 is as follows:

Electric Department	$4,220,500
Gas Department	868,200
Steam Department	853,000
Total	$5,941,700

During 1929, approximately $2,916,900 was spent in new construction. The total expenditures for the year, segregated as to departments, were as follows:

Electric

Land	$ 64,813.28
Buildings	117,213.70
Station apparatus	779,099.49
Street lighting, poles and fixtures	172,297.91
Conduit, poles, cable, wire transformers, meters, etc.	499,431.54
	$1,632,855.92

Gas

Gas Works Buildings	$189,543.27
Gas Manufacturing Equipment	46,946.86
Gas Mains	240,526.09
Gas Services, Meters, etc.	250,674.34
	$727,690.56

Steam

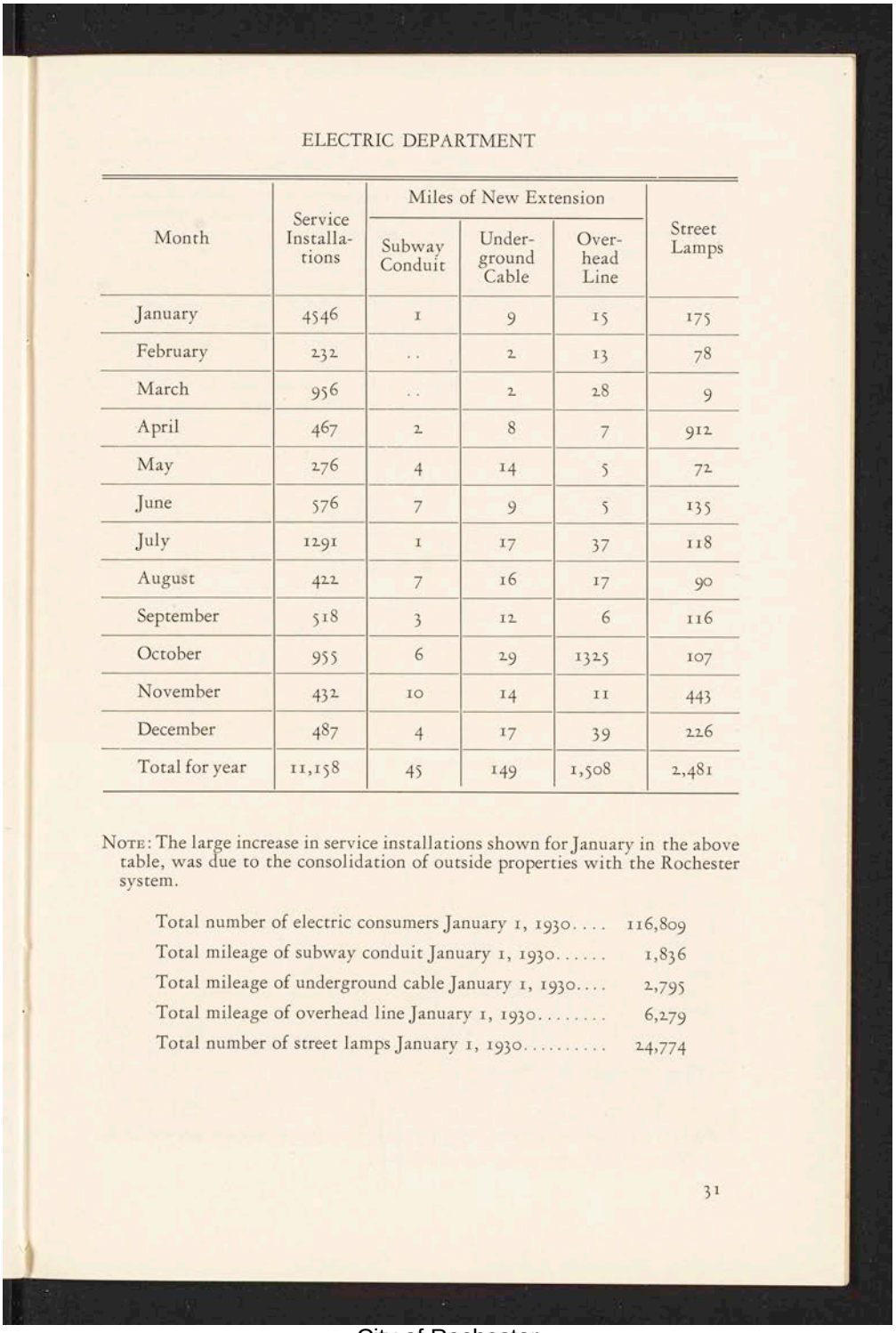
Station Land and Buildings	$22,962.54
Boiler Equipment	293,356.19
Mains	61,981.94
Services, Meters, etc.	23,997.21
	$402,297.88
General Buildings, Equipment, etc.	154,035.08
	$2,916,879.44

Service additions and extensions installed during the year are shown in the following tabulation:

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



ELECTRIC DEPARTMENT

Month	Service Installations	Miles of New Extension			Street Lamps
		Subway Conduit	Underground Cable	Overhead Line	
January	4546	1	9	15	175
February	232	..	2	13	78
March	956	..	2	28	9
April	467	2	8	7	912
May	276	4	14	5	72
June	576	7	9	5	135
July	1291	1	17	37	118
August	422	7	16	17	90
September	518	3	12	6	116
October	955	6	29	1325	107
November	432	10	14	11	443
December	487	4	17	39	226
Total for year	11,158	45	149	1,508	2,481

NOTE: The large increase in service installations shown for January in the above table, was due to the consolidation of outside properties with the Rochester system.

Total number of electric consumers January 1, 1930.... 116,809
Total mileage of subway conduit January 1, 1930..... 1,836
Total mileage of underground cable January 1, 1930.... 2,795
Total mileage of overhead line January 1, 1930..... 6,279
Total number of street lamps January 1, 1930..... 24,774

31

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

GAS DEPARTMENT

Month	Service Installations	Miles New Main Extensions
January	112	..
February	59	..
March	36	..
April	333	1
May	308	1
June	509	6
July	408	6
August	321	6
September	373	2
October	202	2
November	132 (Removed)	9
December	276	10
	2,805	43

Total number of gas consumers January 1, 1930..... 109,627
Total mileage of gas mains.....788 miles as of November 30, 1929

COMMERCIAL STEAM DEPARTMENT

During 1929 a total of 2,408 ft. of distribution steam main was laid at a cost of $60,545.00.

Total feet of distribution main in service January 1, 1930..... 94,379
Total number of steam consumers January 1, 1930..... 327

Rochester Telephone Corporation

The Corporation's plans for 1930 contemplate the expenditure of approximately $2,500,000 for gross additions to its plant. These will include additions to switchboards, subways, cables and wire plant with the necessary apparatus, etc., to serve 7,960 additional telephones which it expects to add to its system during the year.

There is no single outstanding feature of construction contemplated but some of the major projects proposed are as follows:

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

A large extension of the subway, underground and aerial cable plant in sections of the city served by Genesee, Glenwood, Culver, Monroe and Charlotte Central Offices.
Completion of the subway and underground cable system in Lake Avenue between Stone Road and the B. R. & P. Railway tracks.
General reconstruction of the aerial distributing plant in the villages of Brockport and Warsaw.
Additions to Rochester, Victor and Canandaigua toll line.
Additional central office equipment in the Monroe and Culver Exchanges.
Replacement of the switchboard equipment in the Central Offices located in Livonia, Leicester, Warsaw and Honeoye Falls.
Additions to some of the large P. B. X. switchboards.
Completion of the new Central Office Building at Fairport and the installation of the new Common Battery equipment.

These plans will be altered where necessary to accommodate the replacement of plant necessitated by the extensive sleet storm damage of last December.

NET GAIN IN TELEPHONE STATIONS

Month	*1929*	**1930*
January	534	742
February	503	846
March	810	855
April	582	924
May	742	831
June	368	366
July	242	301
August	609	487
September	933	428
October	812	713
November	502	691
December	139	776
	6776	7960

Total number of stations, January 1, 1930	105,107
Total number of stations, January 1, 1931—estimated	113,067
Total number of miles of Exchange Wire, January 1, 1930	**340,000

*Estimated. **Single miles not circuit miles.

In Rochester Village Days

33

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Stromberg-Carlson Telephone Manufacturing Company

This excellent manufacturer of radio and telephonic apparatus is bringing world-wide renown to Rochester through the high quality of its products and splendid broadcasting Station WHAM, and developing such business that considerable plant extension has been necessary. The construction of the third and fourth units of a fine new plant and improvement of the grounds about this industrial home were planned so that they provided much work for artisans during last winter. During the coming year it will further increase its plant facilities by the erection of a one-story storage building, 160 by 150 feet.

Hickey-Freeman Company

High quality of product has yielded this splendid men's clothing industry a growing business and at the present time it is engaged in erecting a $250,000 addition to its plant. It is 120 by 160 feet, three and four stories, steel, brick and concrete construction, and will be finished about April 1st.

Ritter Dental Manufacturing Company

This leading manufacturer and distributor of dental equipment completed a large factory addition early in the year. It was three stories, 90 by 290 feet, and the estimated cost was $225,000. An office building, three stories, 48 by 60 feet, was erected at an estimated cost of $80,000, including connecting alteration.

Other Industrial Building

Gleason Works—Made an addition to its foundry; permit value, $16,500. Now erecting a paint building; permit value, $31,000.

General Railway Signal Company—Erected extension to sheet metal department; permit value, $55,000. Started construction of brick and steel addition to heat treating department; permit value, $20,233.

Yawman & Erbe Manufacturing Company—Now finishing the remodeling of brick building for employees' dining room, offices and hospital facilities; estimated cost, $45,000. Has future building plans.

Hickok Manufacturing Company—Completed excellent new plant home, one-story, brick and steel construction with saw-tooth roof, 272 by 361 feet; estimated cost, $250,000.

Kee-Lox Manufacturing Company—Engaged in alteration and remodeling program which is still unfinished. Three permits of a total valuation of $61,674 were taken out.

Defender Photo Supply Company—Will erect two-story addition, 50 by 106 feet; permit value, $27,500.

Fanny Farmer Candy Shop, Inc.—Completed addition, five stories, brick and steel; estimated cost, $45,000.

Dolomite Products Corporation—Erected crushing plant in Penfield; estimated cost of plant and equipment, $400,000.

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Ilex Optical Company—Now completing factory building, one and two stories, brick and steel; estimated cost, $70,000.

Bartholomay Company—Alterations and new refrigeration plant will be finished by next Fall; estimated cost, $100,000.

Buffalo, Rochester & Pittsburgh Railroad—$500,000 car shops planned. Will not mature in 1930.

North East Electric Company—Finished construction which added approximately 30,000 square feet of floor space.

Rochester Packing Company—Has building plans but they are nor likely to eventuate into 1930 construction.

Wilmot Castle Company—Erected addition; permit value, $12,000.

Rochester Bakeries—Important extensions to plant facilities have been made by local bakeries. The General Baking Company completed a $90,000 addition early in the year. Other bakery construction completed or nearly so last year included the $25,000 building of Balta Brothers in Culver Road and plant alteration by the Continental Baking Company; permit value, $15,000.

E. M. Trimble Manufacturing Company—Erected storage; permit value, $15,500.

Other permits for industrial construction issued by the Bureau of Buildings during the past year included the following: Taylor Instrument Companies, addition, permit value, $8,700; Whitmore, Rauber & Vicinus, steel bins, permit value, $20,000; Quality Manufacturing Company, factory, permit value, $9,500; A. Anderson, cinder block addition, 24 by 58 feet.

New York State Railways

The Rochester lines of the New York State Railways give wide employment to construction labor on their trackage and equipment extensions, repairs and replacements. The 1929 expenditures on track construction by these lines is given as follows:

Month	*Amount*
January	$ 2,878.27
February	
March	
April	2,909.46
May	3,579.01
June	12,133.88
July	5,379.88
August	24,398.07
September	28,027.25
October	20,324.06
November	19,038.48
December (estimated)	10,000.00
	$128,668.36

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Beautiful Church of the Ascension now being completed in Lake Avenue

Churches

CHURCH construction will embellish a number of residential districts with ornamental buildings of Early Christian, Medieval and Colonial architecture in artistic variations to realize the most from their settings. Church educational and recreational buildings, particularly, will constitute an important part of 1930 construction, being featured by the Colgate-Rochester Divinity School and several major Roman Catholic schools. Our survey of 1929-1930 church construction, which follows, indicates increased activity in this type of building.

Protestant

More than $7,000,000 has been expended upon Protestant church construction since 1919, according to the report of the Rochester Federation of Churches. The coming year, outside of the Colgate-Rochester Divinity School development, will have less Protestant church construction than obtained in 1929.

Colgate-Rochester Divinity School, Elmwood Avenue and South Goodman Street—Will begin erection in 1930 of beautiful group of buildings on the hills next to Highland Park. The nature of the terrain offers unusual possibilities in architectural treatment and the new home of this merged institution is certain to be a real adornment to that part of Rochester. The estimated cost of these buildings is $1,200,000.

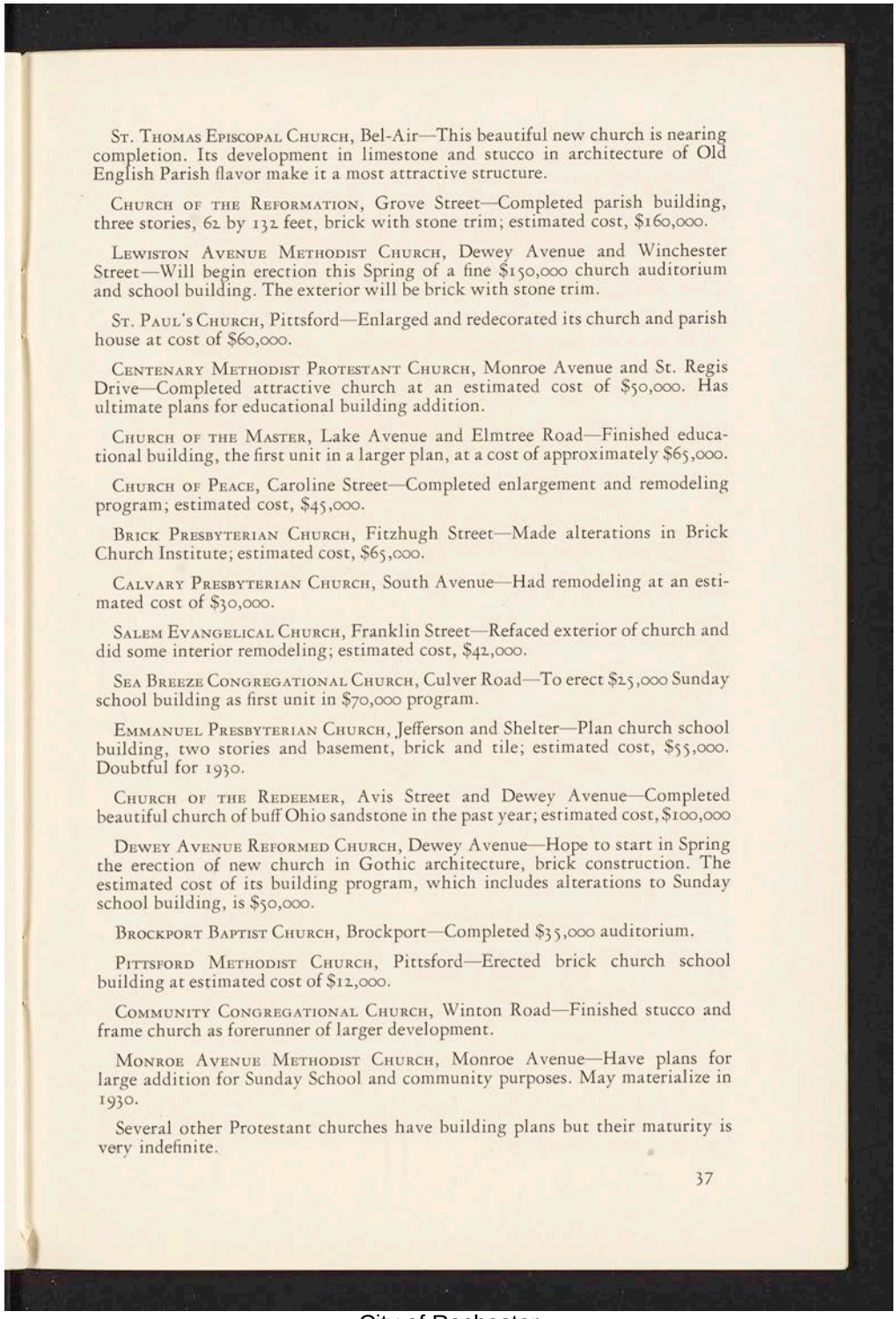
Church of the Ascension, Lake and Riverside—Now completing handsome $150,000 church of Old English architecture, brick with cast stone trim.

36

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



St. Thomas Episcopal Church, Bel-Air—This beautiful new church is nearing completion. Its development in limestone and stucco in architecture of Old English Parish flavor make it a most attractive structure.

Church of the Reformation, Grove Street—Completed parish building, three stories, 62 by 132 feet, brick with stone trim; estimated cost, $160,000.

Lewiston Avenue Methodist Church, Dewey Avenue and Winchester Street—Will begin erection this Spring of a fine $150,000 church auditorium and school building. The exterior will be brick with stone trim.

St. Paul's Church, Pittsford—Enlarged and redecorated its church and parish house at cost of $60,000.

Centenary Methodist Protestant Church, Monroe Avenue and St. Regis Drive—Completed attractive church at an estimated cost of $50,000. Has ultimate plans for educational building addition.

Church of the Master, Lake Avenue and Elmtree Road—Finished educational building, the first unit in a larger plan, at a cost of approximately $65,000.

Church of Peace, Caroline Street—Completed enlargement and remodeling program; estimated cost, $45,000.

Brick Presbyterian Church, Fitzhugh Street—Made alterations in Brick Church Institute; estimated cost, $65,000.

Calvary Presbyterian Church, South Avenue—Had remodeling at an estimated cost of $30,000.

Salem Evangelical Church, Franklin Street—Refaced exterior of church and did some interior remodeling; estimated cost, $42,000.

Sea Breeze Congregational Church, Culver Road—To erect $25,000 Sunday school building as first unit in $70,000 program.

Emmanuel Presbyterian Church, Jefferson and Shelter—Plan church school building, two stories and basement, brick and tile; estimated cost, $55,000. Doubtful for 1930.

Church of the Redeemer, Avis Street and Dewey Avenue—Completed beautiful church of buff Ohio sandstone in the past year; estimated cost, $100,000

Dewey Avenue Reformed Church, Dewey Avenue—Hope to start in Spring the erection of new church in Gothic architecture, brick construction. The estimated cost of its building program, which includes alterations to Sunday school building, is $50,000.

Brockport Baptist Church, Brockport—Completed $35,000 auditorium.

Pittsford Methodist Church, Pittsford—Erected brick church school building at estimated cost of $12,000.

Community Congregational Church, Winton Road—Finished stucco and frame church as forerunner of larger development.

Monroe Avenue Methodist Church, Monroe Avenue—Have plans for large addition for Sunday School and community purposes. May materialize in 1930.

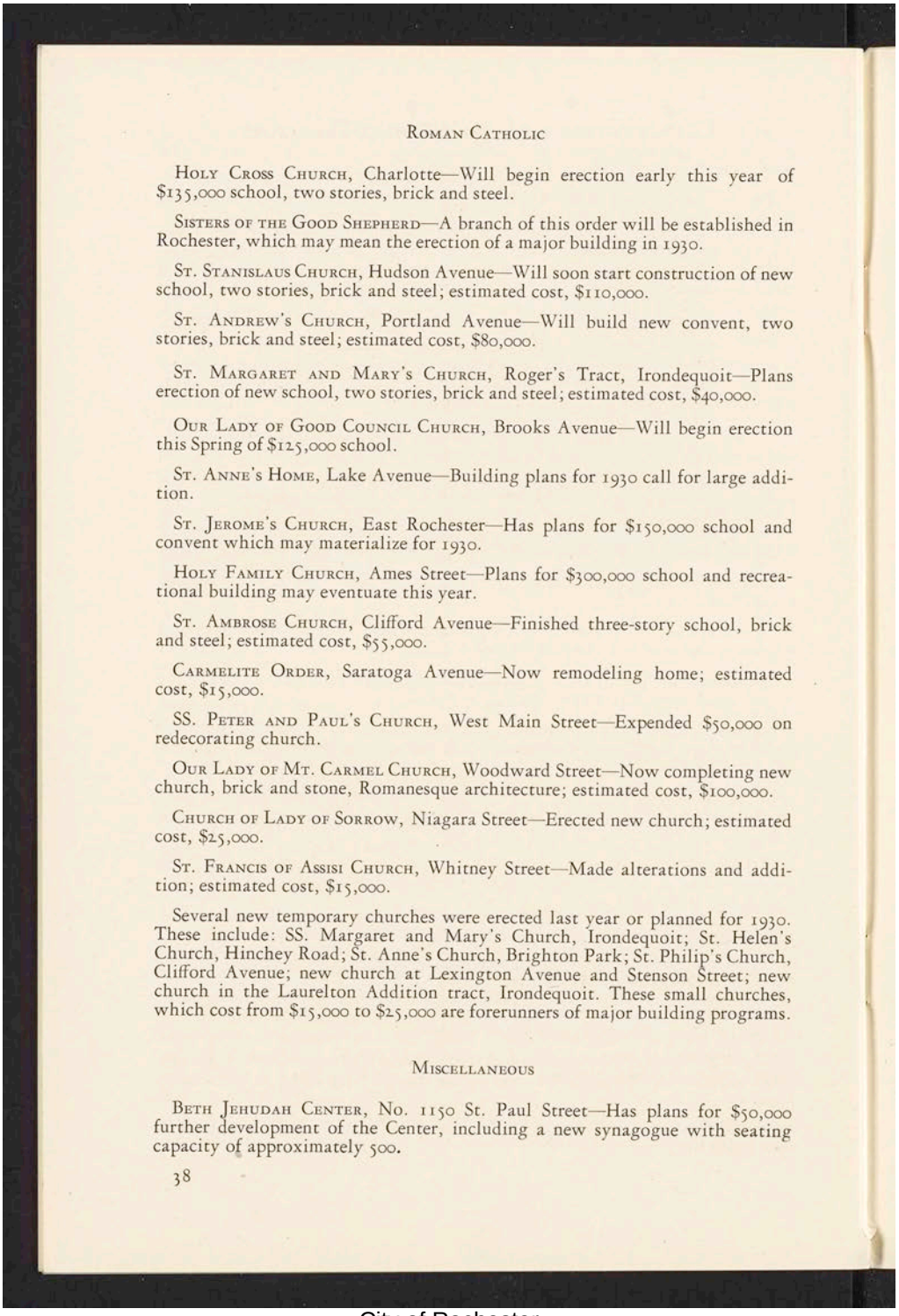
Several other Protestant churches have building plans but their maturity is very indefinite.

37

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Roman Catholic

Holy Cross Church, Charlotte—Will begin erection early this year of $135,000 school, two stories, brick and steel.

Sisters of the Good Shepherd—A branch of this order will be established in Rochester, which may mean the erection of a major building in 1930.

St. Stanislaus Church, Hudson Avenue—Will soon start construction of new school, two stories, brick and steel; estimated cost, $110,000.

St. Andrew's Church, Portland Avenue—Will build new convent, two stories, brick and steel; estimated cost, $80,000.

St. Margaret and Mary's Church, Roger's Tract, Irondequoit—Plans erection of new school, two stories, brick and steel; estimated cost, $40,000.

Our Lady of Good Council Church, Brooks Avenue—Will begin erection this Spring of $125,000 school.

St. Anne's Home, Lake Avenue—Building plans for 1930 call for large addition.

St. Jerome's Church, East Rochester—Has plans for $150,000 school and convent which may materialize for 1930.

Holy Family Church, Ames Street—Plans for $300,000 school and recreational building may eventuate this year.

St. Ambrose Church, Clifford Avenue—Finished three-story school, brick and steel; estimated cost, $55,000.

Carmelite Order, Saratoga Avenue—Now remodeling home; estimated cost, $15,000.

SS. Peter and Paul's Church, West Main Street—Expended $50,000 on redecorating church.

Our Lady of Mt. Carmel Church, Woodward Street—Now completing new church, brick and stone, Romanesque architecture; estimated cost, $100,000.

Church of Lady of Sorrow, Niagara Street—Erected new church; estimated cost, $25,000.

St. Francis of Assisi Church, Whitney Street—Made alterations and addition; estimated cost, $15,000.

Several new temporary churches were erected last year or planned for 1930. These include: SS. Margaret and Mary's Church, Irondequoit; St. Helen's Church, Hinchey Road; St. Anne's Church, Brighton Park; St. Philip's Church, Clifford Avenue; new church at Lexington Avenue and Stenson Street; new church in the Laurelton Addition tract, Irondequoit. These small churches, which cost from $15,000 to $25,000 are forerunners of major building programs.

Miscellaneous

Beth Jehudah Center, No. 1150 St. Paul Street—Has plans for $50,000 further development of the Center, including a new synagogue with seating capacity of approximately 500.

38

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Construction in Surrounding Territory

NOW that Rochester is evolving a definite city plan which gives careful consideration to the development of its environs—part of the Greater Rochester of tomorrow—construction in outlying communities has much significance. Many fine highways and streets badly needed for proper communication and growth, will be brought into being through the urge of this greater vision years ahead of what could otherwise be hoped if the communities had to depend upon their own isolated efforts. "Do it for Rochester" is going to take in much more latitude and longitude for the good of all concerned. There are some signs of more activity in housing development than has obtained for the past eighteen months. Street improvement and sewer construction in the suburban towns was at low ebb last year and no major increase in this work is anticipated unless easier money results in promotion of real estate sub-divisions not now in sight. One important street improvement being planned is that of the Summerville Boulevard but its maturity is very indefinite. Brighton issued 357 building permits in 1929 for a total valuation of $2,227,724, a decrease of 37 per cent from the figures of the previous year. The slump last year in the Town of Irondequoit was even more pronounced, its 584 permits having a valuation of only $1,672,716, or 54 per cent less than the 1928 total. Greece issued 1929 permits for $1,061,568 worth of construction.

Reports from the State Highway Department indicate increased employment for labor in 1930. Approximately ninety miles of roadway was built or reconstructed in this district in 1929, the estimated cost of this work, including bridges, being $3,750,000. A fair start was made on the program for the elimination of grade crossings, about $750,000 being expended. Indications now point to the addition of 100 miles of new or reconstructed roadway to the present network at a cost of approximately $4,500,000 and a further expenditure of between $750,000 and $1,000,000 on grade crossing elimination. It is estimated that Monroe County will disburse approximately $1,500,000 in 1930 for road and bridge construction on State and County highways and that the towns of this county will expend more than $300,000 more. These figures indicate that the pace of 1929 will be continued. Monroe County now has five parks and about $100,000 will be spent in improving them during the coming year.

School construction of major volume is being necessitated by the rapid growth of the outlying communities in the past several years. Among those completed in 1929 were the following: Grade School, District No. 3, Irondequiot, $208,000; District No. 6, Brighton, grade school, $275,000; Hemlock High School, $125,000; District No. 1, Greece, $225,000 school in Ridge Road; State Industrial and Agricultural School at Industry, new educational building, $207,000. A number of school districts are considering new schools for early erection. Among those whose plans are more or less definite are: District No. 4, Gates, $71,000 school in Buffalo road; District No. 1, Gates, $76,000 school in Chili Avenue; District No. 1, Brighton, $205,000 addition; District No. 4, Irondequoit, $200,000 school at Summerville; Holley, $260,000 school. District No. 7, Brighton, has plans for a new school. The Chesbrough Seminary is now completing a $100,000 dormitory at North Chili. Barnard completed a new $30,000 firehouse and Browncroft added another fine one. A large addition to Geneseo Normal School will be erected. Outlying church construction is given on another page. Lake front development, which has long lagged, may receive some impetus in the next two years.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Syracuse had a heavy slump in building operations in 1929, the decrease being 22 per cent from the 1928 figures of the Building Bureau. The Syracuse total construction provided for under 1929 permits was valued at $11,269,695. Two major building projects brought the Buffalo total for 1929 within 1 per cent of that of 1928, or $24,355,307. The complexity of conditions, particularly the uncertain course of private money during the coming months, makes 1930 predictions for these neighboring cities, as well as any estimate for Rochester, almost impossible. The most that can be said at this time is that 1930 looks perhaps a bit more promising than it appeared a few months ago.

Winter Construction

DURING the past seven winters there has been greater activity than ever before in what normally is the dull season, and this activity has had a salutary effect on the construction of the city.

The art of construction has advanced to such a point that the effect of bad weather on building operations has been greatly reduced. There is today much less manual labor on the job than formerly; a greater proportion of the work is done by power machinery, which is less effected by the elements than hand labor. Steel and concrete construction, with certain safeguards, can go forward at low temperatures.

The elimination of seasonal employment in the construction industry is an important matter and applies to the small householder as well as the large property owner or manager. Forethought in planning new construction and repair work is necessary if a more marked betterment in conditions is to be brought about. Practically any owner can find out how to schedule a new building to take advantage of the time when competent workers will probably be available. For the householder or others desiring repairs, the following approximate dates may be used for the performance of specific jobs.

ROOFING—Do conductor and gutter repairs in June, July and August.

PAINTING—Do interior painting and decorating November to April.

PLUMBING—Make alterations and additions from December to March.

HEATING—Overhaul and repair heating plants when you shut down in the Spring. Plan major repairs and replacements of heating plants during the winter so the work can be started as soon as fires are drawn.

ELECTRIC WIRING—Overhaul fans, motors and other equipment from September 1st to January 1st.

MASONRY, CARPENTRY, PLASTERING, LATHING—Do miscellaneous interior remodeling from November 1st to April 1st.

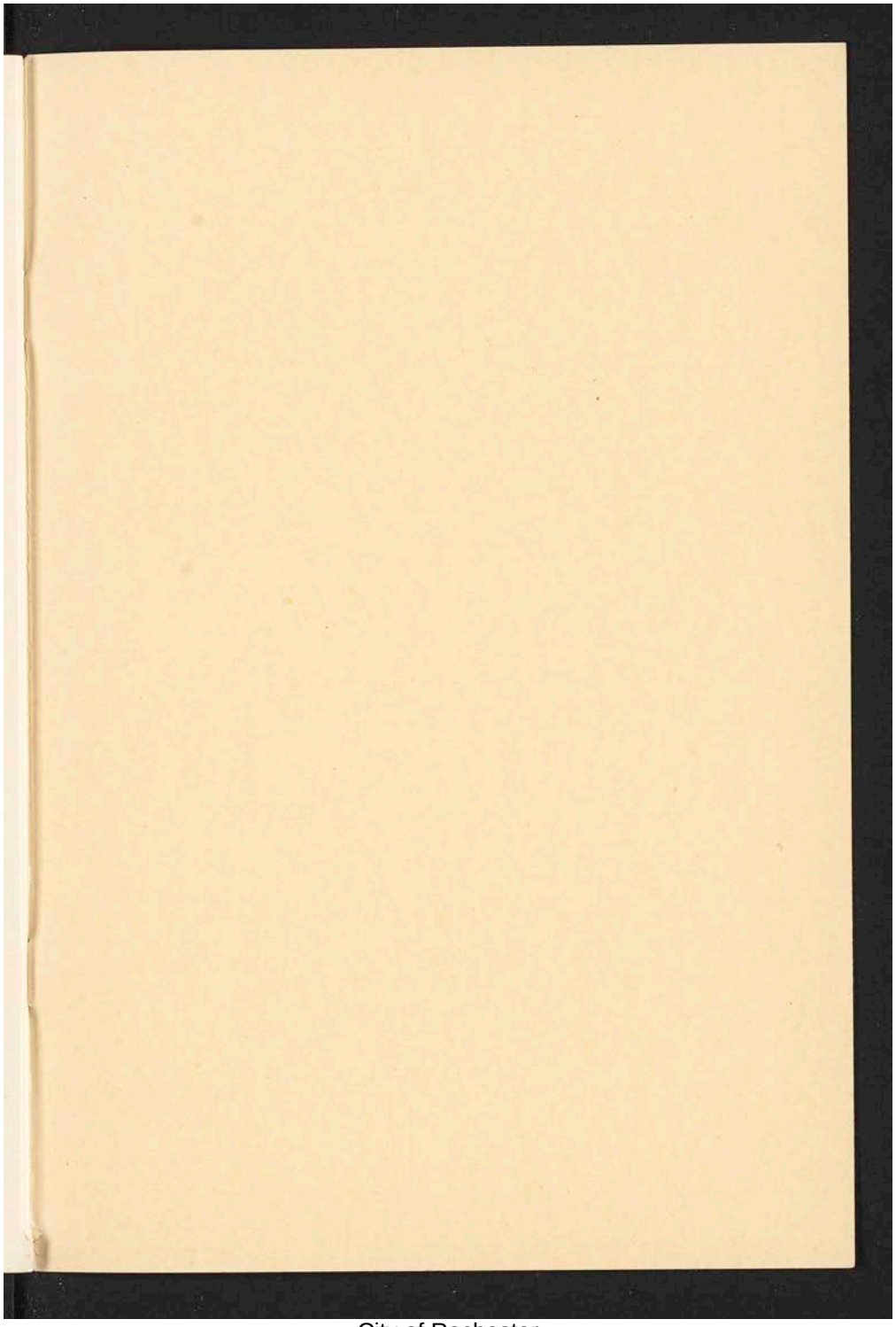
Don't try to hire building labor when it is scarce—hire it when it is plentiful, when skilled men are more available.

THE DU BOIS PRESS, ROCHESTER, N. Y.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

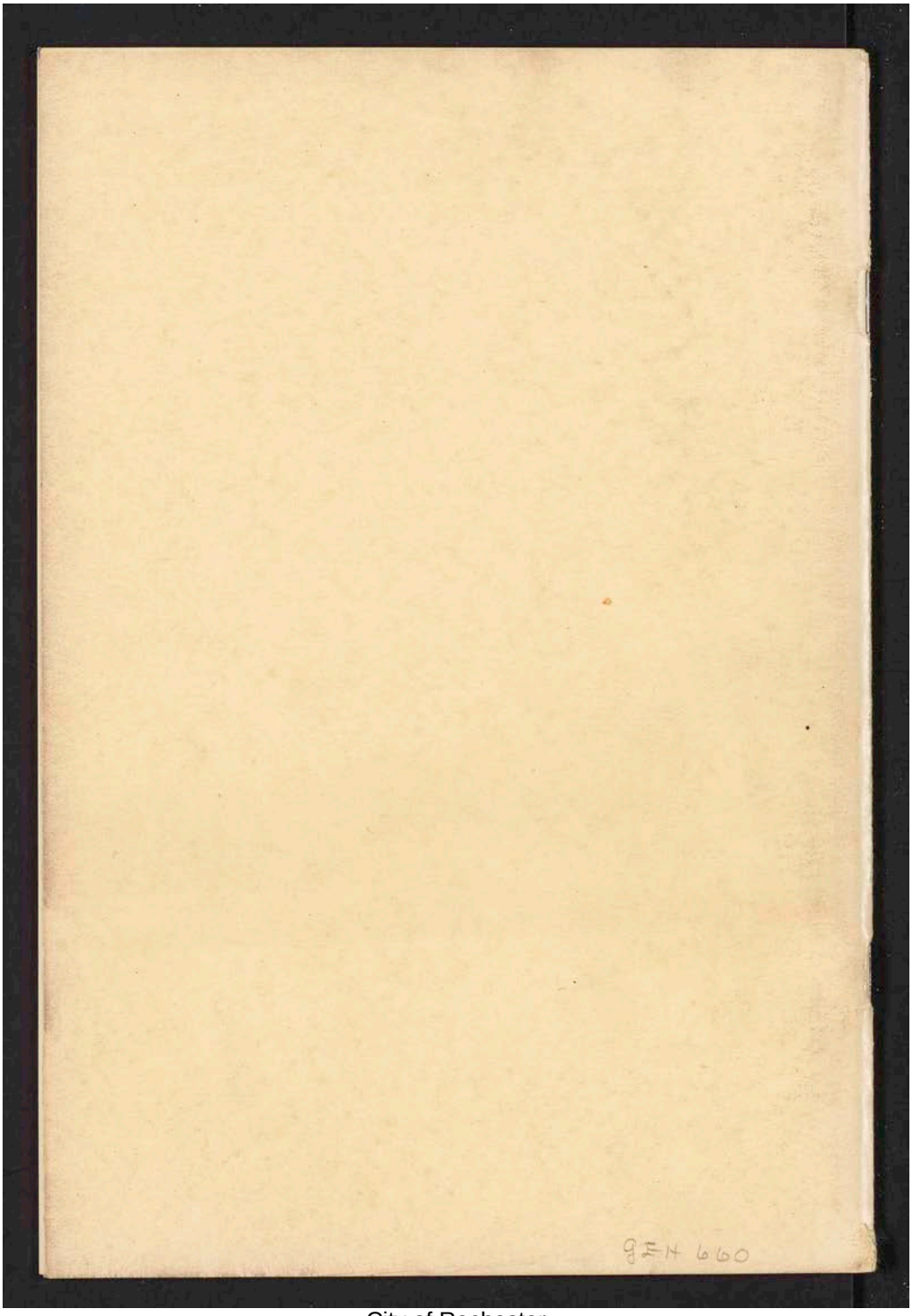
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

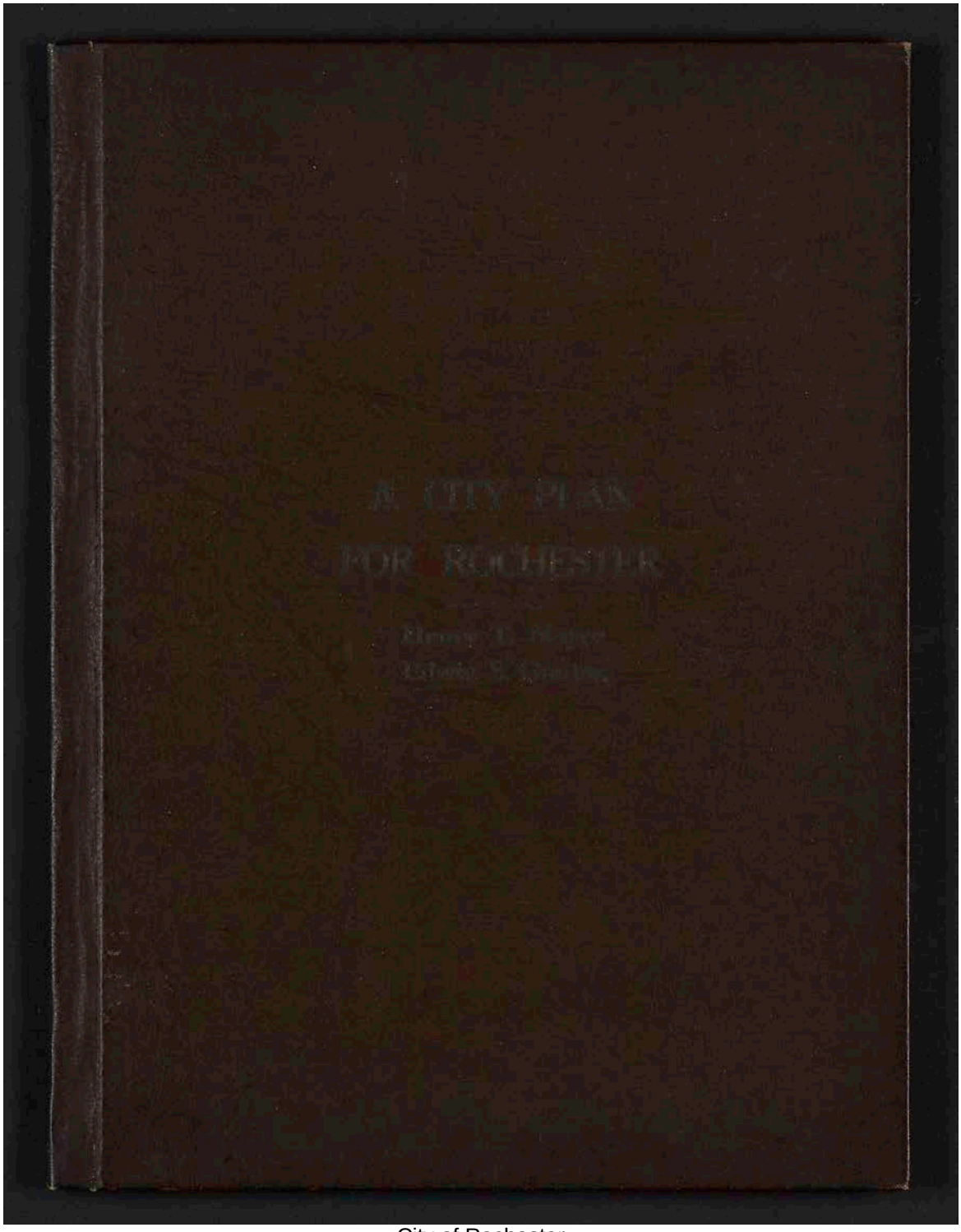
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

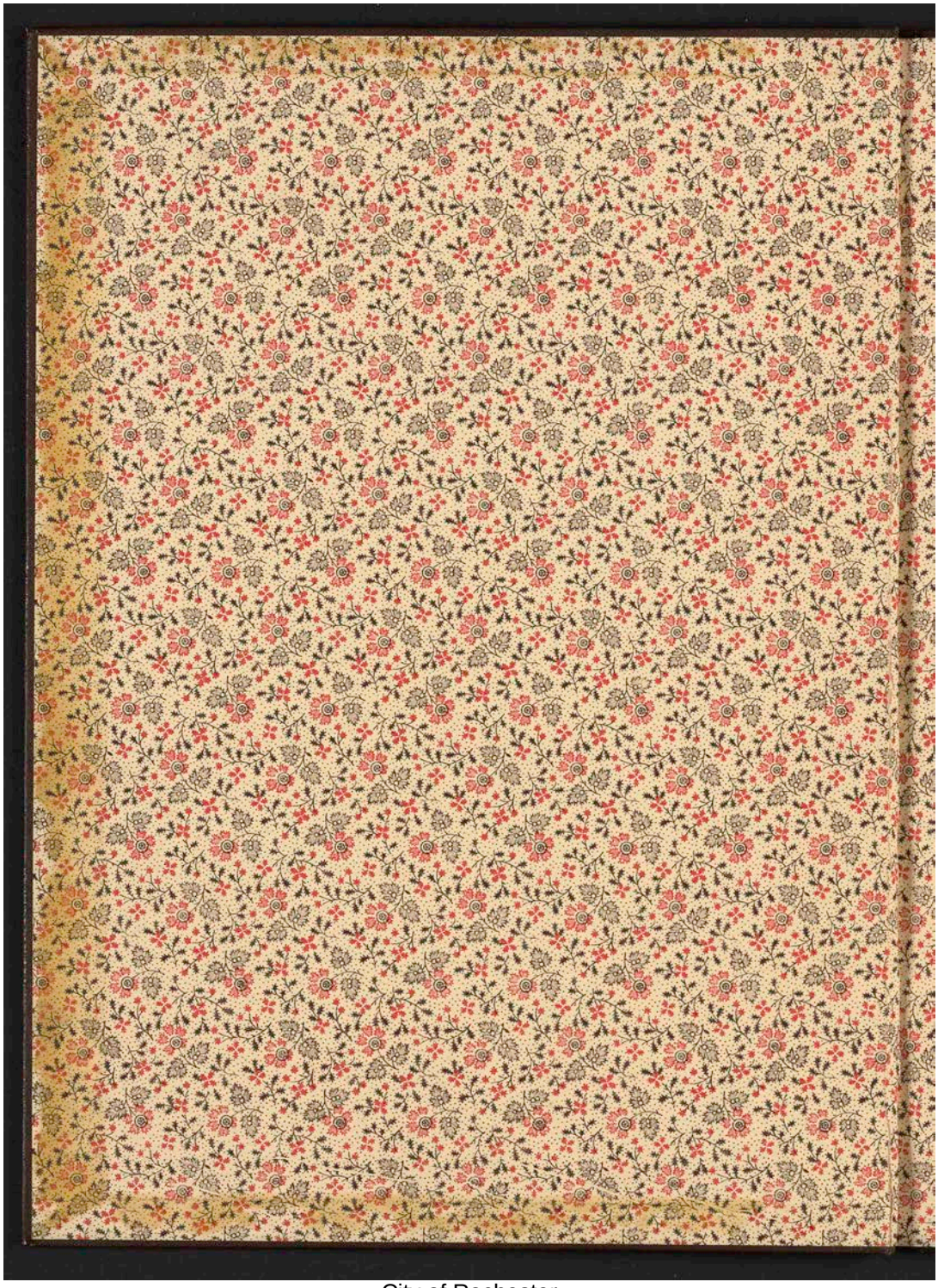
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

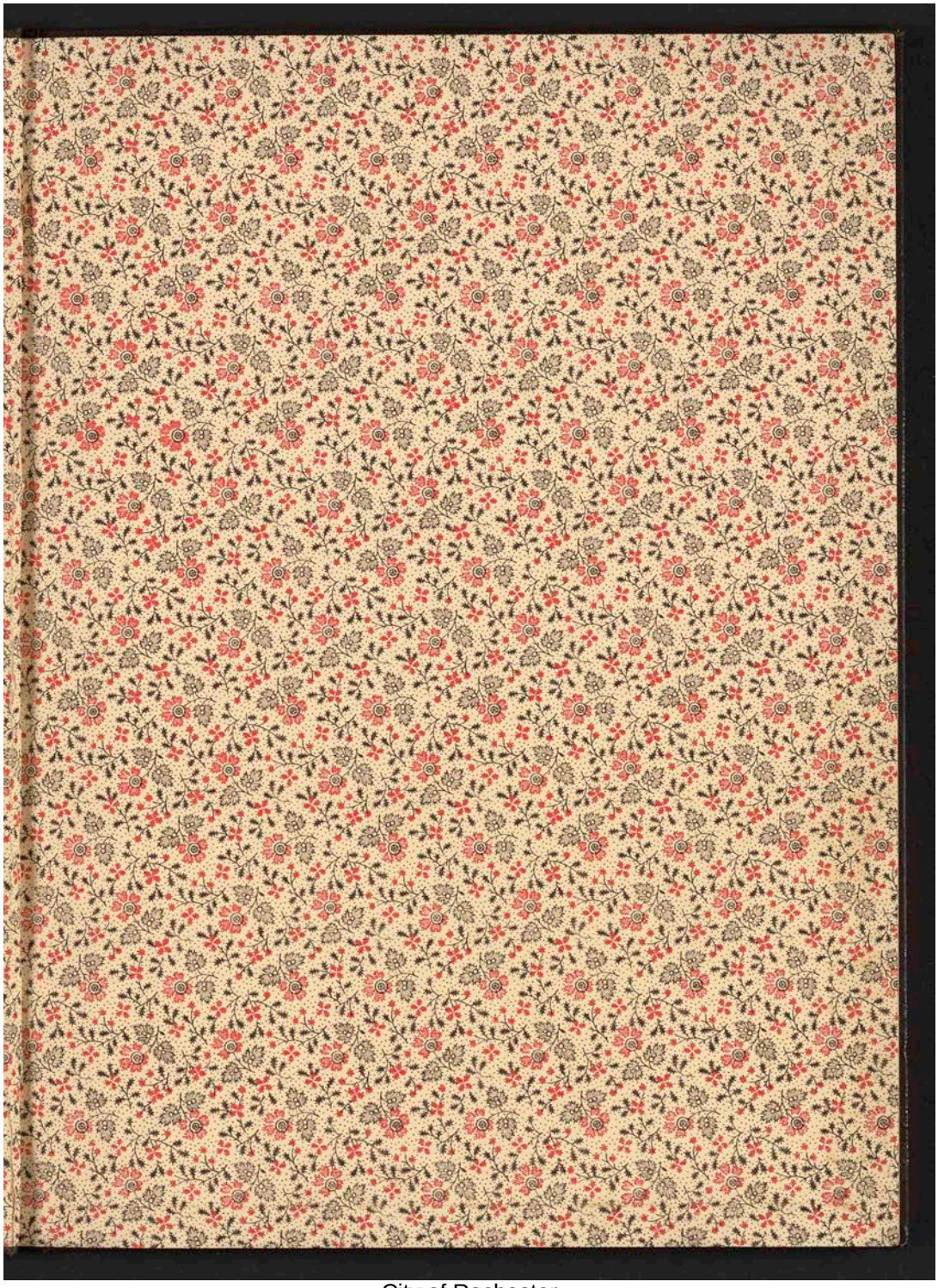
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

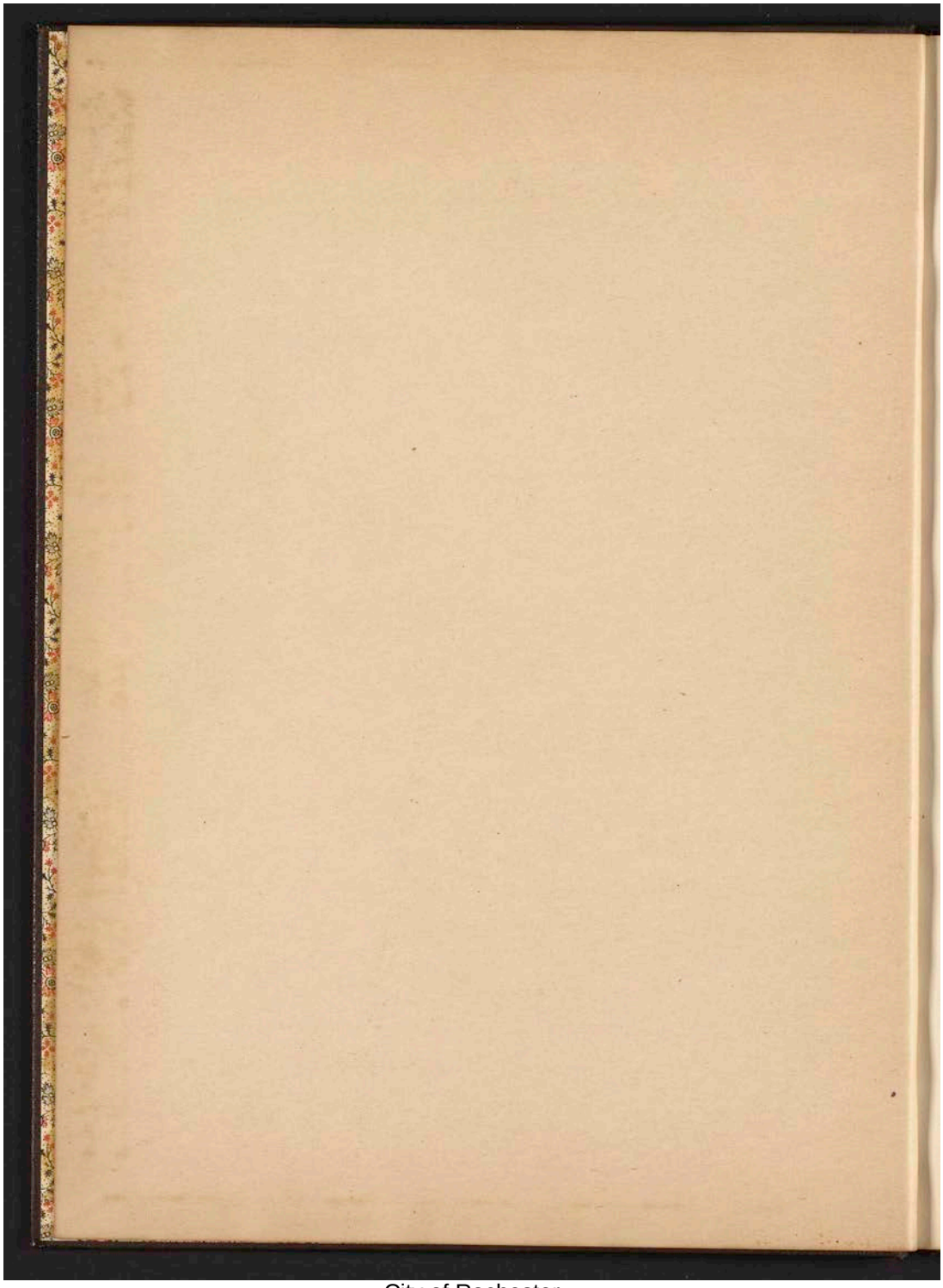
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

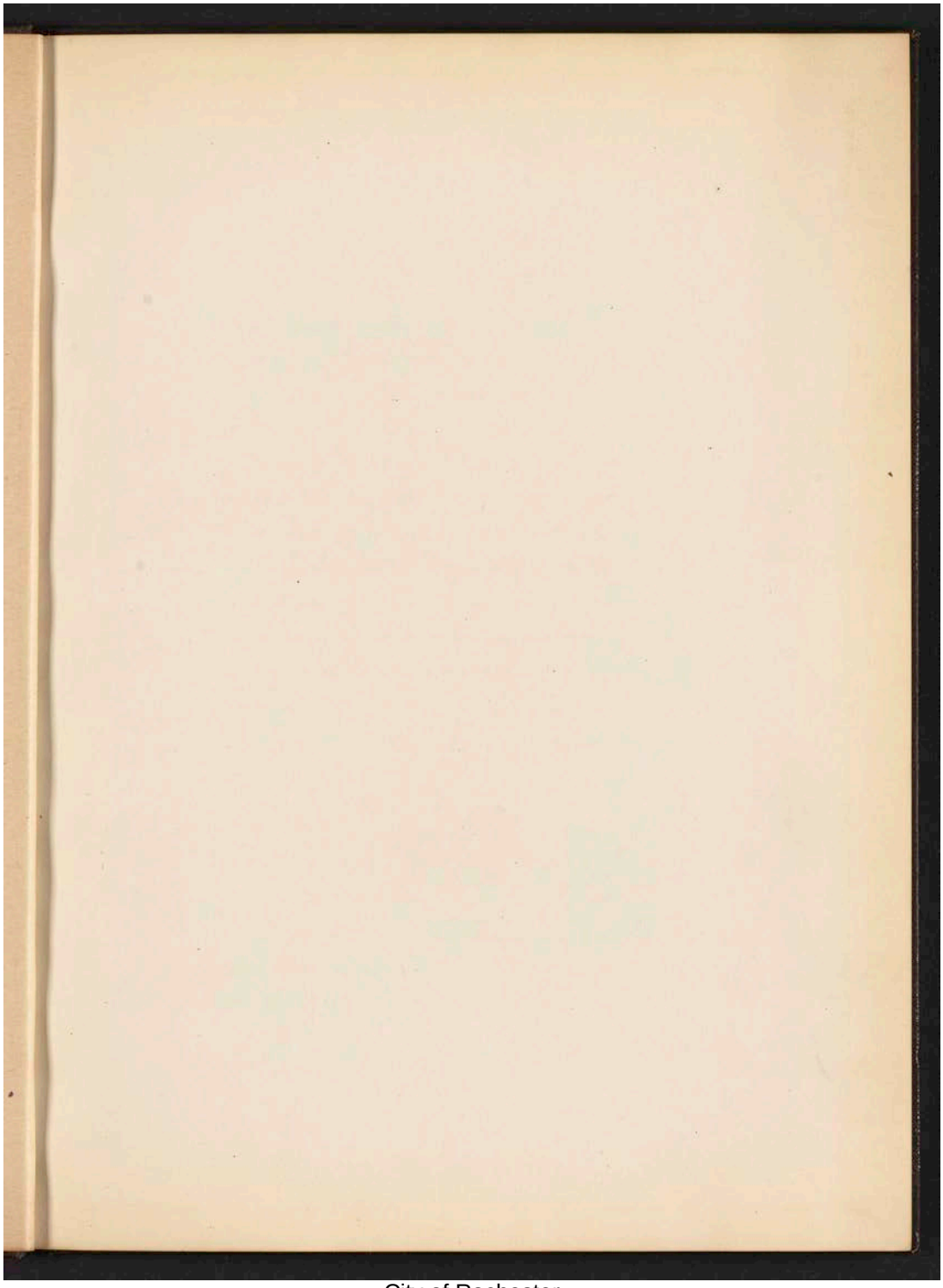
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

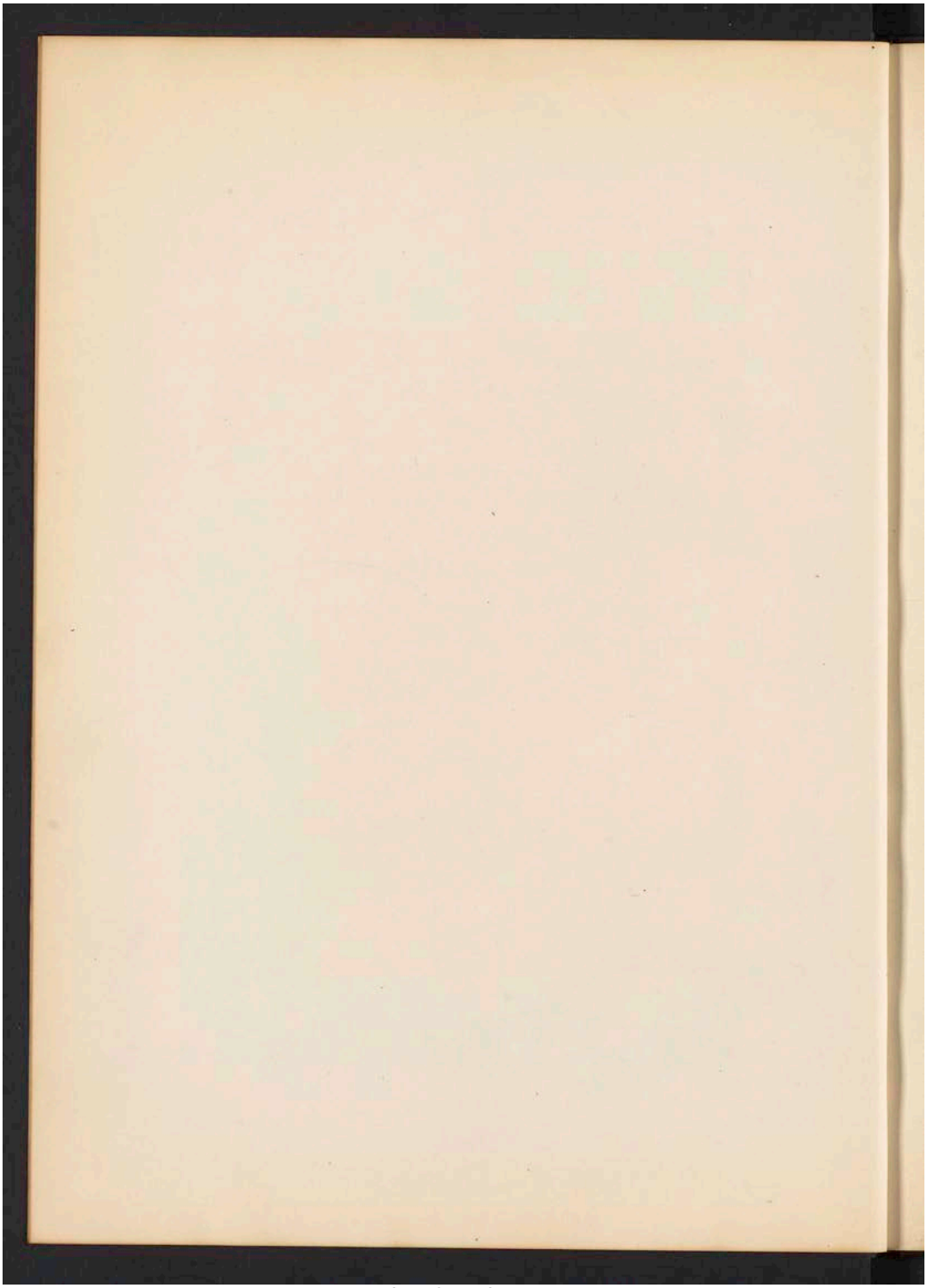
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

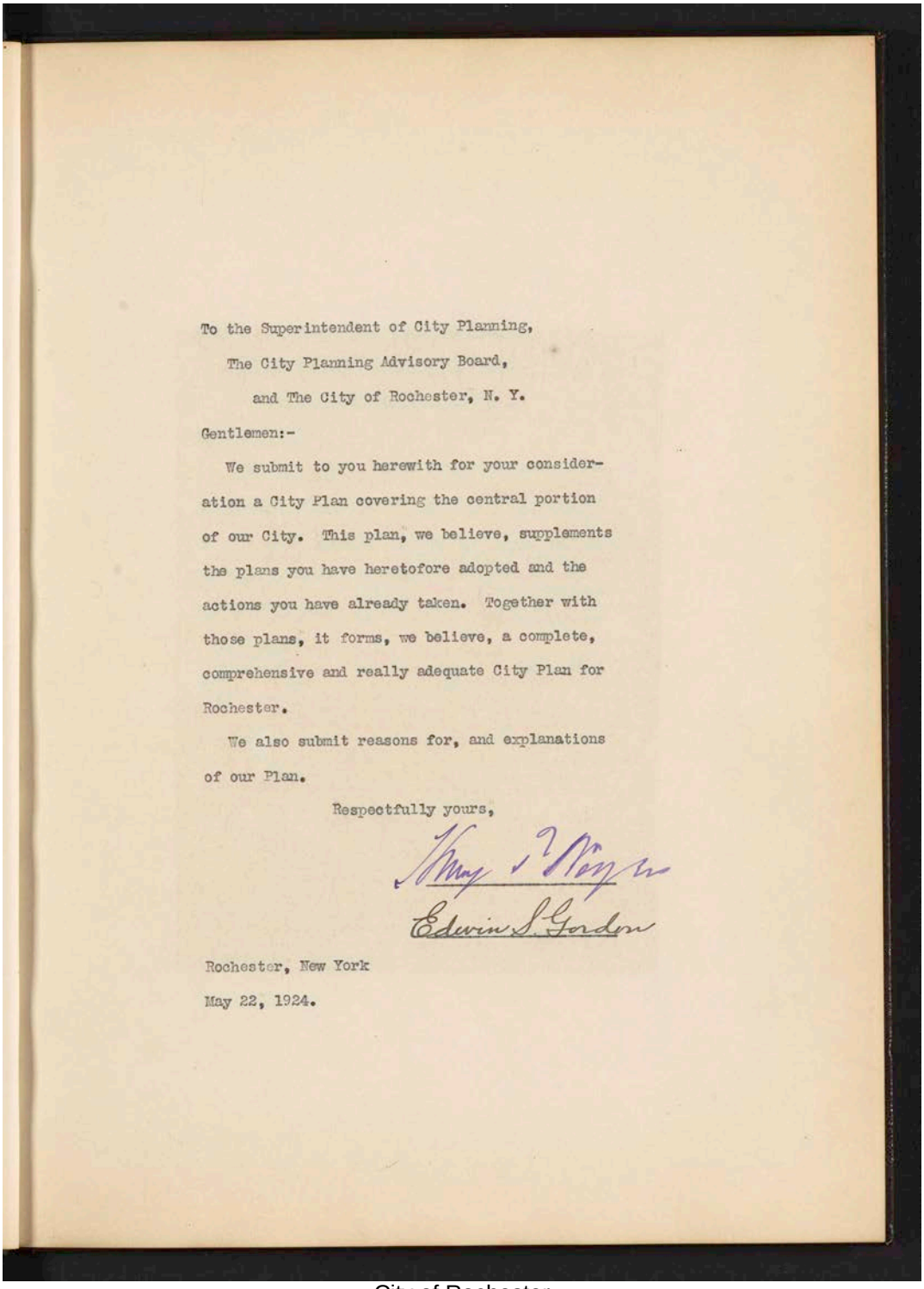
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



To the Superintendent of City Planning,
The City Planning Advisory Board,
and The City of Rochester, N. Y.

Gentlemen:-

We submit to you herewith for your consideration a City Plan covering the central portion of our City. This plan, we believe, supplements the plans you have heretofore adopted and the actions you have already taken. Together with those plans, it forms, we believe, a complete, comprehensive and really adequate City Plan for Rochester.

We also submit reasons for, and explanations of our Plan.

Respectfully yours,

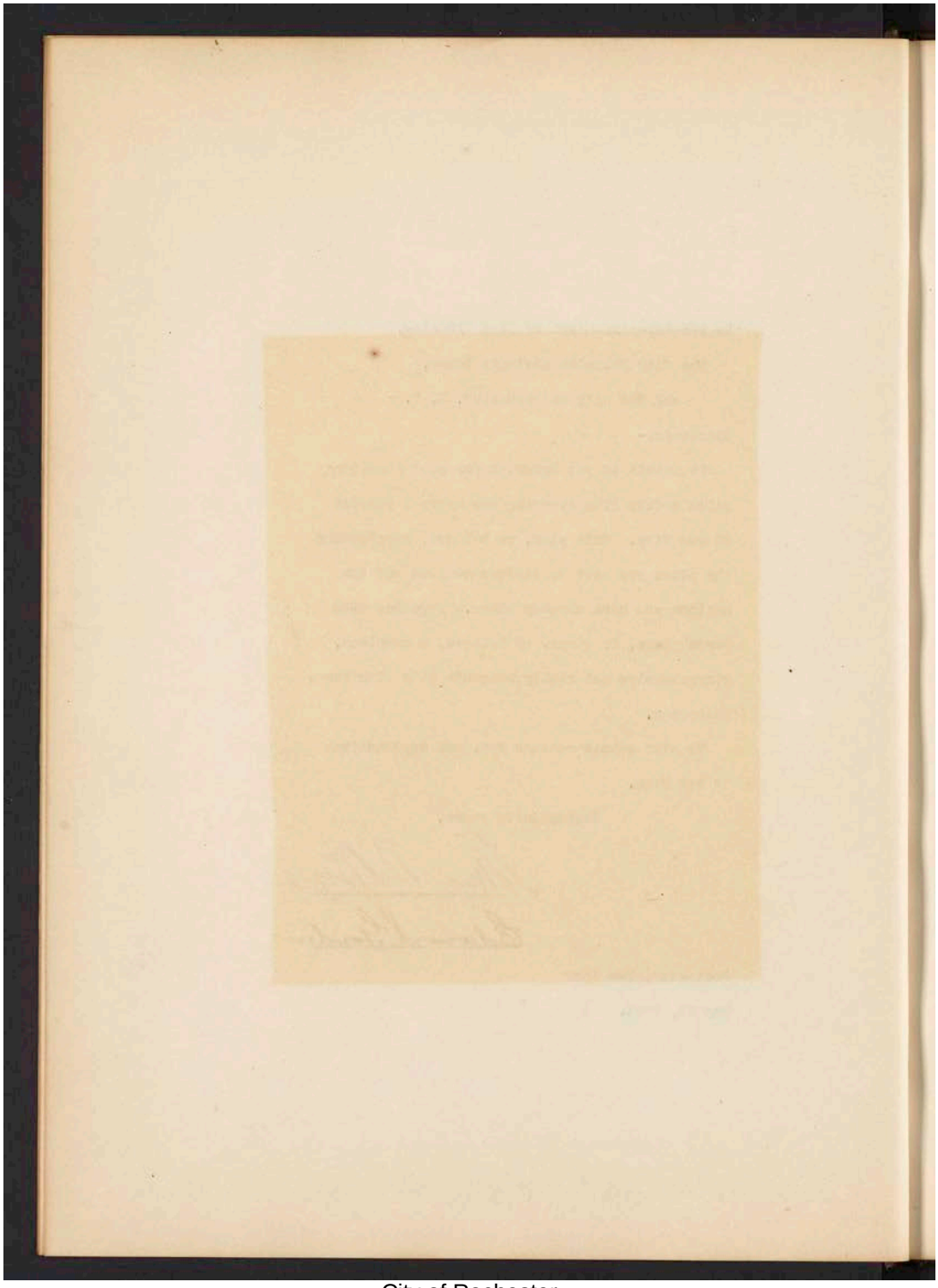
Edwin S. Gordon

Rochester, New York
May 22, 1924.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

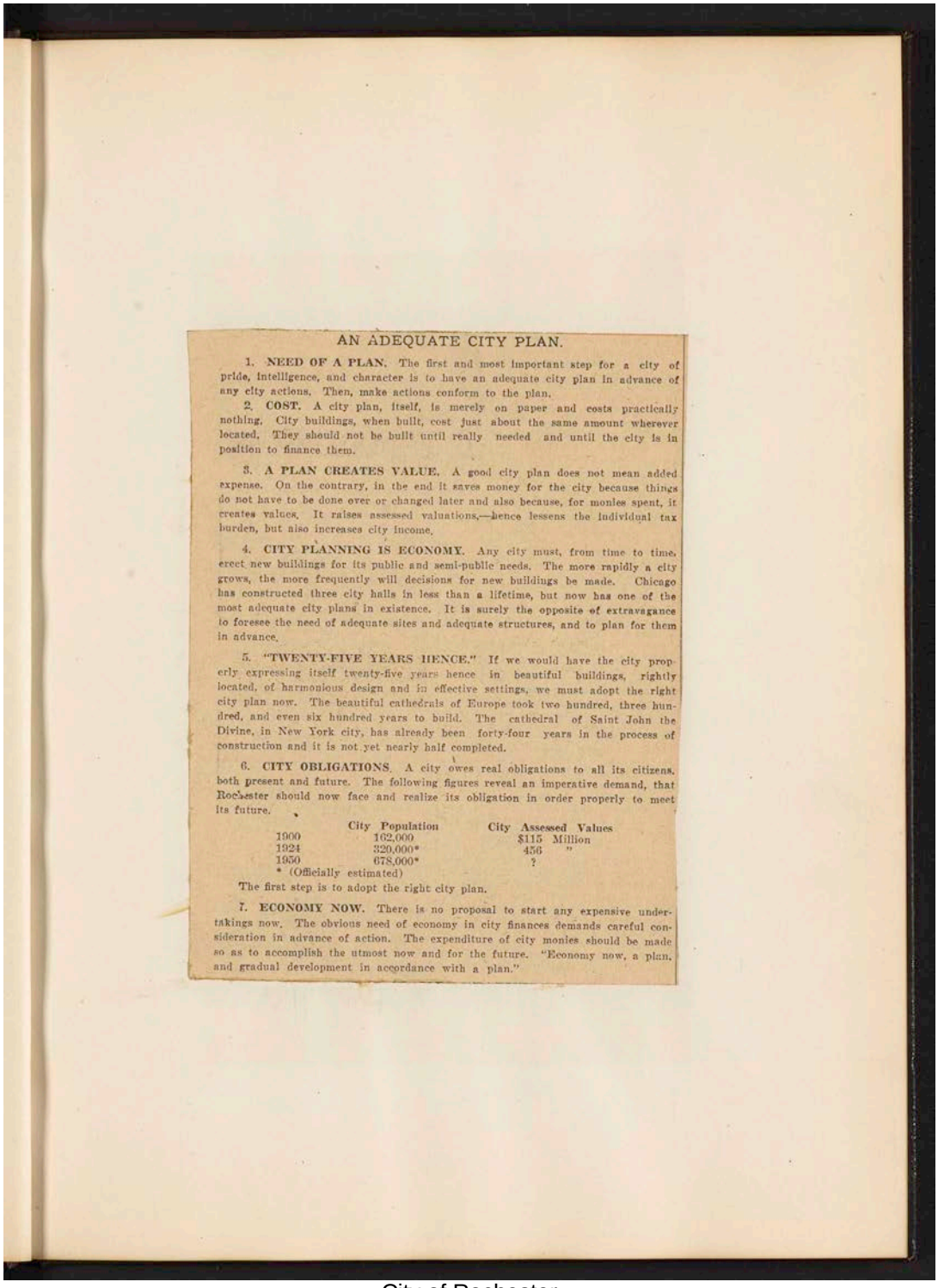
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



AN ADEQUATE CITY PLAN.

1. **NEED OF A PLAN.** The first and most important step for a city of pride, intelligence, and character is to have an adequate city plan in advance of any city actions. Then, make actions conform to the plan.

2. **COST.** A city plan, itself, is merely on paper and costs practically nothing. City buildings, when built, cost just about the same amount wherever located. They should not be built until really needed and until the city is in position to finance them.

3. **A PLAN CREATES VALUE.** A good city plan does not mean added expense. On the contrary, in the end it saves money for the city because things do not have to be done over or changed later and also because, for monies spent, it creates values. It raises assessed valuations,—hence lessens the individual tax burden, but also increases city income.

4. **CITY PLANNING IS ECONOMY.** Any city must, from time to time, erect new buildings for its public and semi-public needs. The more rapidly a city grows, the more frequently will decisions for new buildings be made. Chicago has constructed three city halls in less than a lifetime, but now has one of the most adequate city plans in existence. It is surely the opposite of extravagance to foresee the need of adequate sites and adequate structures, and to plan for them in advance.

5. **"TWENTY-FIVE YEARS HENCE."** If we would have the city properly expressing itself twenty-five years hence in beautiful buildings, rightly located, of harmonious design and in effective settings, we must adopt the right city plan now. The beautiful cathedrals of Europe took two hundred, three hundred, and even six hundred years to build. The cathedral of Saint John the Divine, in New York city, has already been forty-four years in the process of construction and it is not yet nearly half completed.

6. **CITY OBLIGATIONS.** A city owes real obligations to all its citizens, both present and future. The following figures reveal an imperative demand, that Rochester should now face and realize its obligation in order properly to meet its future.

	City Population	City Assessed Values
1900	162,000	$115 Million
1924	320,000*	456 "
1950	678,000*	?

* (Officially estimated)

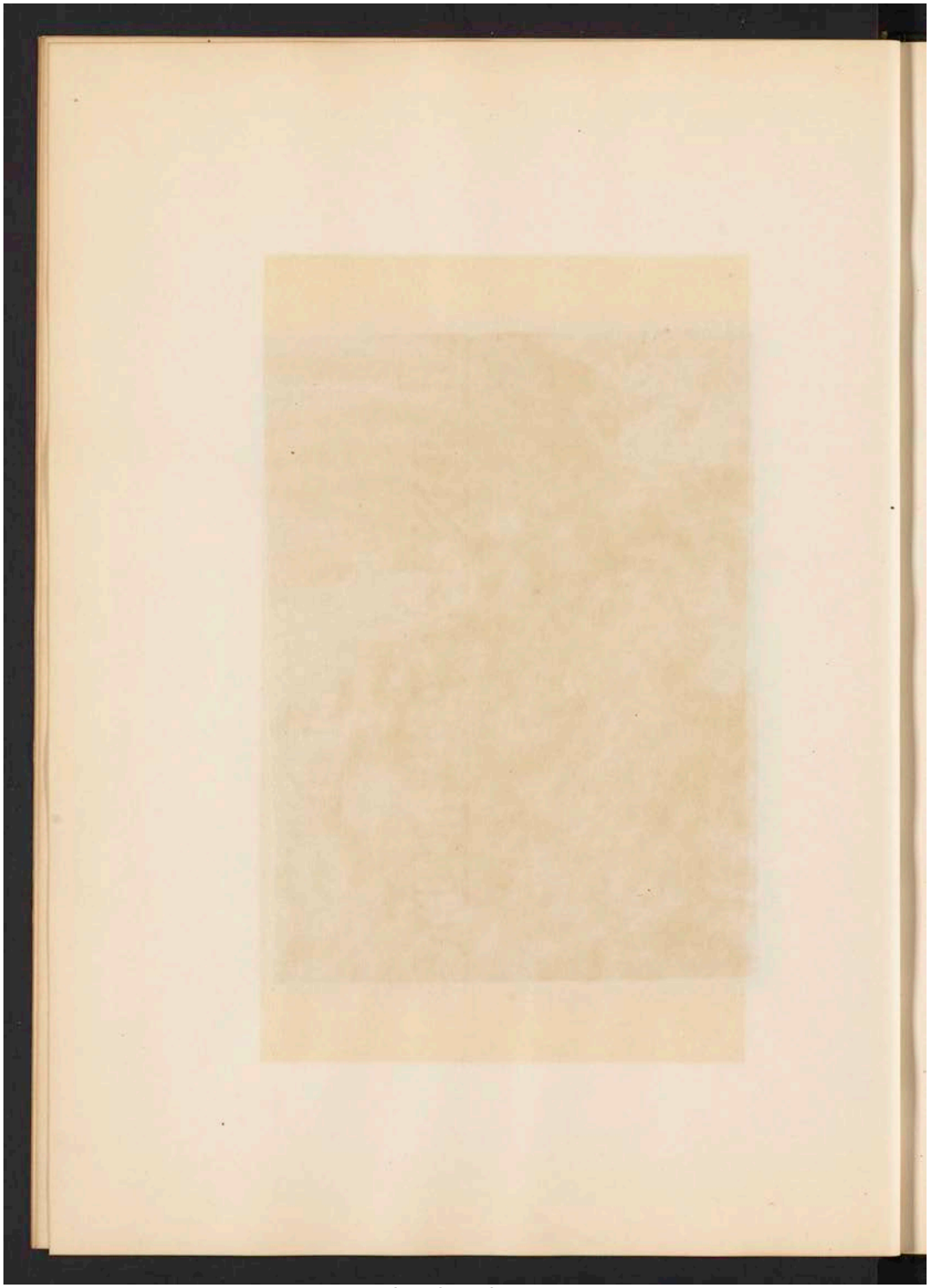
The first step is to adopt the right city plan.

7. **ECONOMY NOW.** There is no proposal to start any expensive undertakings now. The obvious need of economy in city finances demands careful consideration in advance of action. The expenditure of city monies should be made so as to accomplish the utmost now and for the future. "Economy now, a plan, and gradual development in accordance with a plan."

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

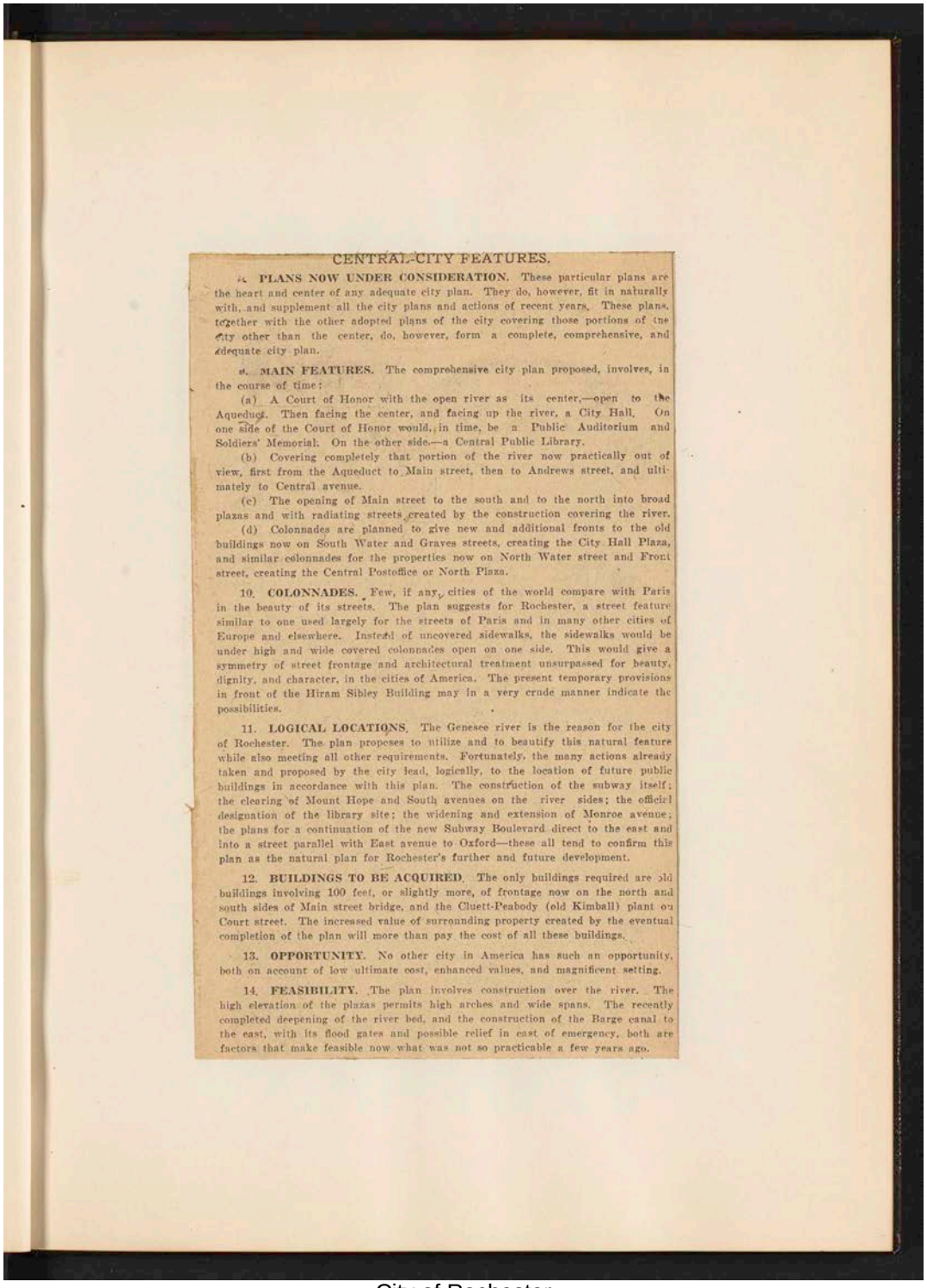
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



CENTRAL CITY FEATURES.

6. **PLANS NOW UNDER CONSIDERATION.** These particular plans are the heart and center of any adequate city plan. They do, however, fit in naturally with, and supplement all the city plans and actions of recent years. These plans, together with the other adopted plans of the city covering those portions of the city other than the center, do, however, form a complete, comprehensive, and adequate city plan.

9. **MAIN FEATURES.** The comprehensive city plan proposed, involves, in the course of time:

(a) A Court of Honor with the open river as its center,—open to the Aqueduct. Then facing the center, and facing up the river, a City Hall. On one side of the Court of Honor would, in time, be a Public Auditorium and Soldiers' Memorial. On the other side,—a Central Public Library.

(b) Covering completely that portion of the river now practically out of view, first from the Aqueduct to Main street, then to Andrews street, and ultimately to Central avenue.

(c) The opening of Main street to the south and to the north into broad plazas and with radiating streets created by the construction covering the river.

(d) Colonnades are planned to give new and additional fronts to the old buildings now on South Water and Graves streets, creating the City Hall Plaza, and similar colonnades for the properties now on North Water street and Front street, creating the Central Postoffice or North Plaza.

10. **COLONNADES.** Few, if any, cities of the world compare with Paris in the beauty of its streets. The plan suggests for Rochester, a street feature similar to one used largely for the streets of Paris and in many other cities of Europe and elsewhere. Instead of uncovered sidewalks, the sidewalks would be under high and wide covered colonnades open on one side. This would give a symmetry of street frontage and architectural treatment unsurpassed for beauty, dignity, and character, in the cities of America. The present temporary provisions in front of the Hiram Sibley Building may in a very crude manner indicate the possibilities.

11. **LOGICAL LOCATIONS.** The Genesee river is the reason for the city of Rochester. The plan proposes to utilize and to beautify this natural feature while also meeting all other requirements. Fortunately, the many actions already taken and proposed by the city lead, logically, to the location of future public buildings in accordance with this plan. The construction of the subway itself; the clearing of Mount Hope and South avenues on the river sides; the official designation of the library site; the widening and extension of Monroe avenue; the plans for a continuation of the new Subway Boulevard direct to the east and into a street parallel with East avenue to Oxford—these all tend to confirm this plan as the natural plan for Rochester's further and future development.

12. **BUILDINGS TO BE ACQUIRED.** The only buildings required are old buildings involving 100 feet, or slightly more, of frontage now on the north and south sides of Main street bridge, and the Cluett-Peabody (old Kimball) plant on Court street. The increased value of surrounding property created by the eventual completion of the plan will more than pay the cost of all these buildings.

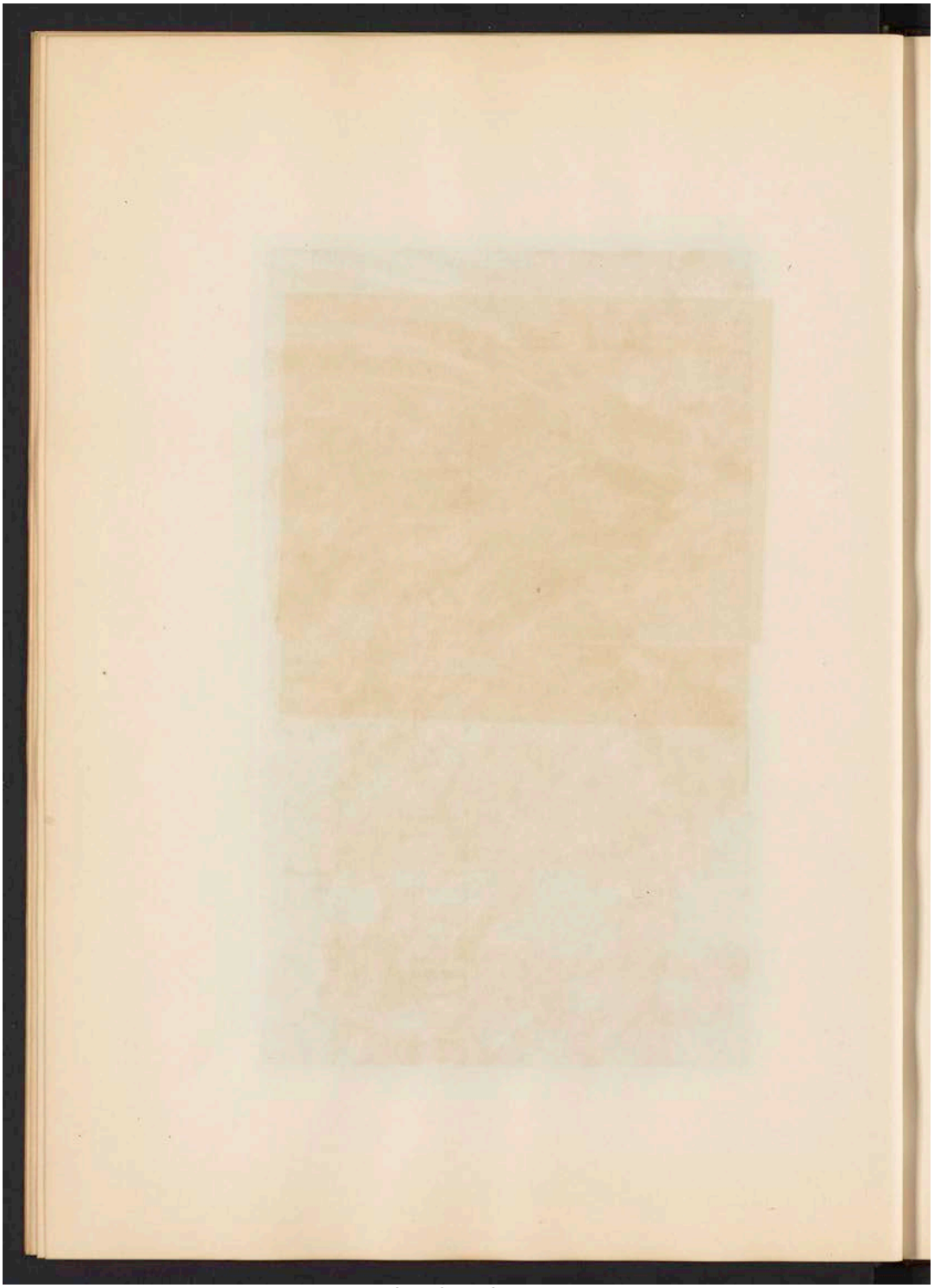
13. **OPPORTUNITY.** No other city in America has such an opportunity, both on account of low ultimate cost, enhanced values, and magnificent setting.

14. **FEASIBILITY.** The plan involves construction over the river. The high elevation of the plazas permits high arches and wide spans. The recently completed deepening of the river bed, and the construction of the Barge canal to the east, with its flood gates and possible relief in east of emergency, both are factors that make feasible now what was not so practicable a few years ago.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

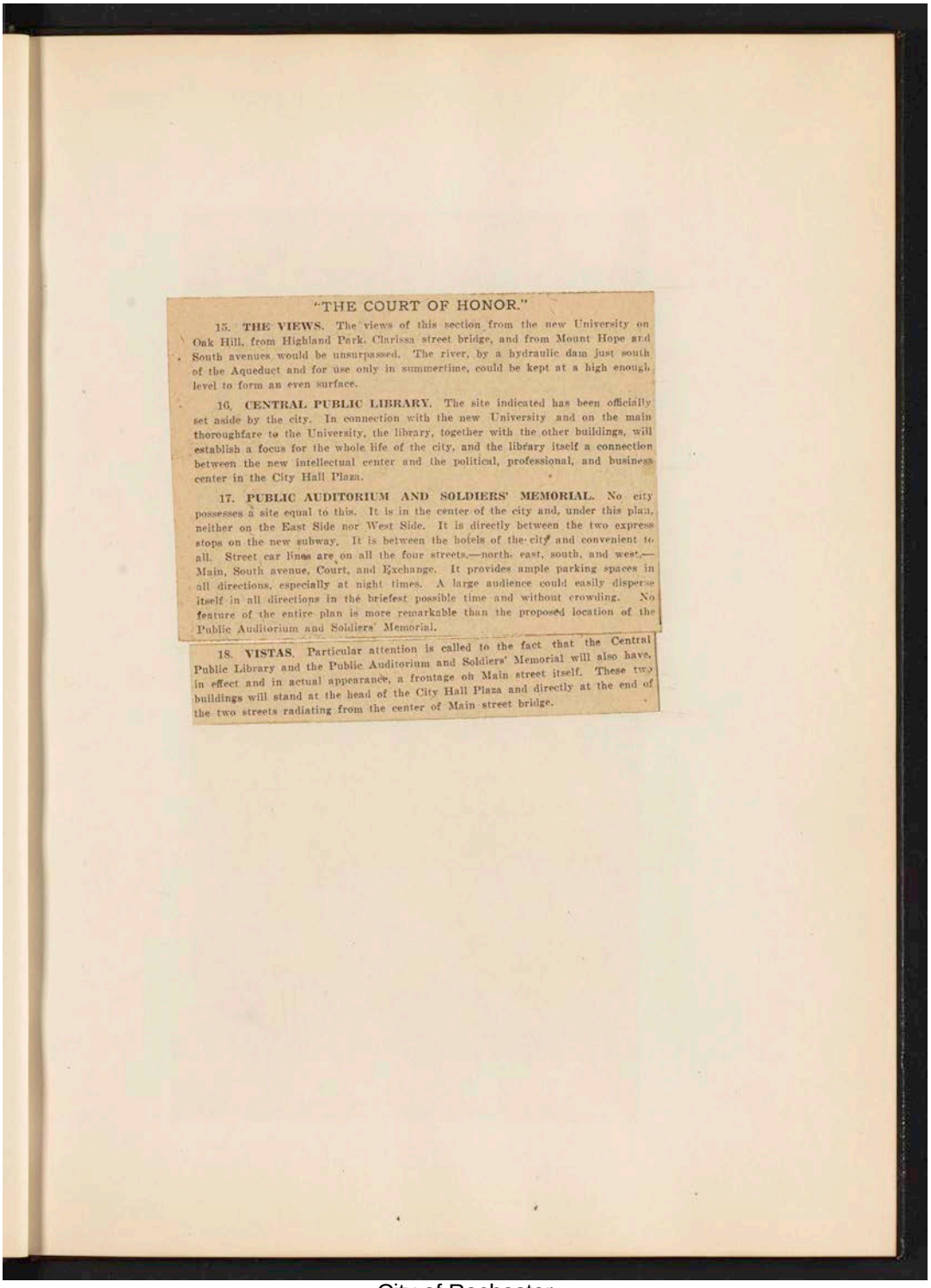
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



"THE COURT OF HONOR."

15. **THE VIEWS.** The views of this section from the new University on Oak Hill, from Highland Park, Clarissa street bridge, and from Mount Hope and South avenues would be unsurpassed. The river, by a hydraulic dam just south of the Aqueduct and for use only in summertime, could be kept at a high enough level to form an even surface.

16. **CENTRAL PUBLIC LIBRARY.** The site indicated has been officially set aside by the city. In connection with the new University and on the main thoroughfare to the University, the library, together with the other buildings, will establish a focus for the whole life of the city, and the library itself a connection between the new intellectual center and the political, professional, and business center in the City Hall Plaza.

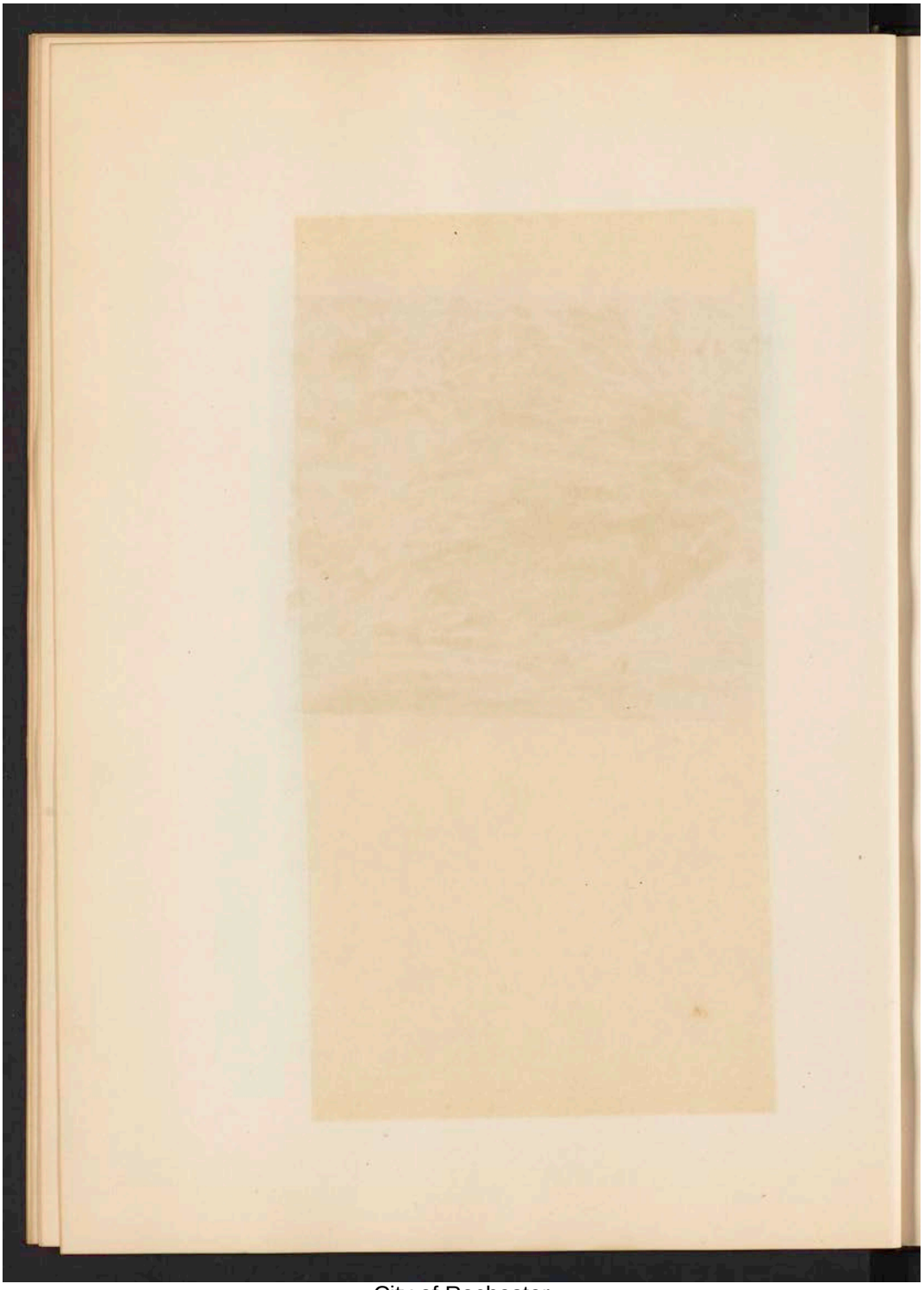
17. **PUBLIC AUDITORIUM AND SOLDIERS' MEMORIAL.** No city possesses a site equal to this. It is in the center of the city and, under this plan, neither on the East Side nor West Side. It is directly between the two express stops on the new subway. It is between the hotels of the city and convenient to all. Street car lines are on all the four streets,—north, east, south, and west,—Main, South avenue, Court, and Exchange. It provides ample parking spaces in all directions, especially at night times. A large audience could easily disperse itself in all directions in the briefest possible time and without crowding. No feature of the entire plan is more remarkable than the proposed location of the Public Auditorium and Soldiers' Memorial.

18. **VISTAS.** Particular attention is called to the fact that the Central Public Library and the Public Auditorium and Soldiers' Memorial will also have, in effect and in actual appearance, a frontage on Main street itself. These two buildings will stand at the head of the City Hall Plaza and directly at the end of the two streets radiating from the center of Main street bridge.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

THE CITY HALL SECTION.

19. **"THE HEART OF THE CITY."** Most naturally and appropriately, the City Hall should be the vital and commanding unit in any grouping of city buildings. The plan meets this requirement, and in a remarkable manner. It provides for a City Hall with two main fronts,—one facing the Court of Honor and up the river,—the other facing Main street and looking down and through the North Plaza to Central avenue and a new postoffice building. Both fronts would be equally beautiful.

20. **ON AN EMINENCE.** The City Hall, as proposed on a plaza north of the Aqueduct, will have a most commanding location. From the north, south, and west, it will appear as if on a hill. It will actually be on a higher elevation than the Granite building, the Commerce building, and the Merchants bank.

21. **THE CITY HALL ON MAIN STREET.** That a new city hall could be located directly on Main street and at the center point of Main street is truly astonishing. But it is a fact. And not only can it be so located, but with a beautiful setting in an unusual plaza. The view from Main street will be superb. The City Hall will appear on a high elevation towering above Main street and the surrounding buildings.

22. **THE LOCATION FOR A CITY HALL.** Brunner and Olmstead, the great city planning experts, in their city plan for Rochester prepared in 1911, state: "In the last analysis nothing but lack of funds would excuse the location of the one building, which ought to represent the united power and wealth and public spirit of all the citizens, elsewhere than upon Main street, and in the most commanding and dignified position."

23. **PROVISIONS FOR THE FUTURE.** The City Hall as planned, contemplates that it will not be built entire at one time, but in stages and at four or possibly five different periods of time. All sections would have interiors of the office type of design. The first section, if needed in haste, would be so set back as to permit the construction of an ornamental exterior some time in the future, and after all architectural features have been determined. As the city grows and its needs increase, two additional sections would be built. Then at some time in the future, perhaps even fifty years hence, the tower would be added as the crowning and final feature of the city plan.

24. **NEW SUBWAY BOULEVARD.** The location of the City Hall over the river gives a very real promise that this new Subway Boulevard may become one of the most prominent and useful streets of the city. It will in a very striking manner improve the appearance of the street at once and for all time. It will contribute positively toward the general improvement and development of the entire street. It will constructively make of the new street something more than a bridge for auto traffic. It is also proposed to carry colonnaded fronts on this Boulevard from South avenue as far to the west as possible.

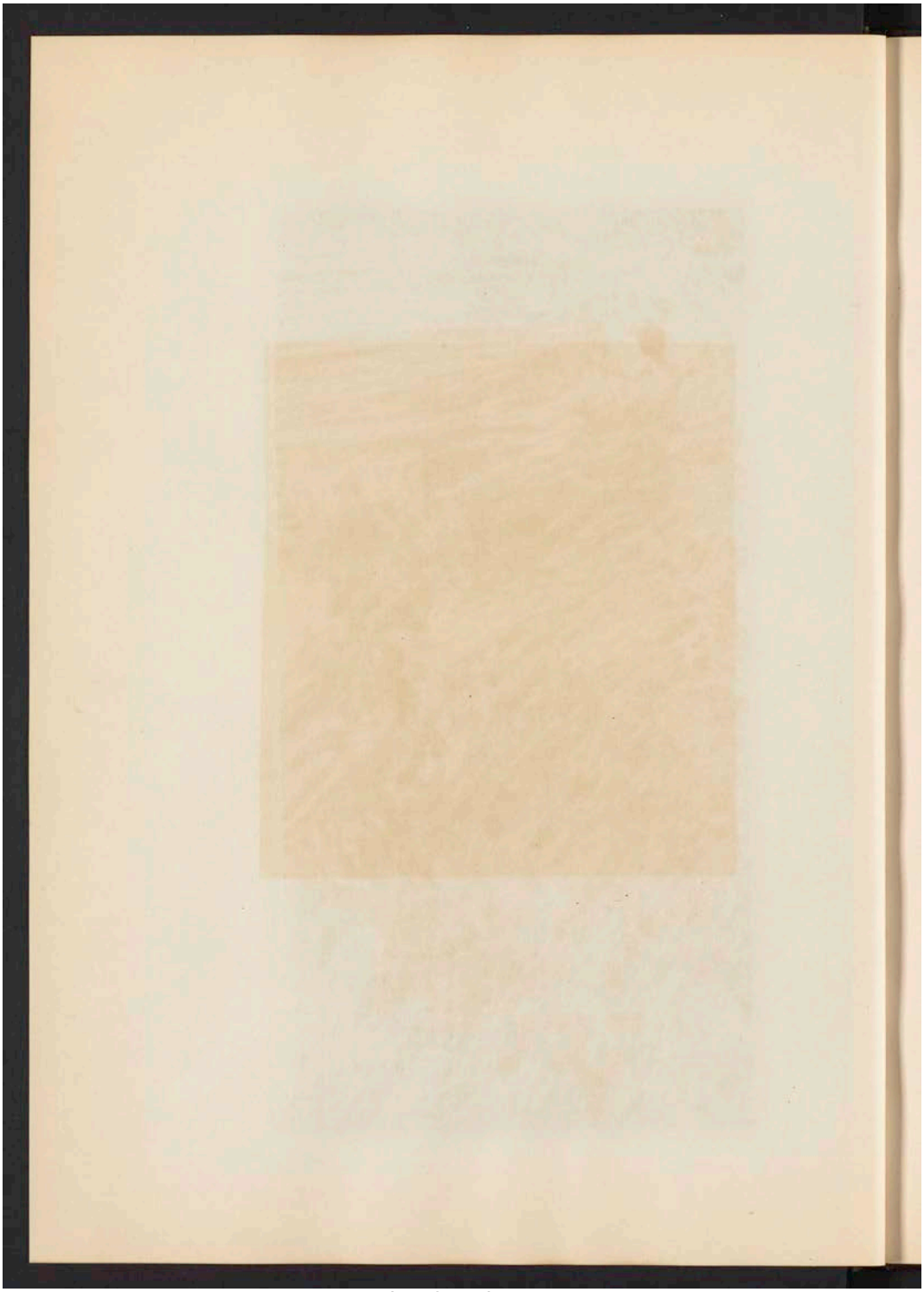
25. **CITY HALL PLAZA.** The section of the plan creating a plaza extending from the Aqueduct to Main and with a City Hall in the center, will have a tremendous effect in creating property values and influencing the direction and growth of trade. The properties on the river side of South Water and Graves streets would be given not only double fronts, but with their principal fronts on the new Plaza. Uniform colonnades from the new Subway boulevard to Main street would provide a beautiful and symmetrical frontage for these buildings and hide the ugliness now so evident from Court street bridge, South avenue, and the new Subway boulevard.

26. **ENHANCING PROPERTY VALUES.** What future for the properties now on South Water, Graves and similar streets? What future ever for the most of Main street from South avenue to State street? The proposed plan will, in twenty-five years, perform almost a miracle for this section. A tremendous increase in property values will take place immediately upon the construction of a City Hall Plaza as proposed. The city, through excess condemnation and by increased assessments, will share largely in this increase. It has been estimated in a general way by several competent authorities that the entire cost of the City Hall Section complete can be met in time by the increase in property values.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

POSTOFFICE ON NORTH PLAZA.

27. **NEW POSTOFFICE.** A new postoffice building must, in time, be built. Its location should be in accordance with a city plan. This plan would locate the new building at the north end of the Plaza over the river, extending from Main street to Central avenue. It would be located on a fairly high and rising elevation, directly connected with the New York Central Railroad at this point and with the main station further east. The building would stand high enough to provide ample space on a level with Central avenue and underneath the main structure for auto trucks in accordance with the most recent plans for similar postoffice buildings.

28. **THE NORTH PLAZA.** This part of the plan is a modification of the Wilgus Plan for a union passenger station considered in 1908. The Postoffice takes the place of the railroad station as proposed by Mr. Wilgus, but located much further south, which meets one of the objections to the Wilgus Plan. The river is to be completely covered. In the Wilgus plan, it was covered only in part. The plan, moreover, does not involve, as did the Wilgus plan, any change in Central avenue or the bridge. The colonnaded or arcaded effect proposed in the Wilgus plan for what is now the rear of buildings on North Water and Front streets would be carried out in the proposed plan.

29. **A NEW STREET.** The extension of Mortimer street across this plaza to Corinthian and Market streets, and ultimately the widening of these streets to State, would be another step in "tying the city together" and in creating values for the Greater Rochester of the future.

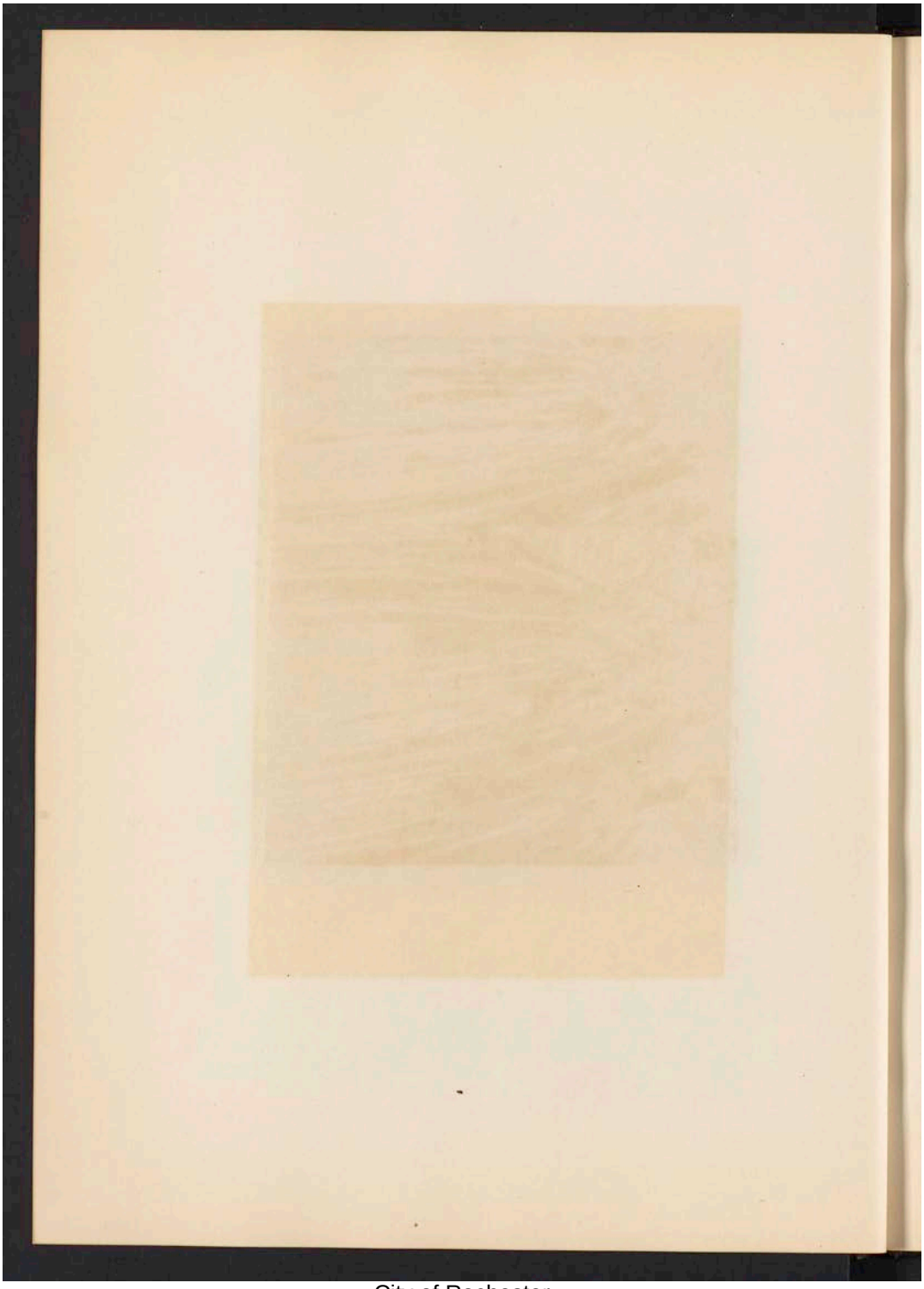
30. **IMPROVEMENTS TO PROPERTY.** Colonnades would be constructed along the east and west sides of this plaza to form attractive and uniform fronts for all the buildingss now on North Water and Front streets. The curb of two new roadways for north and south traffic would come to the very edge of these colonnades.

31. **LARGE PARKING AREA.** The need for large parking areas in the center of the city can, in a measure, be met by this plan. If parking is placed on a commercial basis, and judging by the high rentals paid by parking companies for central city properties here and in other cities, the income from the parking privileges, similar in principle to the city income from the city market,—would pay interest on a considerable portion of the cost of this North Plaza section.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

RESULTS.

32. **CITY UNITY.** No other plan can do so much for Rochester. No other result produced will be more marked. This plan will "tie Rochester together" into a well balanced whole. The river has always divided the city, to its detriment both physically and in spirit. This plan obliterates for all time "East Side" and "West Side".

33. **ENHANCED PROPERTY VALUES.** The plan should favorably effect property values throughout the city because a well balanced, well planned city is a city of high property values. The ultimate effect, however, on property values in that section of the city lying west of South avenue and St. Paul street, including the Four Corners, Main street east and west, State street and Exchange street, and all the adjoining streets,—is beyond estimate or even comprehension. In the light of somewhat similar experiences in other cities, and in the light of the fact of property values in Rochester having increased in twenty-four years from 115 millions to 456 millions, it is safe to affirm that any estimate now made will prove, twenty-five years hence, to have been far too low. The opening of the City Hall Plaza from the principal express stop on the Subway to Main street and the leading of traffic through covered colonnades to Main street will, in itself, have an actual trade effect radiating from Main street, between State street and South avenue, far to the west and into State, Front and other streets.

34. **GROWTH IN POPULATION.** It is officially estimated by the City Engineer's office, and confirmed by the experience of Buffalo and other cities, that Rochester will double its population in twenty-five years. How will the increase of over 330,000 in population affect the city? All the business sections of Rochester can benefit provided we have right plans. The mere growth of the city will inevitably enhance all business real estate. However, a plan which will make a well balanced city will ultimately increase the benefit to all. To make more of Main street as a whole; to make more of State street, and all the adjoining streets,—will greatly lessen congestion and inconvenience. It will distribute the increase in trade and traffic due solely to the growth of population over wider territories and thus to the good of all. The plan will help the growth of Rochester.

35. **RELIEF FOR CONGESTED TRAFFIC.** This is a real problem to-day and a very great problem for the future. The plan offers practical assurances of relief.

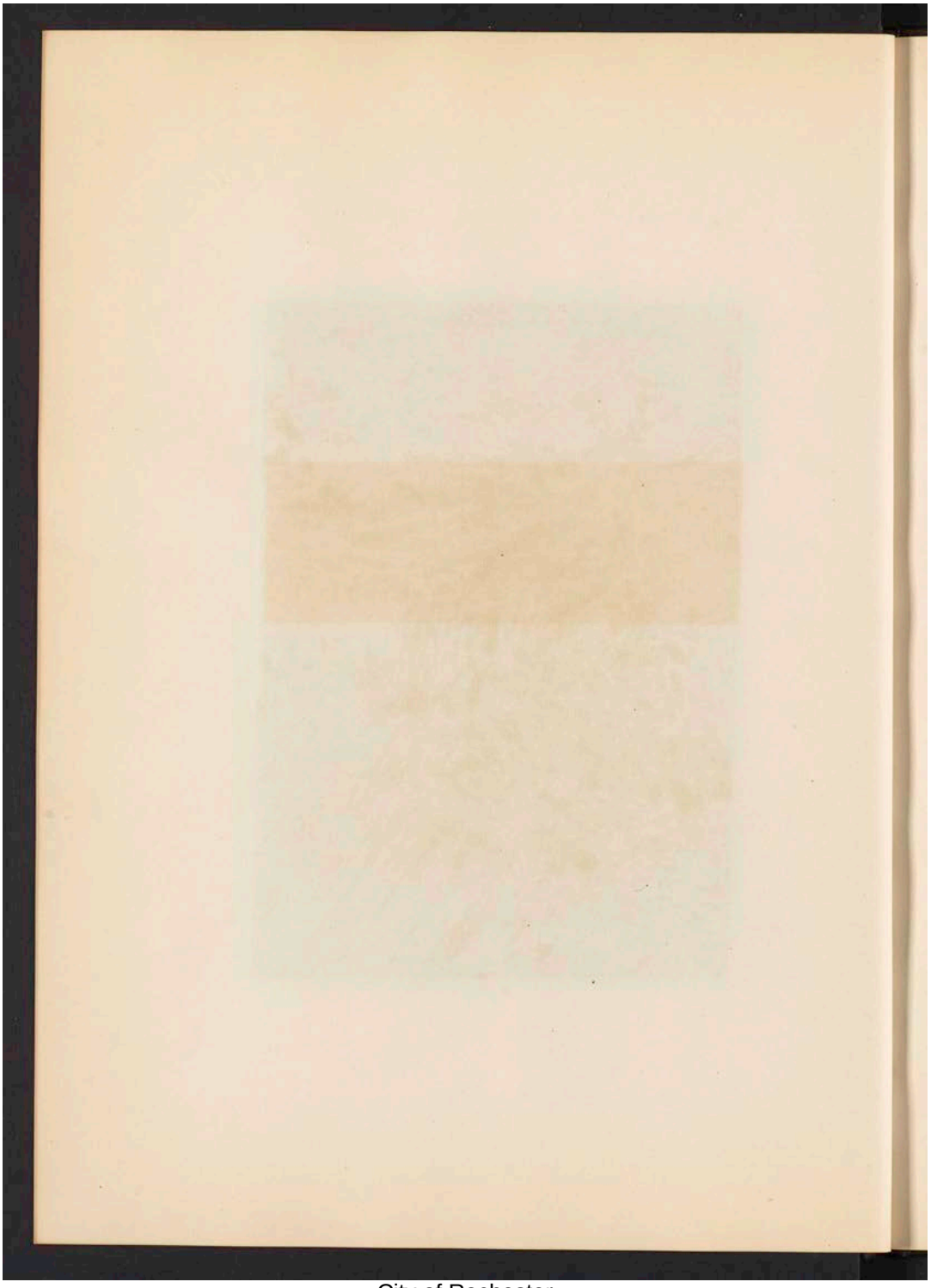
36. **POSSIBLE PROCEDURE.** In a number of cities, the results desired through a city plan are obtained by setting aside annually in the city budget, over a long period of time, a definite minimum sum and supplementing that by larger appropriations as and when city finances may permit. In Paris, features of city improvement are carried through on a definite schedule involving thirty and even forty years of time.

37. **PRESENT SITUATION.** Under the City Charter, Rochester has established a City Planning Commission and an Art Commission. These commissions are thus, in co-operation with the Mayor, the city officials, and the Common Council,—properly concerned with the features of the new city plan.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

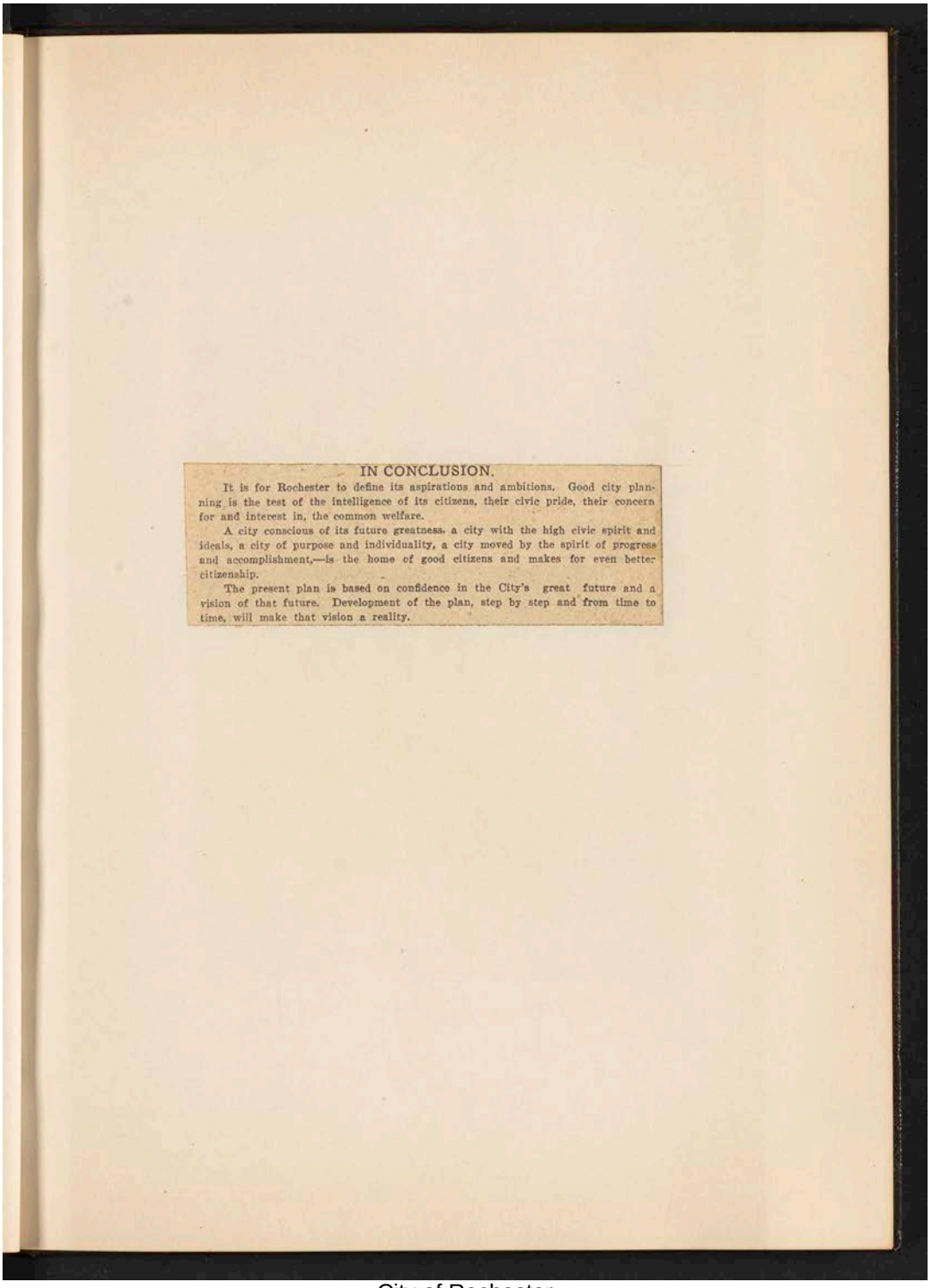
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



IN CONCLUSION.

It is for Rochester to define its aspirations and ambitions. Good city planning is the test of the intelligence of its citizens, their civic pride, their concern for and interest in, the common welfare.

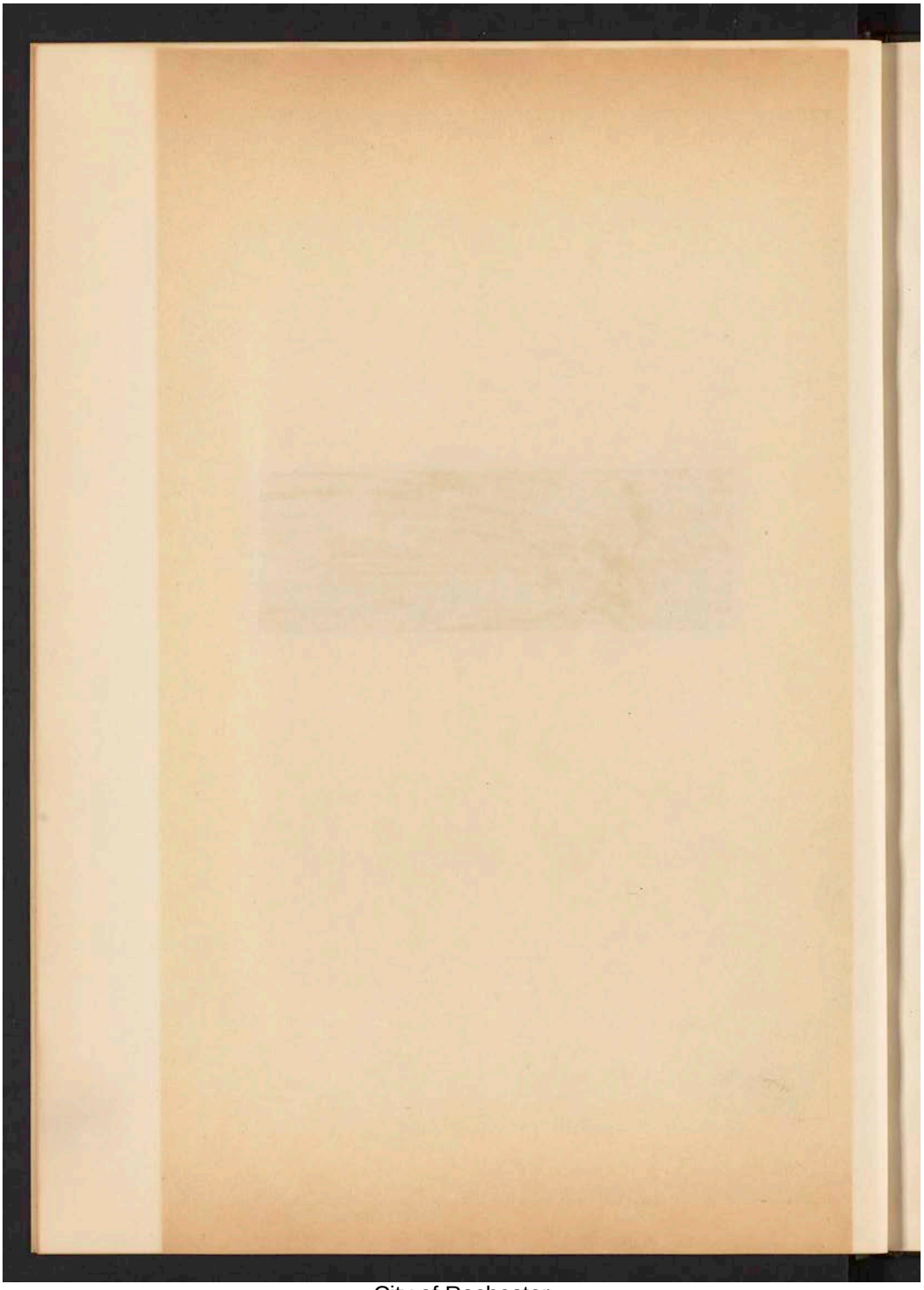
A city conscious of its future greatness, a city with the high civic spirit and ideals, a city of purpose and individuality, a city moved by the spirit of progress and accomplishment,—is the home of good citizens and makes for even better citizenship.

The present plan is based on confidence in the City's great future and a vision of that future. Development of the plan, step by step and from time to time, will make that vision a reality.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

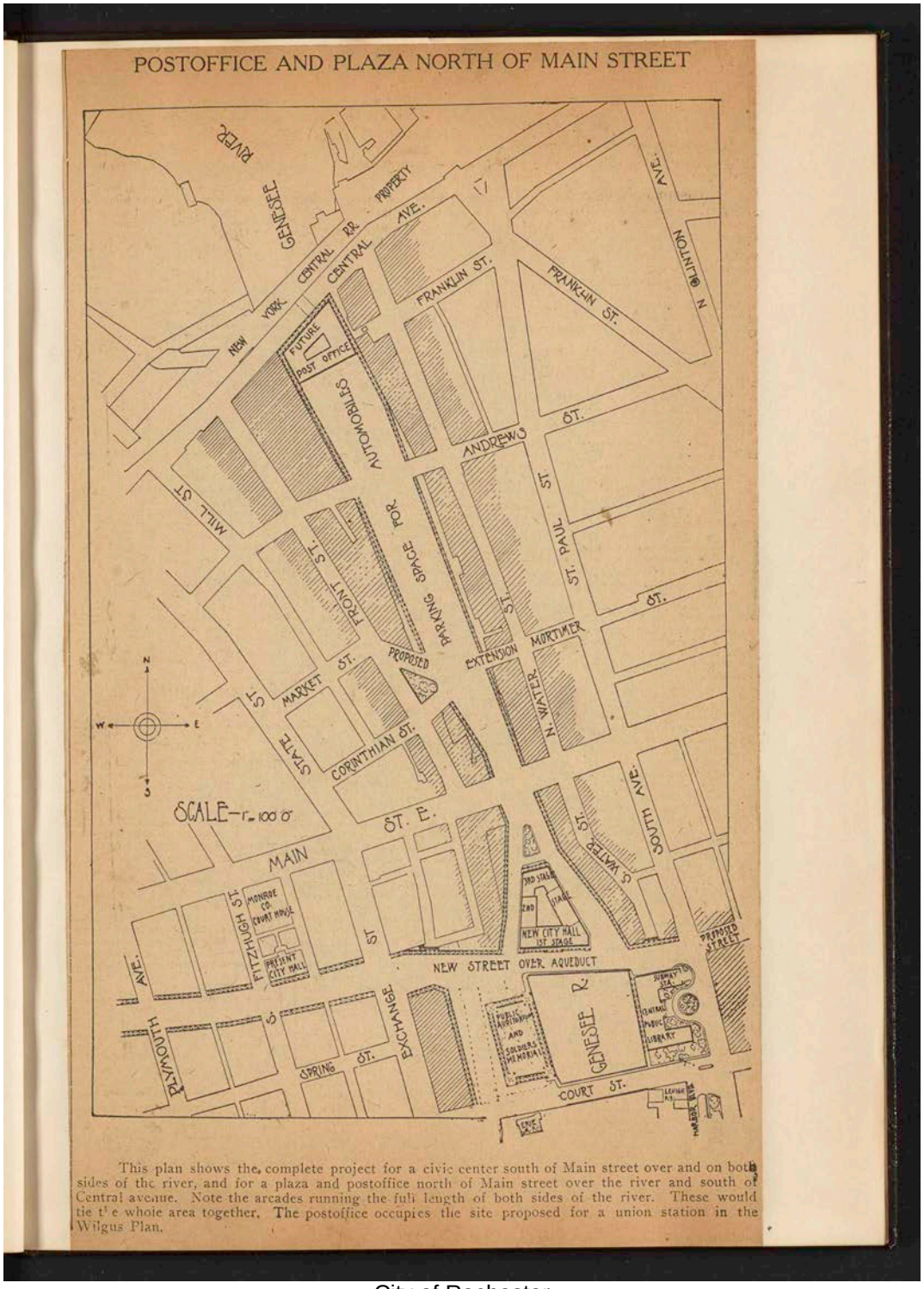
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

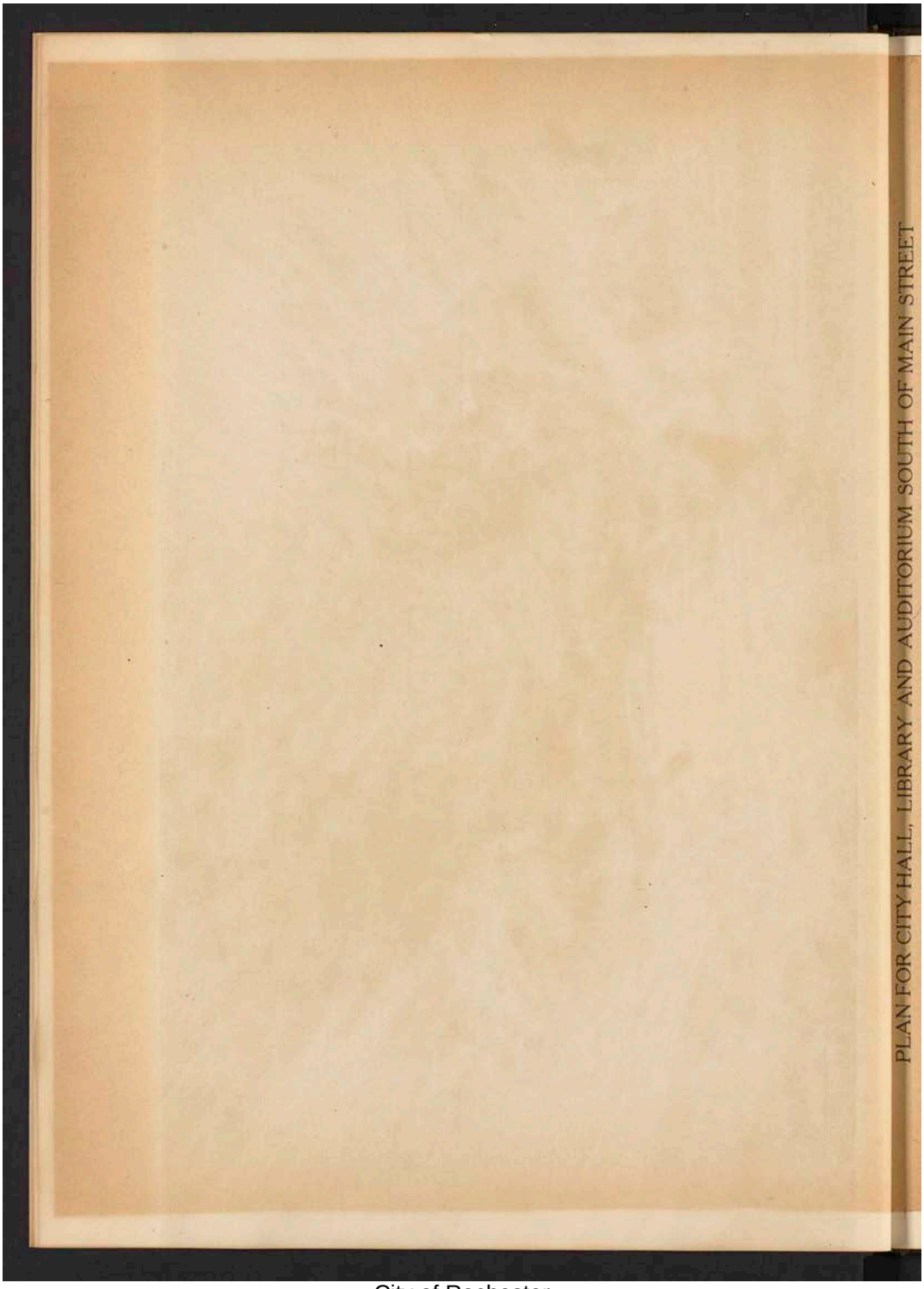


This plan shows the complete project for a civic center south of Main street over and on both sides of the river, and for a plaza and postoffice north of Main street over the river and south of Central avenue. Note the arcades running the full length of both sides of the river. These would tie the whole area together. The postoffice occupies the site proposed for a union station in the Wilgus Plan.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

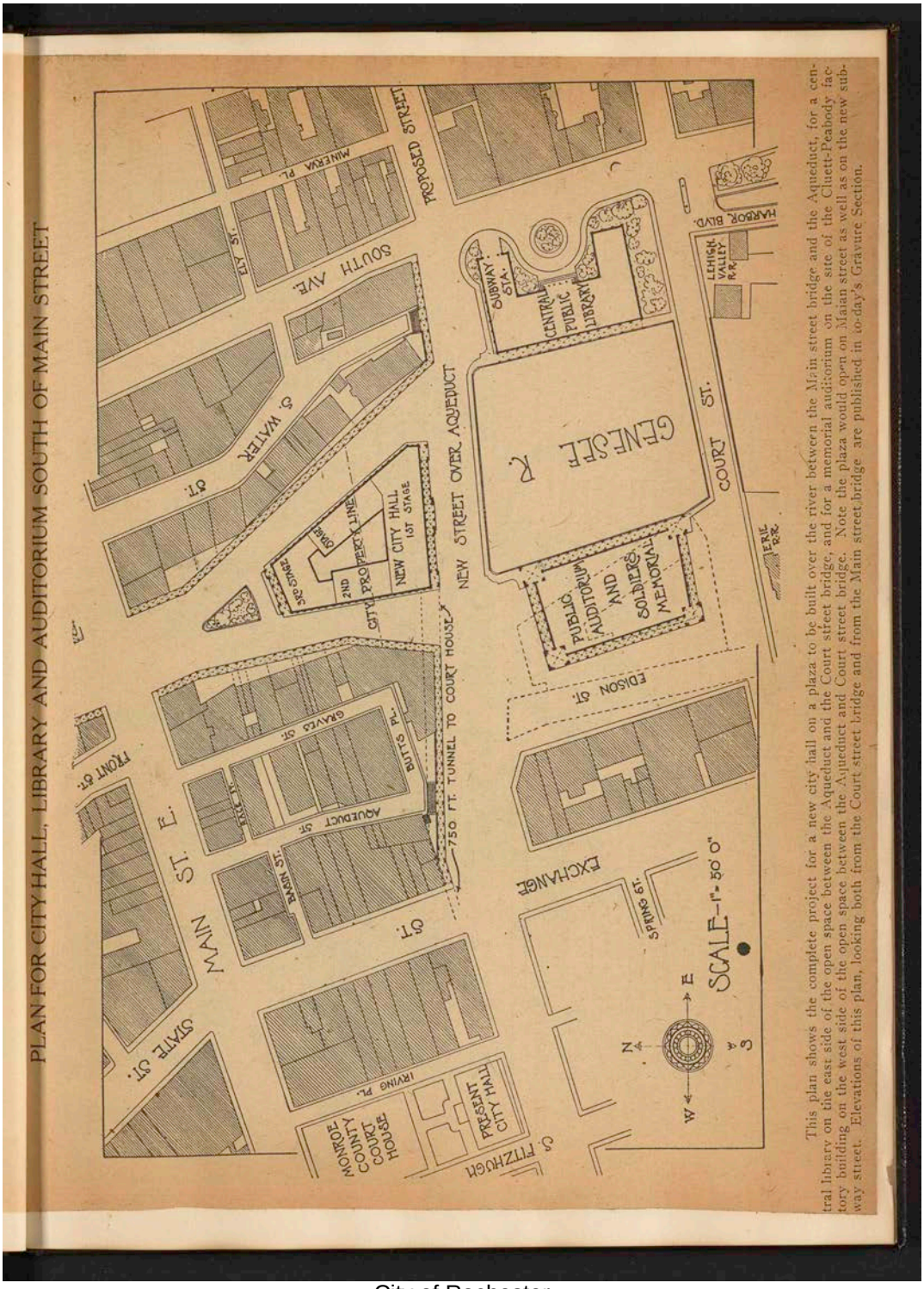
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

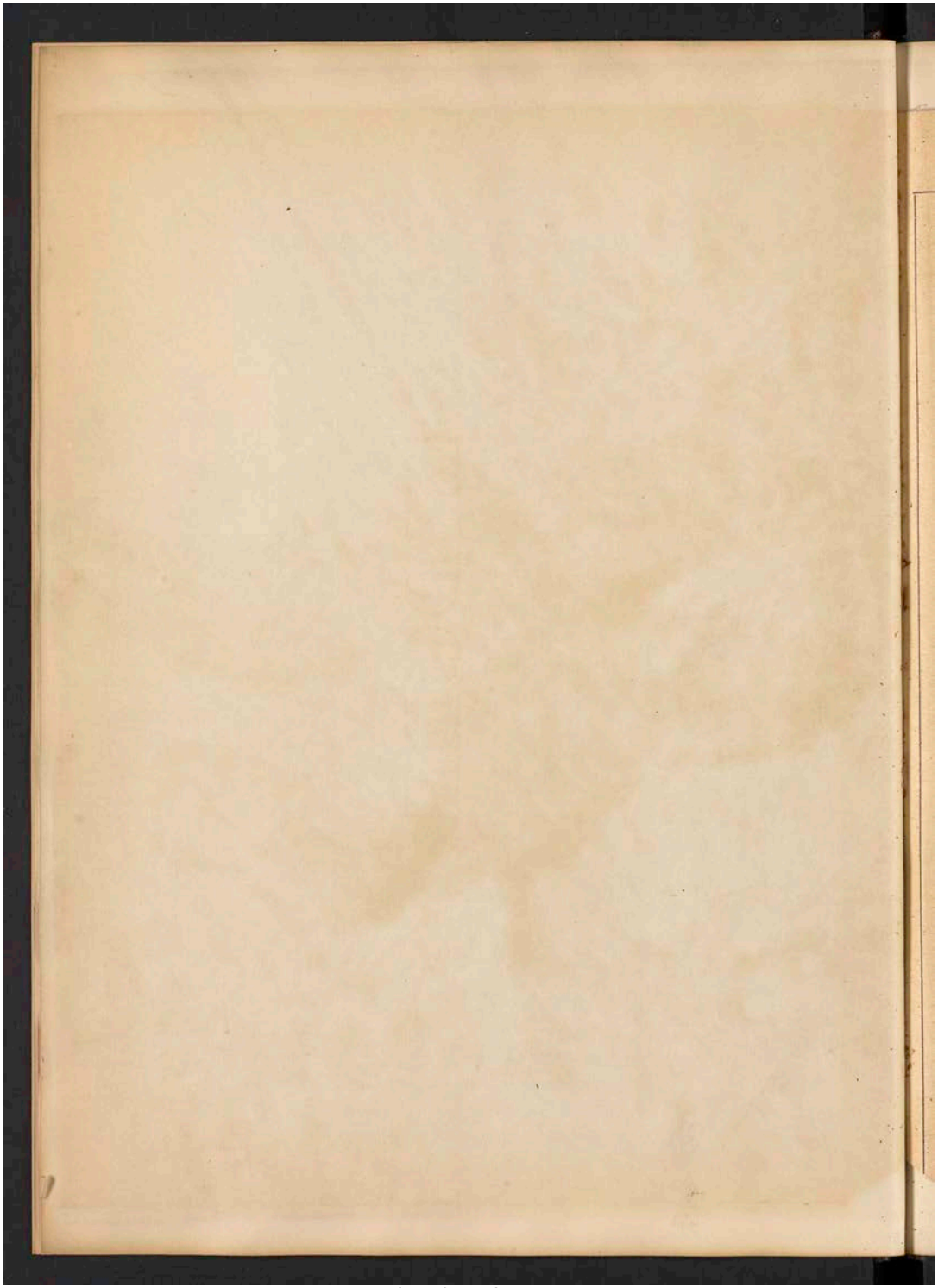
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

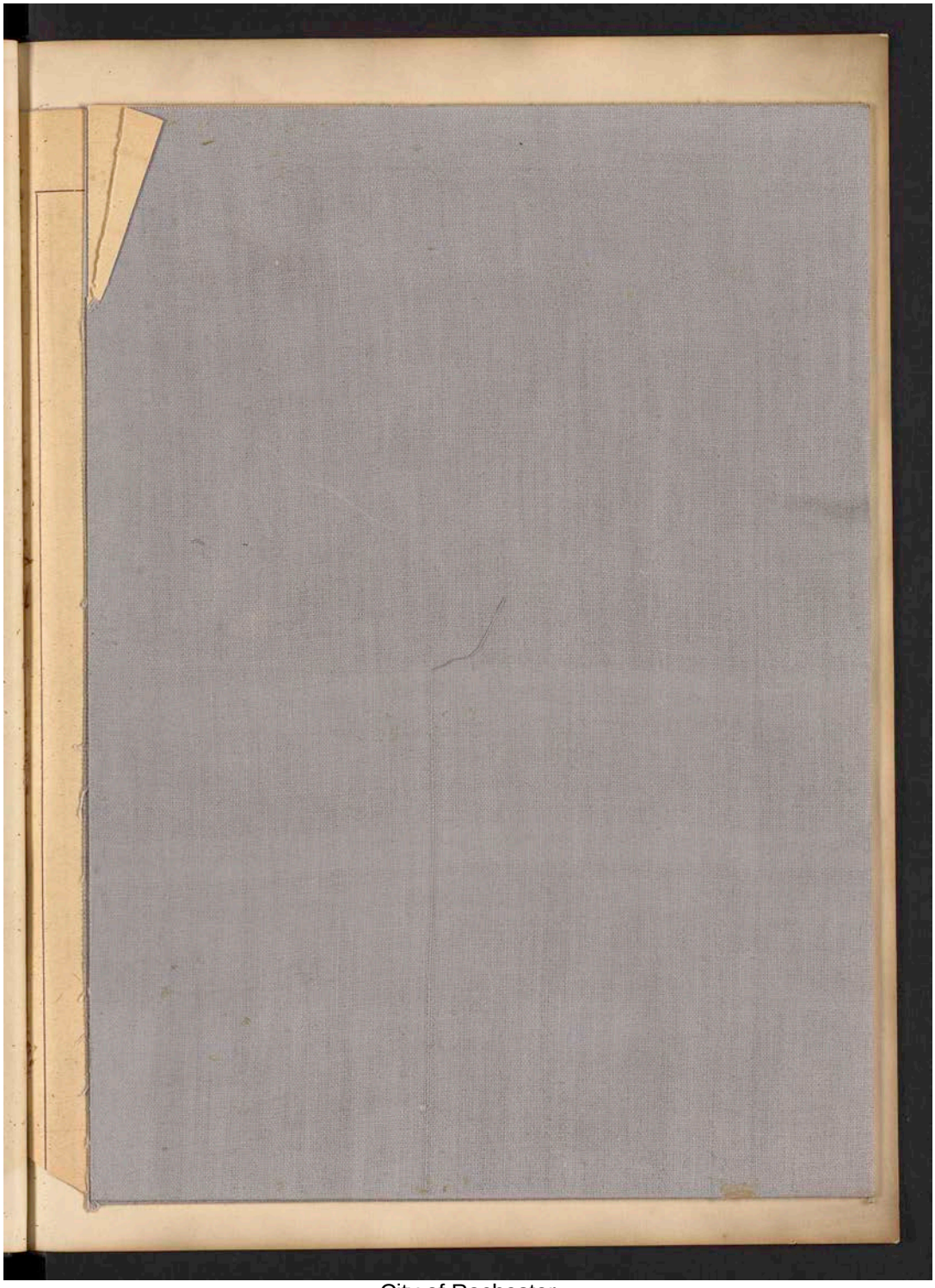
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

ROCHESTER-DEMOCRAT AND CHRONICLE, SUNDAY, MAY 25, 1924

"Twenty-Five Years Hence"

AS CIVIC CENTER WILL APPEAR WHEN COMPLETED

PLANS NOW BEING CONSIDERED BY CITY PLANNING COMMISSION

Public Auditorium and Soldiers' Memorial

CITY HALL
VIEW FROM COURT STREET BRIDGE.

Central Public Library

Central Public Library (in the distance)

CITY HALL
VIEW FROM MAIN STREET.

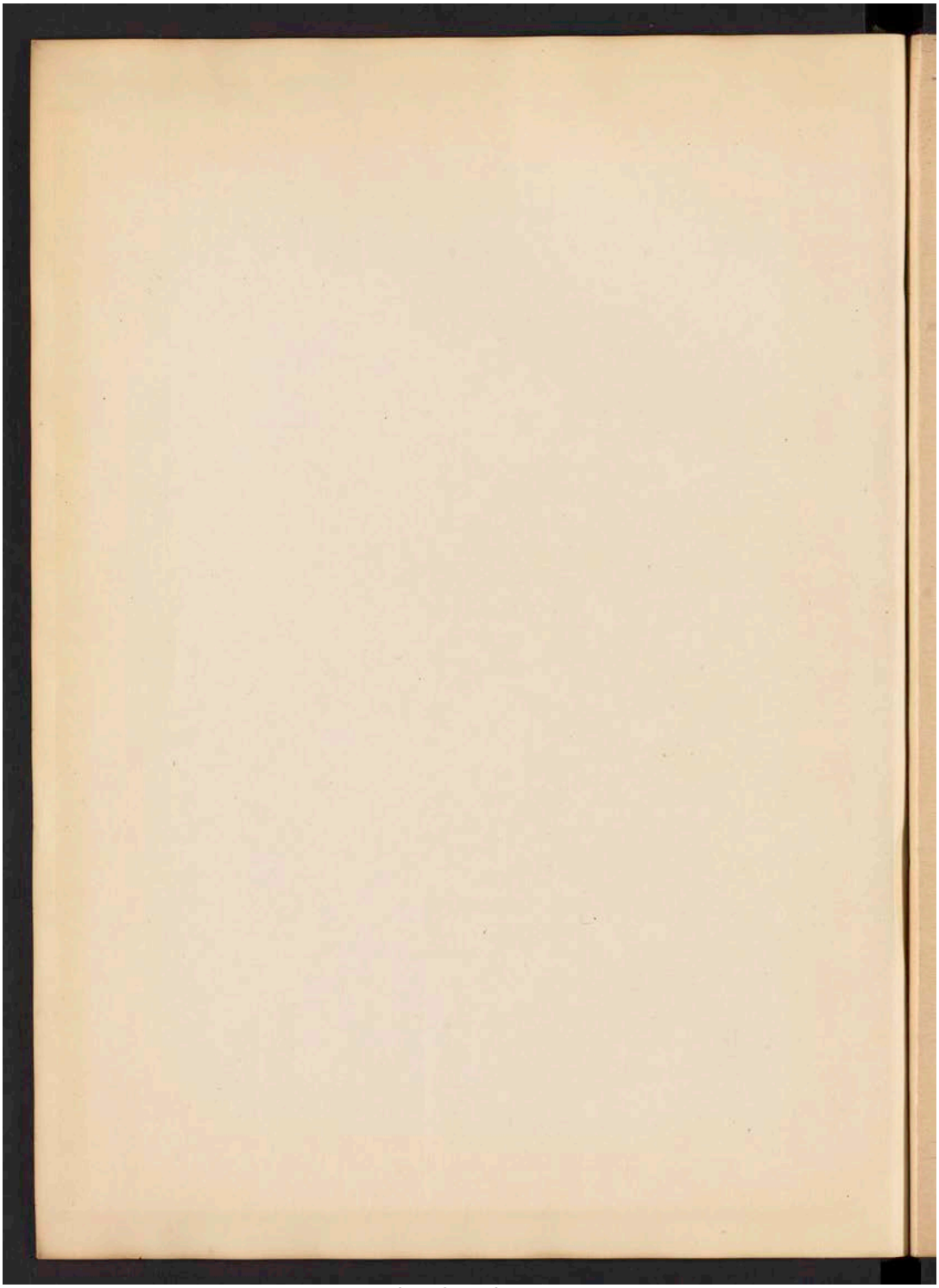
Looking south from the north side of Main street subway between North Water street and Front street

Auditorium and Soldiers' Memorial (in the distance)

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

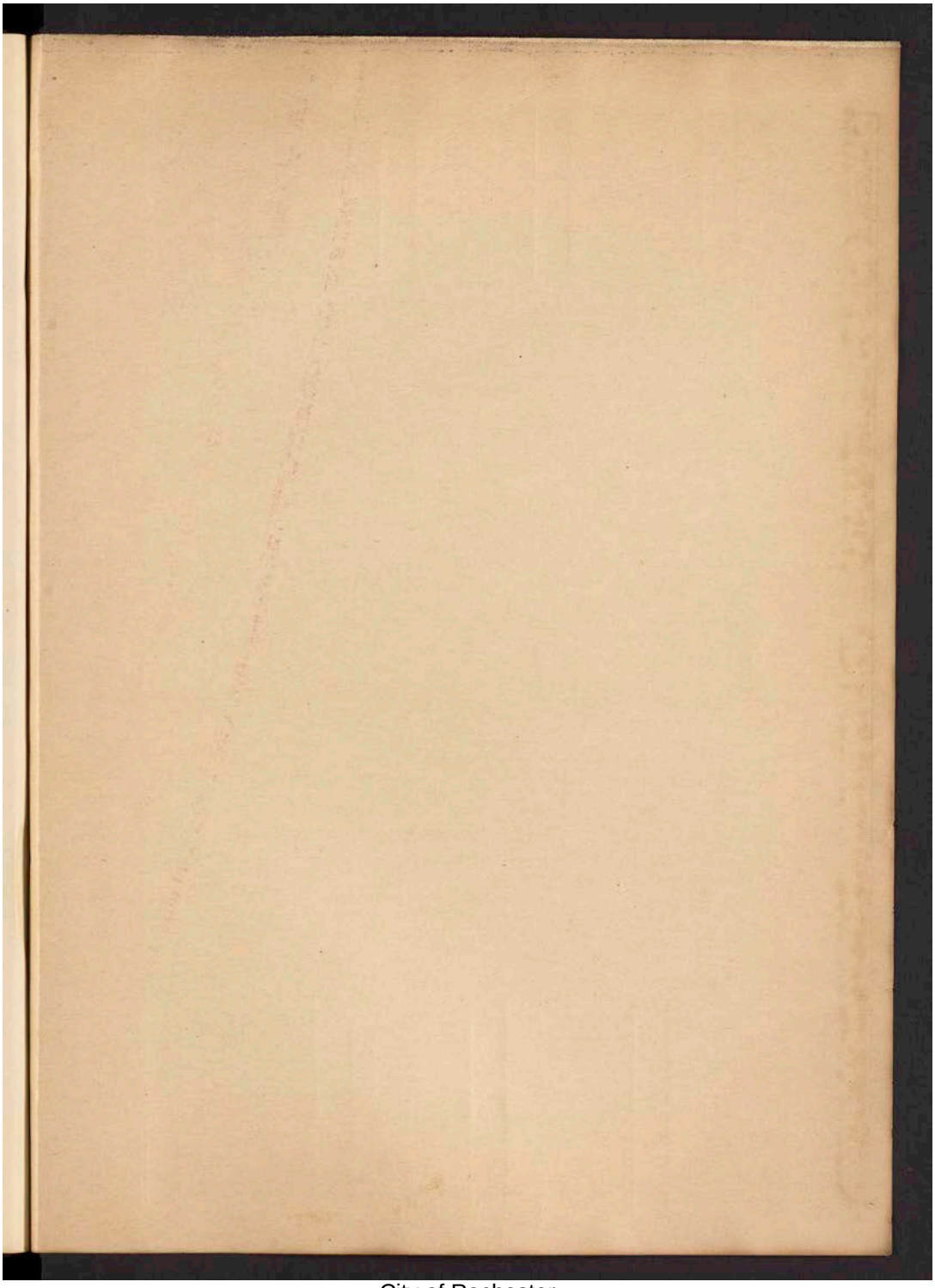
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

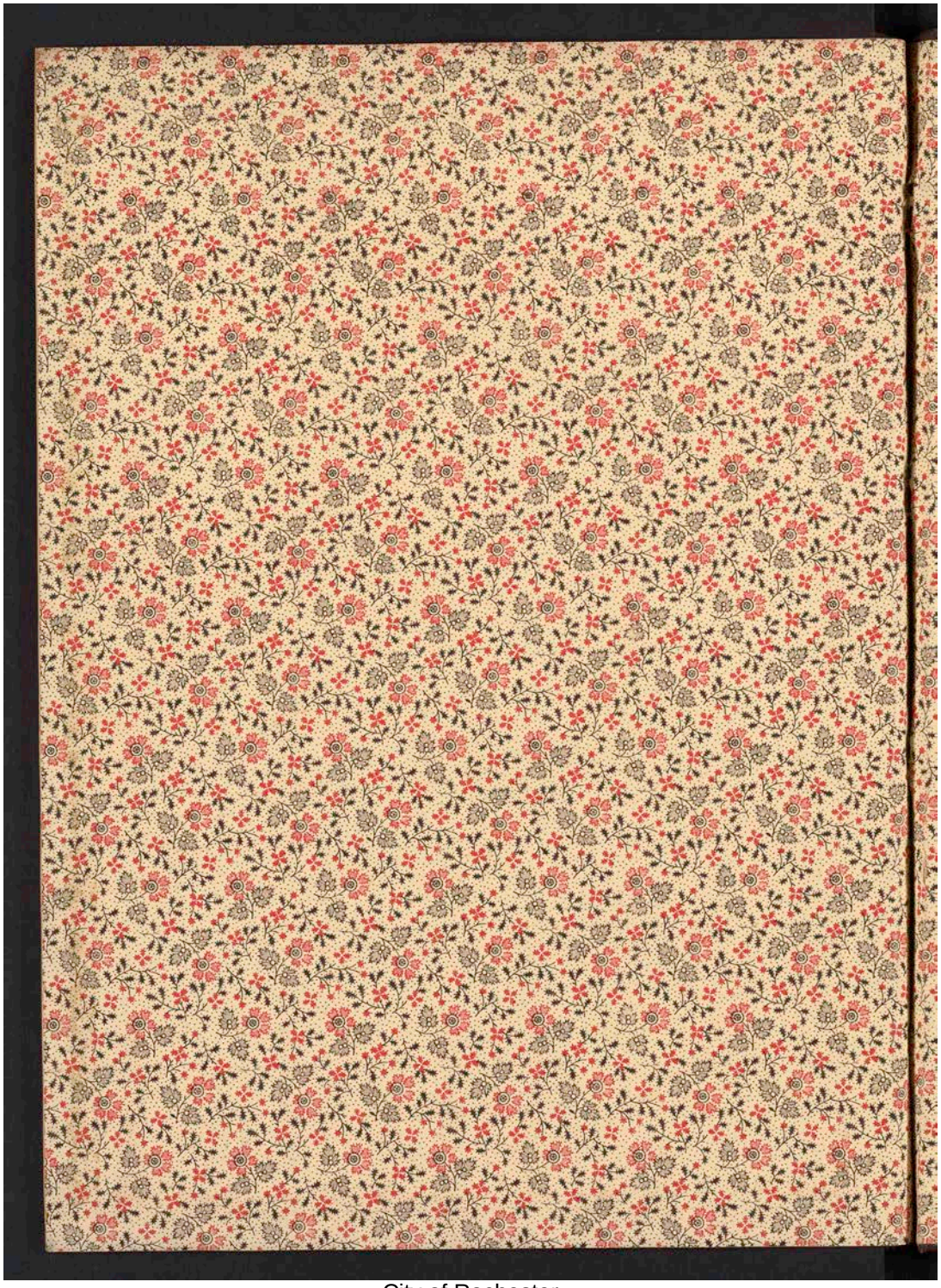
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

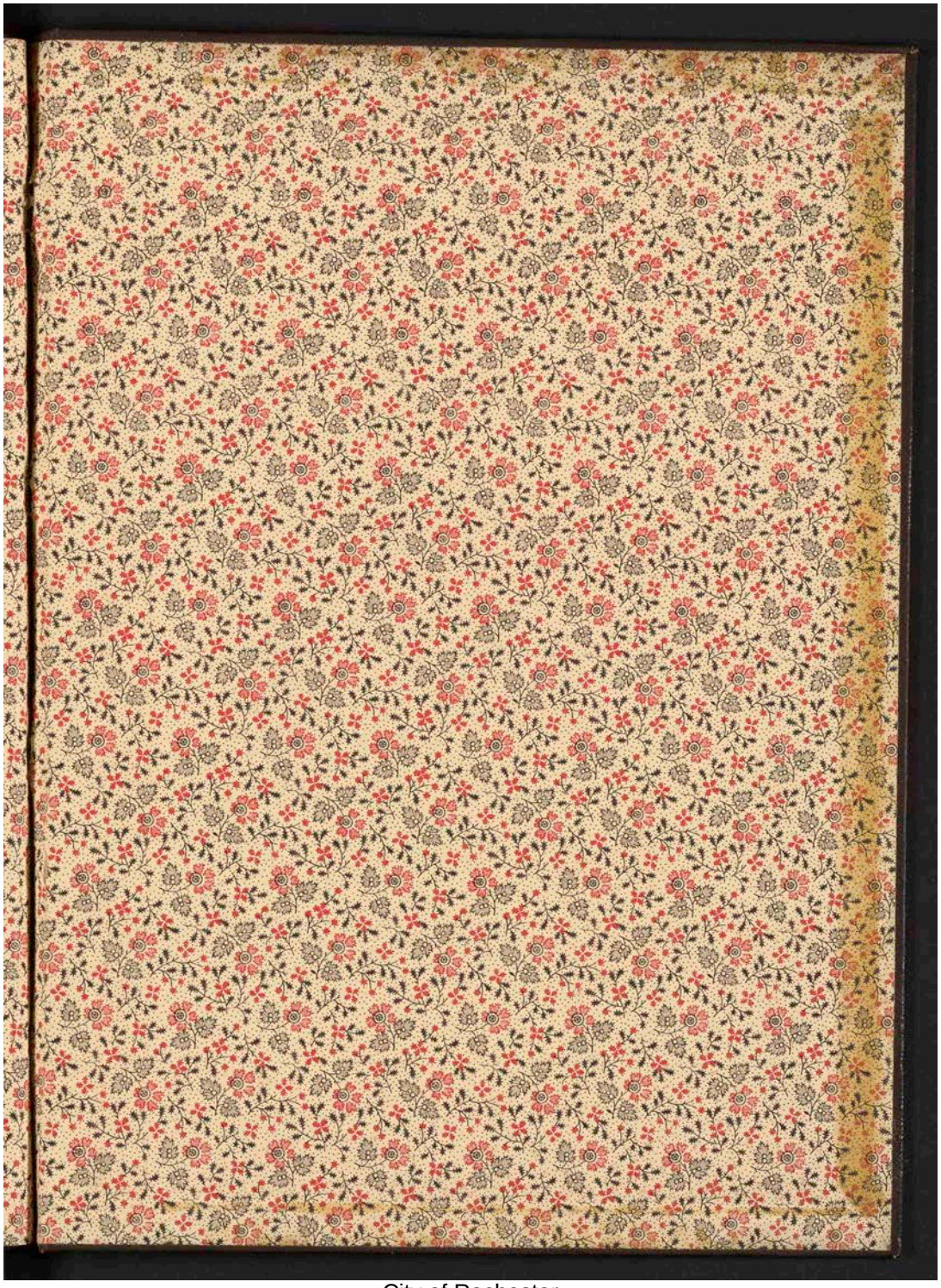
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

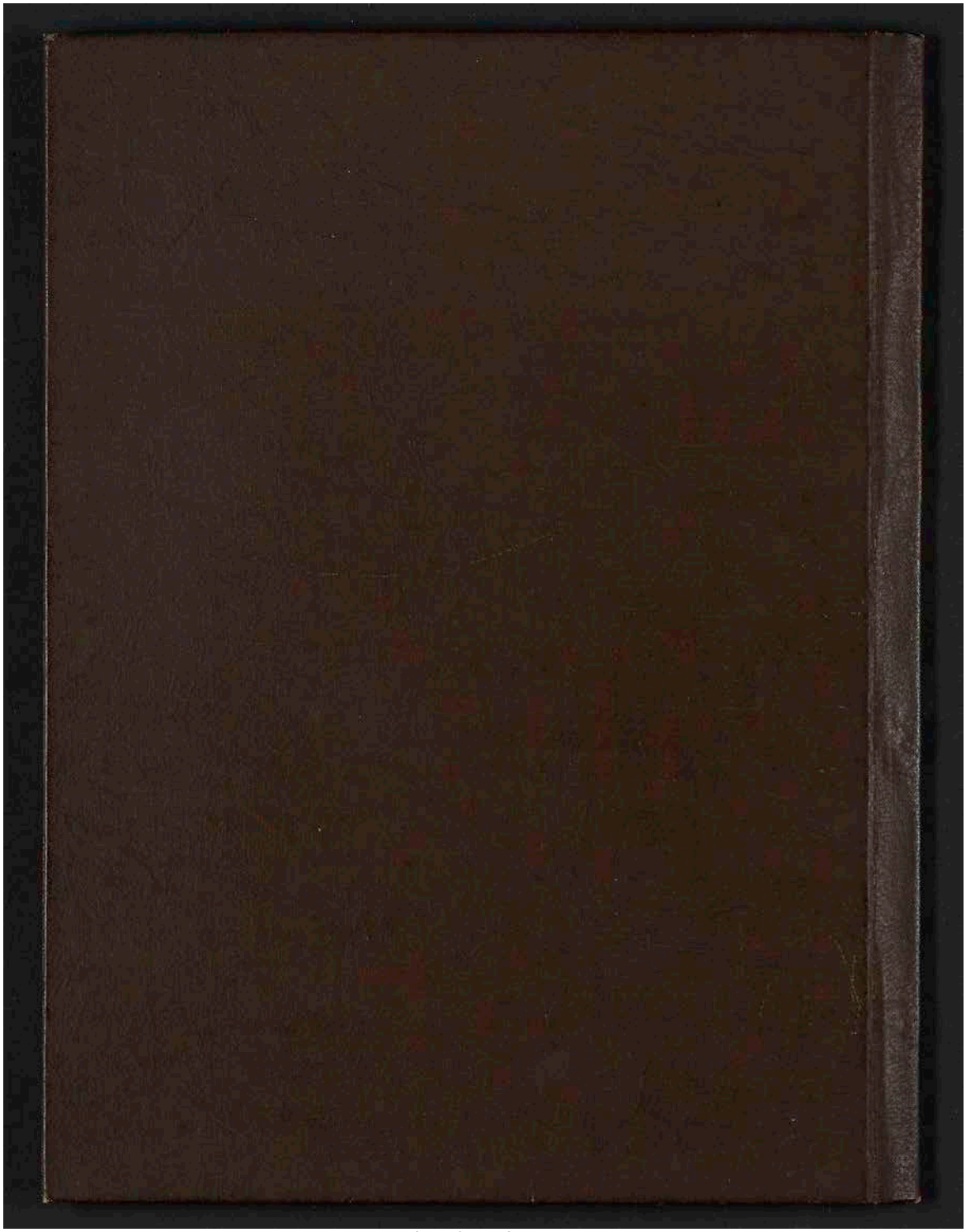
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

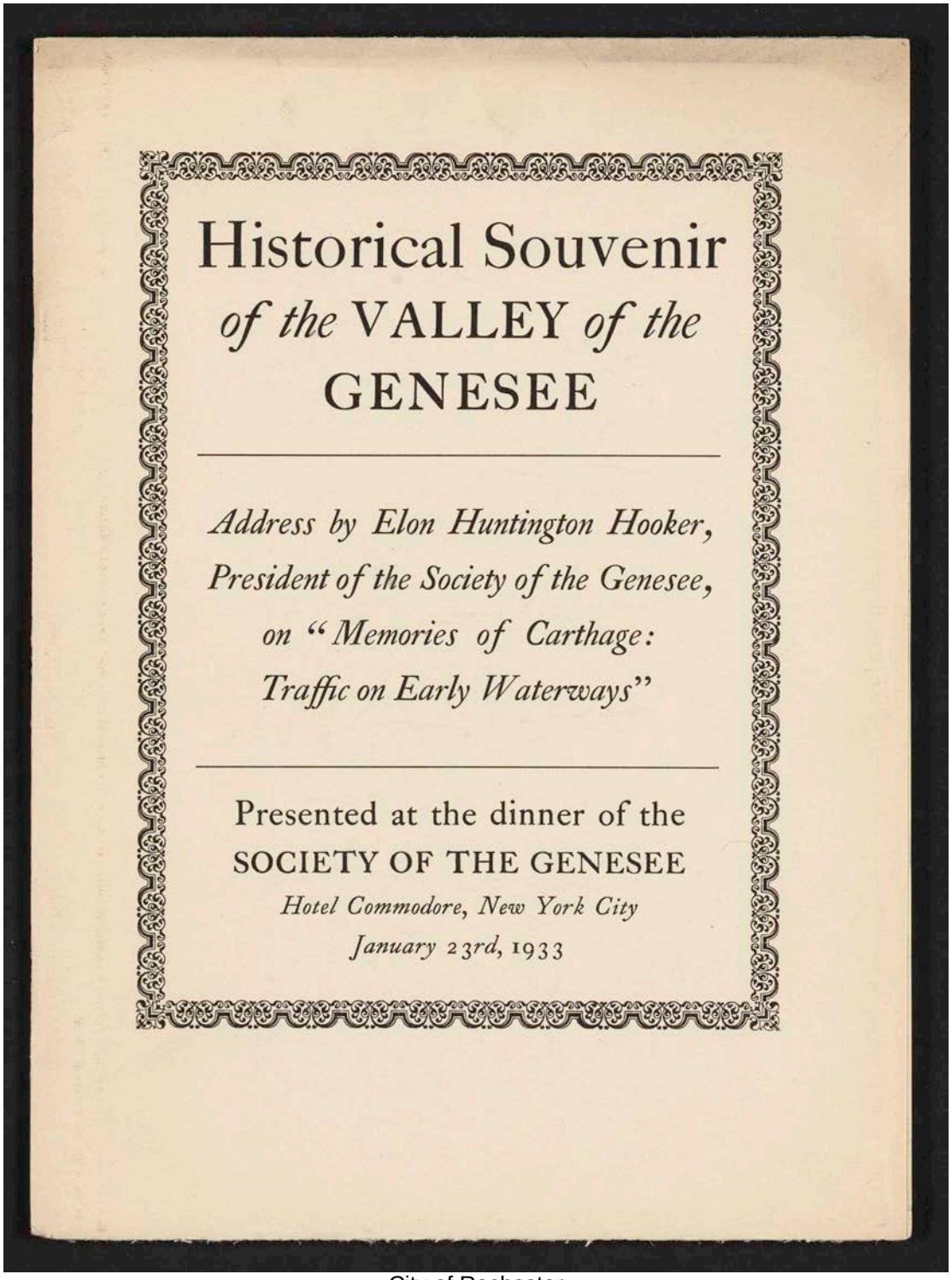
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Historical Souvenir
of the VALLEY *of the* GENESEE

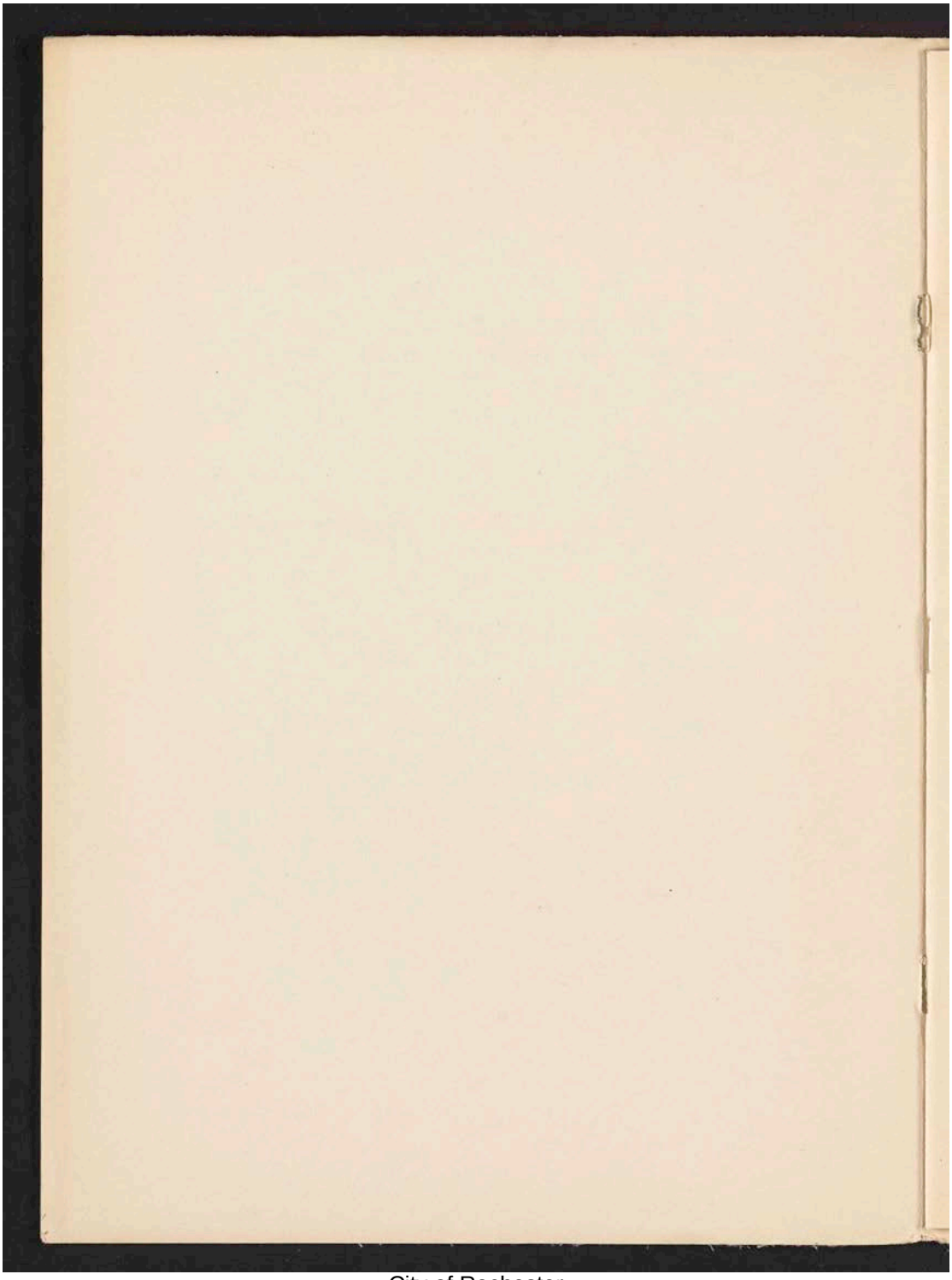
Address by Elon Huntington Hooker,
President of the Society of the Genesee,
on "Memories of Carthage:
Traffic on Early Waterways"

Presented at the dinner of the
SOCIETY OF THE GENESEE
Hotel Commodore, New York City
January 23rd, 1933

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

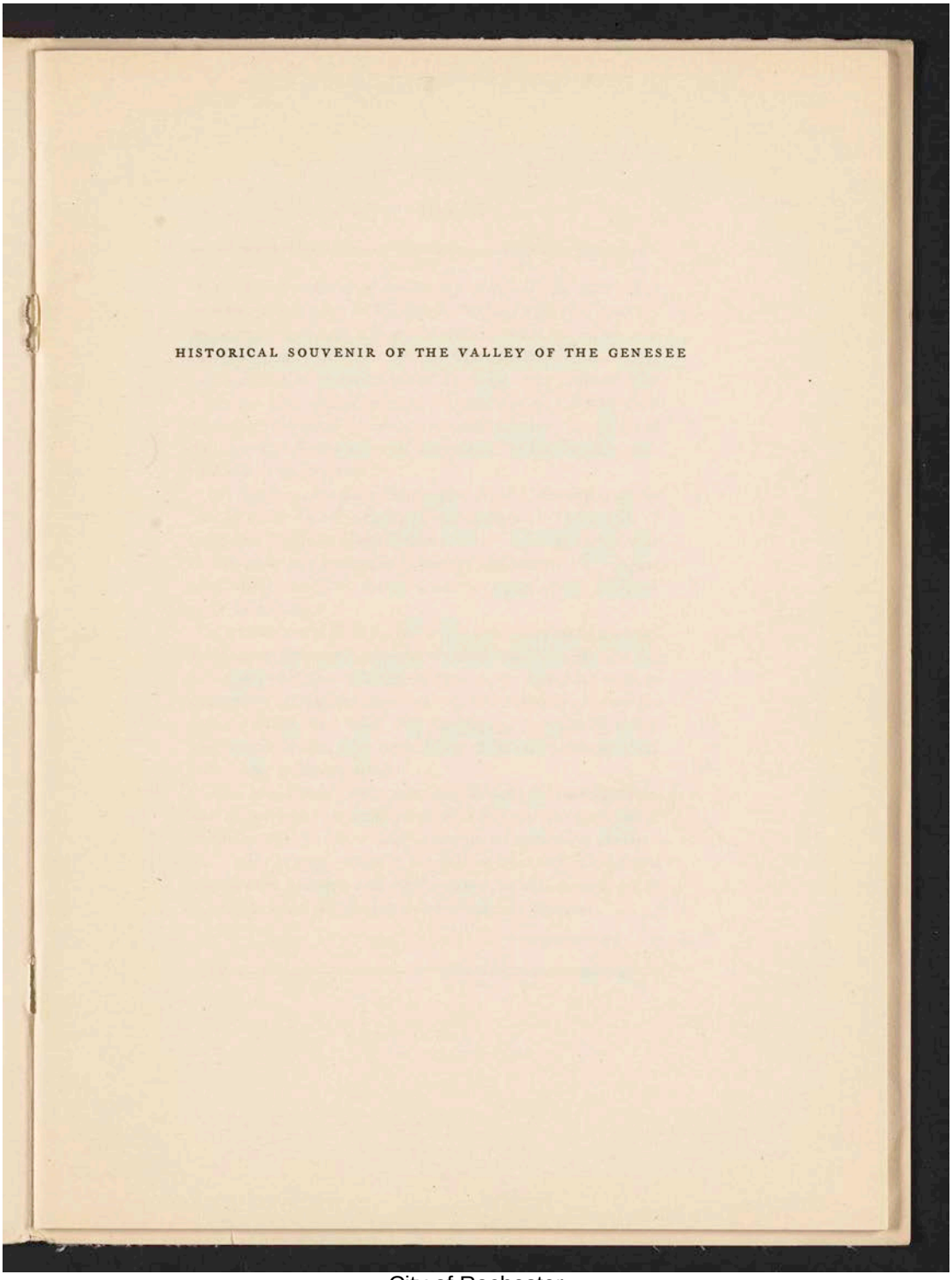
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

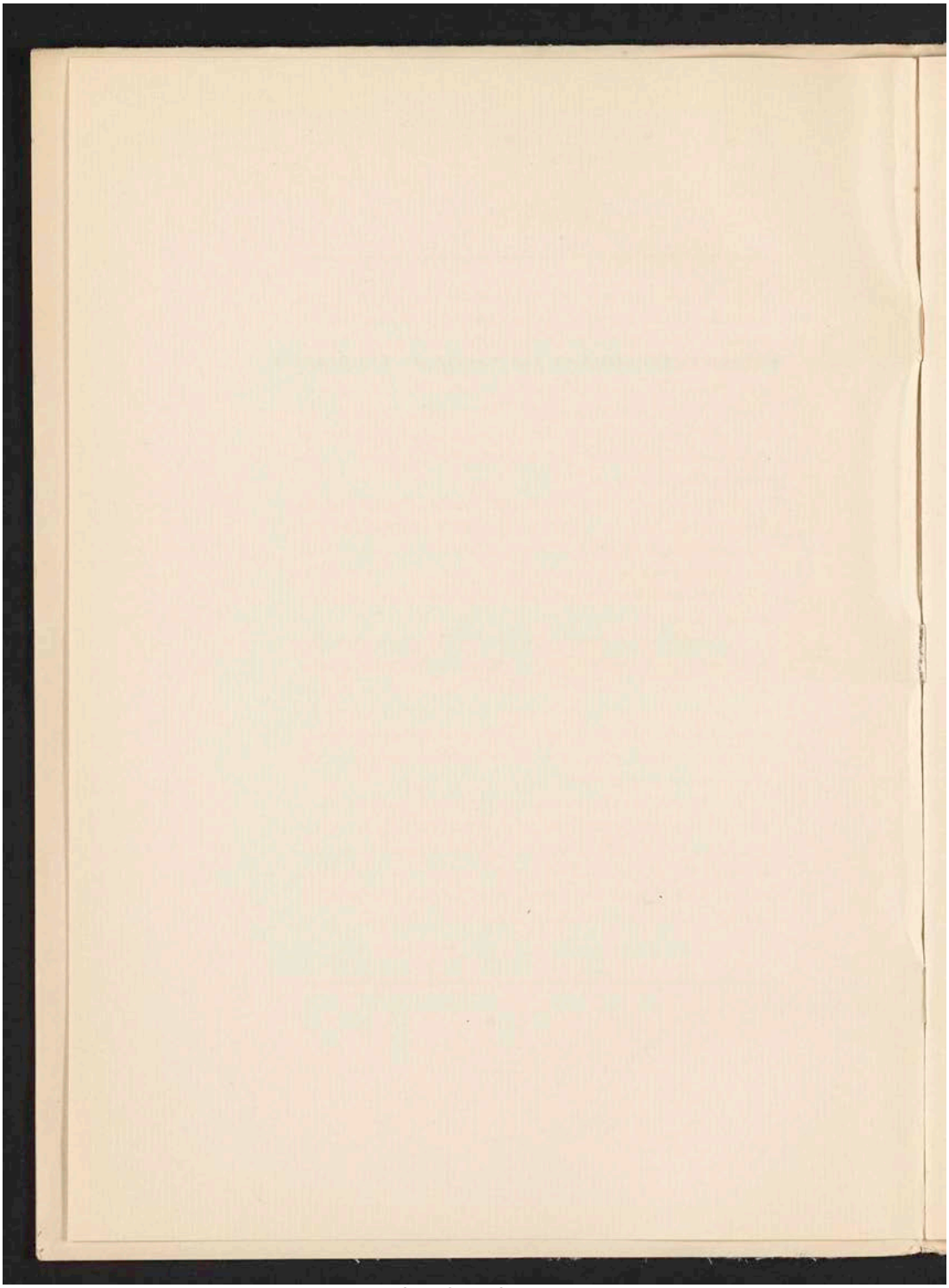
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

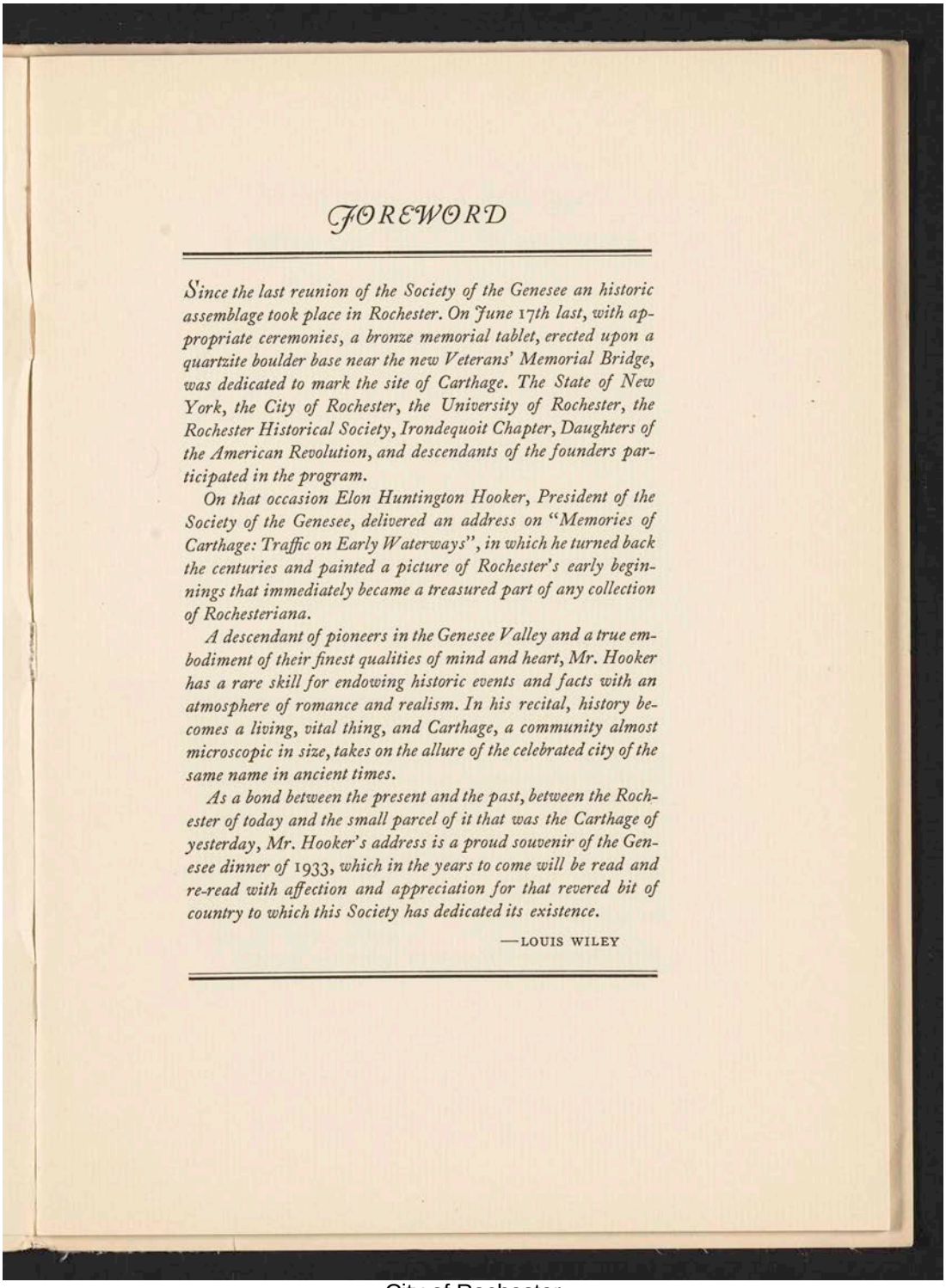
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



FOREWORD

Since the last reunion of the Society of the Genesee an historic assemblage took place in Rochester. On June 17th last, with appropriate ceremonies, a bronze memorial tablet, erected upon a quartzite boulder base near the new Veterans' Memorial Bridge, was dedicated to mark the site of Carthage. The State of New York, the City of Rochester, the University of Rochester, the Rochester Historical Society, Irondequoit Chapter, Daughters of the American Revolution, and descendants of the founders participated in the program.

On that occasion Elon Huntington Hooker, President of the Society of the Genesee, delivered an address on "Memories of Carthage: Traffic on Early Waterways", in which he turned back the centuries and painted a picture of Rochester's early beginnings that immediately became a treasured part of any collection of Rochesteriana.

A descendant of pioneers in the Genesee Valley and a true embodiment of their finest qualities of mind and heart, Mr. Hooker has a rare skill for endowing historic events and facts with an atmosphere of romance and realism. In his recital, history becomes a living, vital thing, and Carthage, a community almost microscopic in size, takes on the allure of the celebrated city of the same name in ancient times.

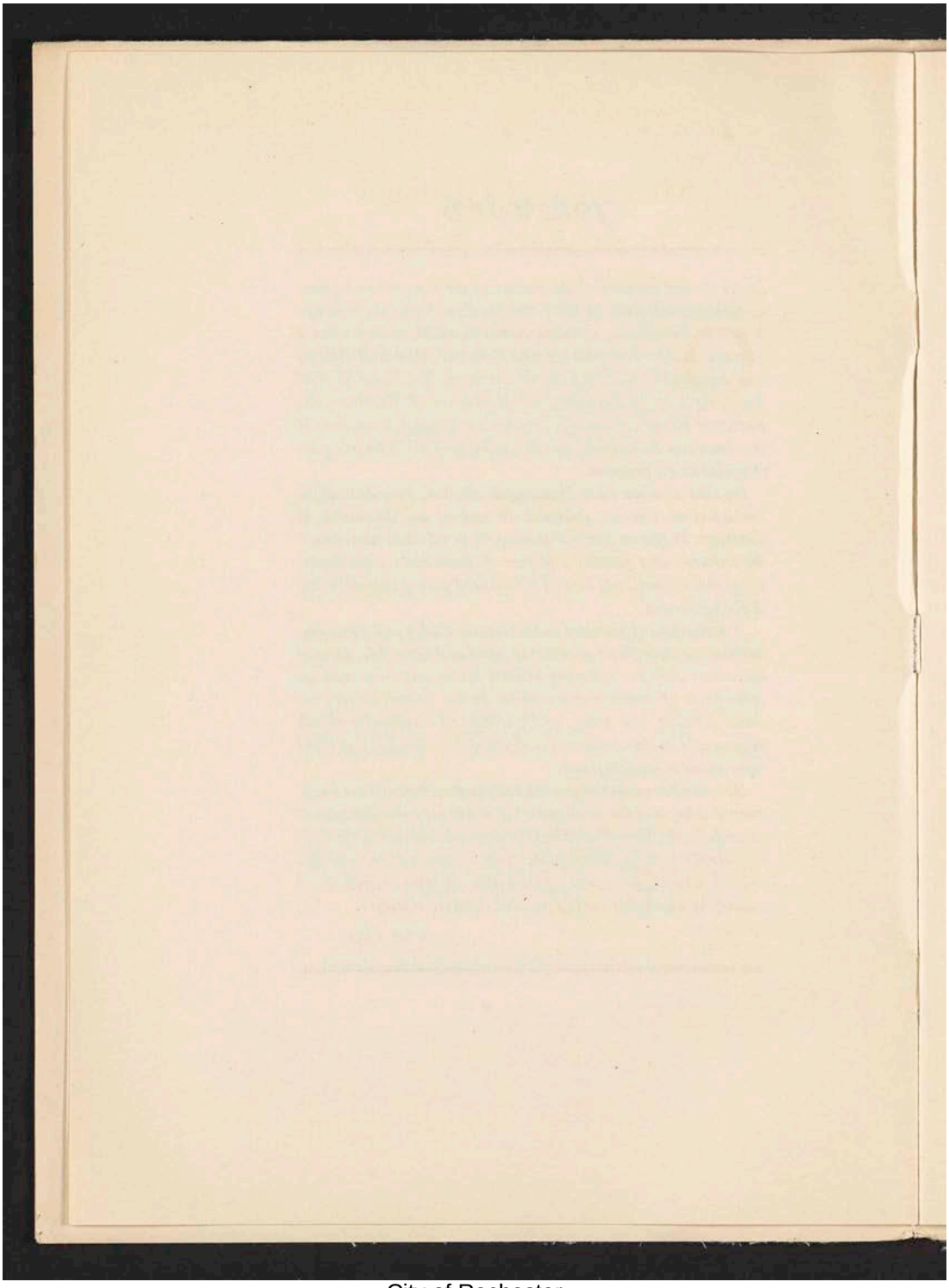
As a bond between the present and the past, between the Rochester of today and the small parcel of it that was the Carthage of yesterday, Mr. Hooker's address is a proud souvenir of the Genesee dinner of 1933, which in the years to come will be read and re-read with affection and appreciation for that revered bit of country to which this Society has dedicated its existence.

—LOUIS WILEY

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Memories of Carthage: Traffic on Early Waterways

By Elon Huntington Hooker

ONLY one whose memories hark back to childhood scenes among native trees, rocks and glens can appreciate the pleasure I feel in reviewing the early history of this ancient town of Carthage whose pioneers we commemorate:

"Breathes there the man, with soul so dead,
Who never to himself hath said,
'This is my own, my native land'!"

Near this memorial on the east was Emerson's Ice Pond, rich with boyhood memories of water transportation on elaborately constructed rafts. There we used to skate in winter, and spend our after-school hours and summer holidays building and racing miniature yachts. The strings of perch and bullheads carried home from the pond were famous.

Up the river, half way to the Falls, stood old No. 8 School, where, as boys, we learned the "Three R's." Behind it on the river cliff was my slate quarry where, as a boy of ten, I used to work after school, mining slate pencils and slates to transport them over an intricate railroad system whose cars were blocks of wood with spools for smoke-stacks. I remember, as if it were yesterday, looking up from my engineering work in the quarry to the roots of an overhanging tree on the bank of the gorge where an escaped prisoner in convict stripes had concealed himself, underneath, from the officers hot on his trail. The heart of a boy of my age went out to the under dog and no amount of questioning by the police, who soon surrounded the spot, could elicit any information from me. Today, I suppose, we grown-ups, with a more conventional sense of responsibility to society would help the police, but not so the boy.

A very wise man said to me once: "If a boy is not a socialist before he is thirty, there is something the matter with his

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

heart. If a socialist after he is thirty, there is something wrong with his head."

It was considered a great achievement to skate down the river from Carthage to the lake and back after school and before dark. As the gloom of night descended and ancient stories of wolves on the ice crowded upon us, who shall be blamed if strokes quickened and anxious looks were cast behind as ominous cracks resounded down the dark expanse of ice?

How wonderful to feel that there is some beautiful place in this perplexed and driven world of today whose every nook and cranny you have explored and know as does no one else, that you have in boyhood made your very own!

Down beside the River Indian Trail lies a great inclined rock with a cave behind it. For years this was called "Hooker's Rock," for there beside his campfire, we found my older brother, Albert, who had run away for two days from home's humdrum lack of adventure.

And how the romance grows when such a childhood spot has become part of a great city, which in the march of time becomes chosen, as Rochester was, out of this broad land, by impartial observers as the place best endowed by gifts of nature and development of its human factors to be the arena for a forward-looking experiment in civilization.

ADVANCE OF SCIENCE

Our world has moved fast since the early Carthage days to which we shall revert and yet this very scientific progress ties us in closer and closer with our past. Dr. Fairchild has outlined the geologic past of this valley and the interpretation of its rocks and hills.

For years the Smithsonian Institution has been conducting observations in the Andes upon the sun spots, attempting to connect their recurring cycles with weather conditions on this planet. Within the year, a Scandinavian observer, Ernest Antevs, studying the sedimentary deposits from ancient melting glaciers in his northern countries, in Germany, and later in New England, New York, and Canada, has found that the varying thickness of these deposits forms a record for thousands of years of the varying meteorological conditions. And now, a Professor from the University of Arizona, study-

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

ing the thickness of the tree rings and continuing his observations to the giant Redwoods of California, and to sections made of charcoal embers from the fires left by the Indians in the ancient pueblos of the Southwest, has detected again the occurrence of the same cycles, writing indelibly the weather characteristics for the last hundreds and even thousands of years. So gathered from different parts of the globe, science brings together these three contributions and we have, as never before, the ability to fix exactly in units of time epochs of human civilization whose location in the past has been wholly in the realm of conjecture.

It is wonderful to be living in an age when the earth's treasures and secrets of science are veritably laid at the foot of man, and nowhere are the normal fruits of this development more in evidence than in this fair city of Rochester. Their very presence here inspires us to a worthy guardianship. The challenge reaches every citizen of this Genesee Valley that here, in the wholesome life of its well-amalgamated people, shall be given a reproof by example to those extremists who, uninformed and ill-advised, would tear down or mutilate our institutions based on individualism for untried experiments in collectivism and invertebrate internationalism. Here, about this chasm of the Genesee, dramatic in its grandeur, and surpassed in the east only by Niagara, and in the smiling valleys of its upper reaches, began an epic story of American frontier life.

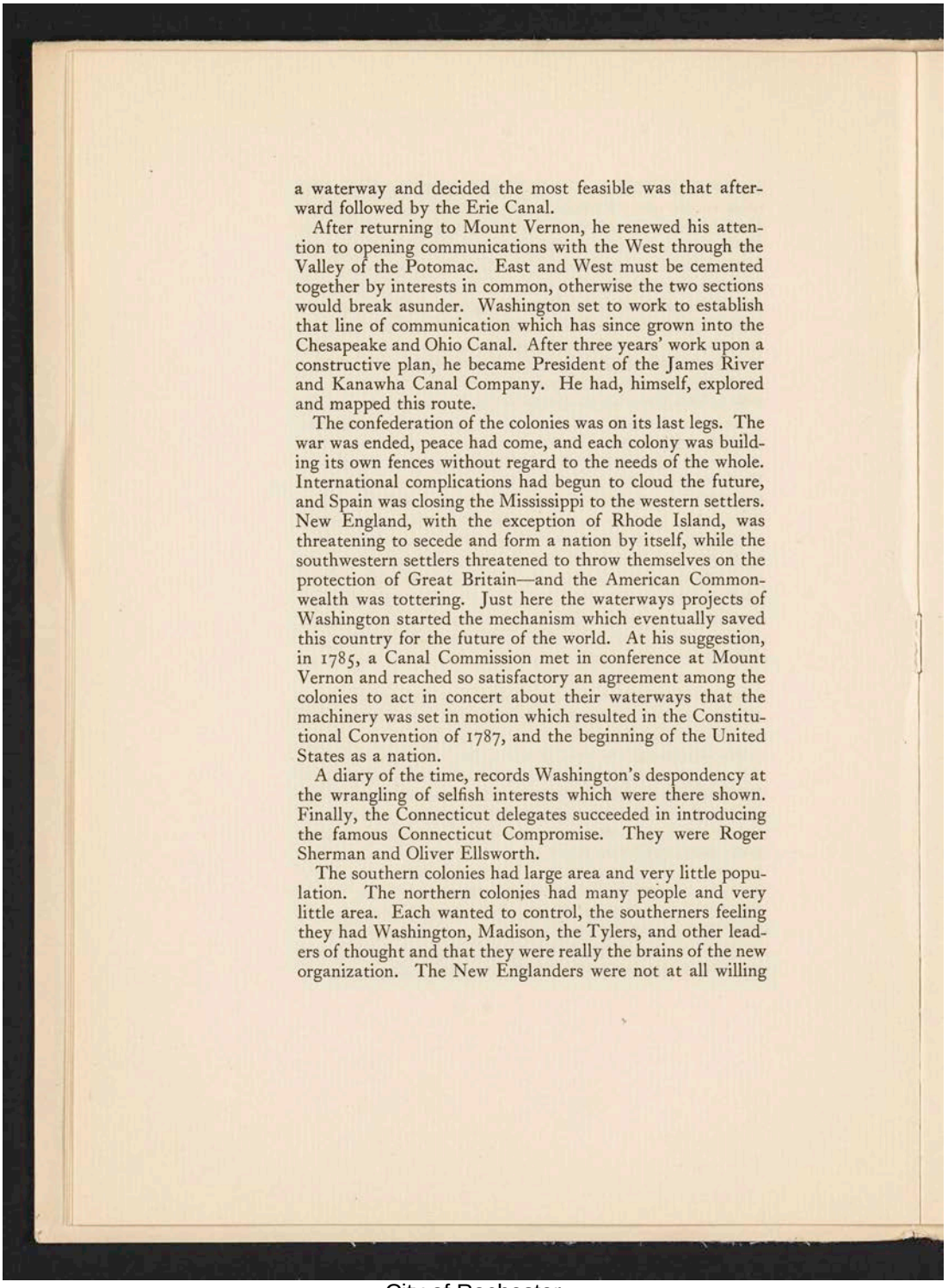
An interesting map of New York State shows a strip ten miles wide directly along the line of the Hudson River and the Barge Canal from New York to Buffalo, which contains ninety percent of the taxable valuation and eighty percent of the population of the State. It is over two centuries since the white man made his home here; and the result of his constructive endeavors, as indicated by this map, points clearly to the importance of water transportation and power in the development of this State.

WASHINGTON AND WATERWAYS

Just before resigning his commission as Commander-in-Chief of the Army in 1783, and while still waiting at Newburgh for the conclusion of peace, Washington explored the upper Hudson and Mohawk Valleys as the possible route for

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



a waterway and decided the most feasible was that afterward followed by the Erie Canal.

After returning to Mount Vernon, he renewed his attention to opening communications with the West through the Valley of the Potomac. East and West must be cemented together by interests in common, otherwise the two sections would break asunder. Washington set to work to establish that line of communication which has since grown into the Chesapeake and Ohio Canal. After three years' work upon a constructive plan, he became President of the James River and Kanawha Canal Company. He had, himself, explored and mapped this route.

The confederation of the colonies was on its last legs. The war was ended, peace had come, and each colony was building its own fences without regard to the needs of the whole. International complications had begun to cloud the future, and Spain was closing the Mississippi to the western settlers. New England, with the exception of Rhode Island, was threatening to secede and form a nation by itself, while the southwestern settlers threatened to throw themselves on the protection of Great Britain—and the American Commonwealth was tottering. Just here the waterways projects of Washington started the mechanism which eventually saved this country for the future of the world. At his suggestion, in 1785, a Canal Commission met in conference at Mount Vernon and reached so satisfactory an agreement among the colonies to act in concert about their waterways that the machinery was set in motion which resulted in the Constitutional Convention of 1787, and the beginning of the United States as a nation.

A diary of the time, records Washington's despondency at the wrangling of selfish interests which were there shown. Finally, the Connecticut delegates succeeded in introducing the famous Connecticut Compromise. They were Roger Sherman and Oliver Ellsworth.

The southern colonies had large area and very little population. The northern colonies had many people and very little area. Each wanted to control, the southerners feeling they had Washington, Madison, the Tylers, and other leaders of thought and that they were really the brains of the new organization. The New Englanders were not at all willing

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

to take second place. Eventually, they were about to give up the formation of the Republic entirely. The suggestion, then, of Roger Sherman that they compromise on the basis of the Connecticut Constitution with an Upper House representing area, and a Lower House representing population, solved the problem. This, of course, is reflected today in our Senate and House of Representatives at Washington.

Waterways and water transportation have played an epic part in the formation of our nation and its development, as well as in the State of New York. There were four old Indian trails over the Appalachian Mountains reaching out into the west. One passed through southern Pennsylvania and the Alleghanies; another descended into the Monongahela; another went up through the Hudson and Mohawk Valleys and down again into the Monongahela; while the fourth went up through the Hudson and Mohawk valleys out to Oswego and on toward Niagara. It was this latter line which appealed first to Washington as a logical canal route.

I have touched on this early waterway development to show how vitally in those days, as even in ours, the unfolding of the nation depends upon the solution of its transportation problems.

TRANSPORTATION

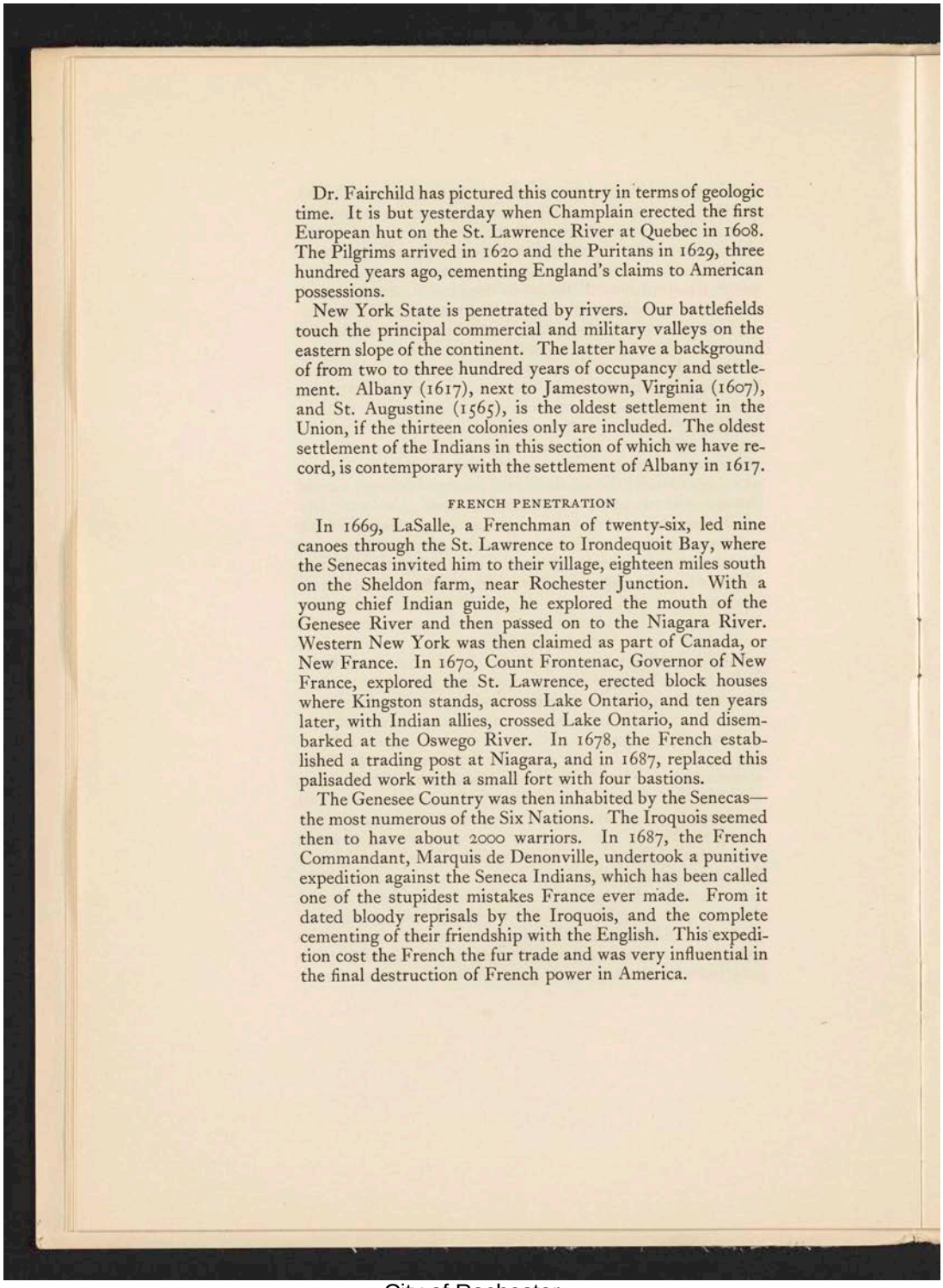
We are having a part also in the dedication of this great Ridge Road Bridge—a permanent structure in stone and concrete appropriately fitting its nobility of line and curve into one of the grandest settings nature has vouchsafed to man east of the Rockies.

As the portage around Niagara Falls developed by the French and then by the British followed the early transport route of the Indians, so the transfer around the Genesee Falls and shipping down the river at Carthage, and through the Great Lakes, was the outlet for the substantial white settlement at Canandaigua for its exports to Canada, as it had been for the Canandaigua Indian war parties of the Iroquois in the earlier days through Irondequoit Bay. It was this urge of transportation and shipping which brought the pioneers to Carthage; and throughout its separate life, its citizens bore a distinct flavor of the sea, or were allied with shipping interests.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Dr. Fairchild has pictured this country in terms of geologic time. It is but yesterday when Champlain erected the first European hut on the St. Lawrence River at Quebec in 1608. The Pilgrims arrived in 1620 and the Puritans in 1629, three hundred years ago, cementing England's claims to American possessions.

New York State is penetrated by rivers. Our battlefields touch the principal commercial and military valleys on the eastern slope of the continent. The latter have a background of from two to three hundred years of occupancy and settlement. Albany (1617), next to Jamestown, Virginia (1607), and St. Augustine (1565), is the oldest settlement in the Union, if the thirteen colonies only are included. The oldest settlement of the Indians in this section of which we have record, is contemporary with the settlement of Albany in 1617.

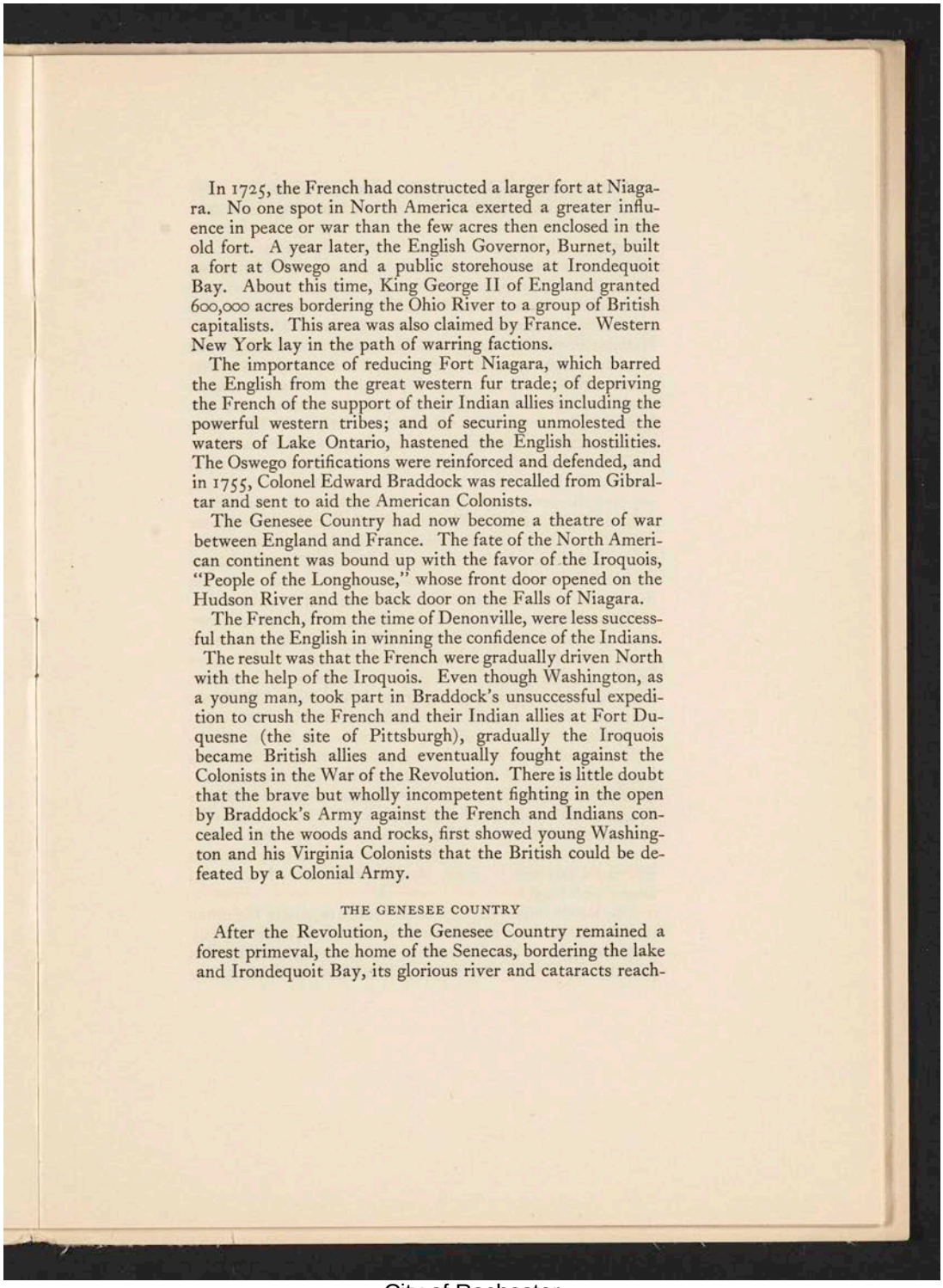
FRENCH PENETRATION

In 1669, LaSalle, a Frenchman of twenty-six, led nine canoes through the St. Lawrence to Irondequoit Bay, where the Senecas invited him to their village, eighteen miles south on the Sheldon farm, near Rochester Junction. With a young chief Indian guide, he explored the mouth of the Genesee River and then passed on to the Niagara River. Western New York was then claimed as part of Canada, or New France. In 1670, Count Frontenac, Governor of New France, explored the St. Lawrence, erected block houses where Kingston stands, across Lake Ontario, and ten years later, with Indian allies, crossed Lake Ontario, and disembarked at the Oswego River. In 1678, the French established a trading post at Niagara, and in 1687, replaced this palisaded work with a small fort with four bastions.

The Genesee Country was then inhabited by the Senecas—the most numerous of the Six Nations. The Iroquois seemed then to have about 2000 warriors. In 1687, the French Commandant, Marquis de Denonville, undertook a punitive expedition against the Seneca Indians, which has been called one of the stupidest mistakes France ever made. From it dated bloody reprisals by the Iroquois, and the complete cementing of their friendship with the English. This expedition cost the French the fur trade and was very influential in the final destruction of French power in America.

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



In 1725, the French had constructed a larger fort at Niagara. No one spot in North America exerted a greater influence in peace or war than the few acres then enclosed in the old fort. A year later, the English Governor, Burnet, built a fort at Oswego and a public storehouse at Irondequoit Bay. About this time, King George II of England granted 600,000 acres bordering the Ohio River to a group of British capitalists. This area was also claimed by France. Western New York lay in the path of warring factions.

The importance of reducing Fort Niagara, which barred the English from the great western fur trade; of depriving the French of the support of their Indian allies including the powerful western tribes; and of securing unmolested the waters of Lake Ontario, hastened the English hostilities. The Oswego fortifications were reinforced and defended, and in 1755, Colonel Edward Braddock was recalled from Gibraltar and sent to aid the American Colonists.

The Genesee Country had now become a theatre of war between England and France. The fate of the North American continent was bound up with the favor of the Iroquois, "People of the Longhouse," whose front door opened on the Hudson River and the back door on the Falls of Niagara.

The French, from the time of Denonville, were less successful than the English in winning the confidence of the Indians. The result was that the French were gradually driven North with the help of the Iroquois. Even though Washington, as a young man, took part in Braddock's unsuccessful expedition to crush the French and their Indian allies at Fort Duquesne (the site of Pittsburgh), gradually the Iroquois became British allies and eventually fought against the Colonists in the War of the Revolution. There is little doubt that the brave but wholly incompetent fighting in the open by Braddock's Army against the French and Indians concealed in the woods and rocks, first showed young Washington and his Virginia Colonists that the British could be defeated by a Colonial Army.

THE GENESEE COUNTRY

After the Revolution, the Genesee Country remained a forest primeval, the home of the Senecas, bordering the lake and Irondequoit Bay, its glorious river and cataracts reach-

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

ing back into the rich valley above, with villages and cornfields of the Indians, and their canoes following the watercourses.

In 1783, when the Treaty of Paris was signed between the English and the American Colonists, closing the Revolution, there was a white population of 190,000 and 17,000 Indians in the entire State of New York. The white population was concentrated along a narrow strip of the lower Mohawk, the Hudson River and Long Island, hardly one-tenth of the total area of the state. Nevertheless, there were eleven whites to one Indian. All the western part of the state was Indian territory, held as hereditary lands, and by treaty and population. There were only about 1075 whites in the whole Genesee Country, practically fifteen Indians to one white.

The Forts at Ogdensburg, Oswego, and Niagara, were still held by the British, who refused to withdraw these outposts, pending the settlement of minor details with the Americans. The only portion of this vast region, which was not under Indian control, was the Fort at Niagara, and the narrow strip on the lower strait of Niagara from Gill Creek to Four Mile Creek, taken from the Senecas by Sir William Johnson, in 1763, in retaliation for the Devil's Hole Massacre.

Canandaigua was the only trading-post in this territory prior to 1788, when the Phelps and Gorham's purchase took place. The British were moving both Loyalists and Indians rapidly to the Canadian side to build up Niagara-on-the-Lake, and the towns extending up to Ft. Erie. All transportation was moved to the Canadian shore.

On the American side, as far as the Genesee River, all was wilderness, with no inhabitants except the Indians, who were being moved to the Canadian allotment. In 1669 one hundred years earlier, LaSalle had first landed below the Falls at Niagara. By 1788, the "Magazin Royal" of John Caer, built at this spot in 1720, marking the beginning of French occupancy, had disappeared, but the boat carry up the hill was still there, fast going to ruin. By 1798, the French had turned over Fort Niagara.

The Revolutionary Army under Sullivan enters the scene to chastise the murderous Senecas who had been fighting with the British. There were no white settlements in this part of the State; but Sullivan's soldiers in burning the

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Seneca villages, and driving westward the Indian warriors, had recognized the beauty, fertility, and desirability of the land.

Upon returning to their homes in the east Sullivan's soldiers reported what they had seen. Land companies were formed in Connecticut and Massachusetts, and inducements were held out to the farmers of the east to exchange their stony farms for the rich lands of the Genesee Country. There followed the Phelps and Gorham's purchase and a great inrush of settlers, mainly from Connecticut and Massachusetts.

It was in the year 1789 that Indian Allen built the first mills at the Genesee Falls, on the One-Hundred-Acre Tract given him by Phelps and Gorham. His grist-mill was a makeshift affair, yet it marks the beginning of civilization in this wilderness. Speculators began investing in the Genesee Lands with the expectation of profit, and pioneers entered who believed in the fertility of the soil.

The Colony of Massachusetts, by its Charter, claimed all the territory between its north and south boundaries from the Atlantic to the Pacific. Under Royal Grant to the Duke of York, the State of New York claimed sovereignty over this same territory. In 1786, these claims were adjusted at Hartford, Connecticut.

PHELPS AND GORHAM'S PURCHASE

In 1788, Massachusetts agreed to sell 6,000,000 of these acres to Oliver Phelps and Nathaniel Gorham on condition that the Indian title should be bought. The payment was in script below par, but the campaign of George Washington and Alexander Hamilton against repudiation of debts by the states, resulted in their assumption as a national debt. The resultant rise in the value of the script made it impossible for Phelps and Gorham to consummate more than one-third of the original purchase; to this they had already extinguished the Indian title. It was conveyed to them in 1788, and embraced Ontario, Steuben, and Yates Counties; and parts of Monroe, Wayne, Livingston, Allegheny, and Schuyler. This is what is commonly known as the "Phelps and Gorham's Purchase." The remaining two-thirds, or 4,000,000 acres reverted to Massachusetts two years later.

In 1790, Oliver Phelps sold most of this 2,000,000 acres to

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Robert Morris, of New Jersey, and almost immediately he sold the lands to an English syndicate headed by Sir William Pulteney, father of the Countess of Bath. He chose Charles Williamson of England as their agent. When Captain Williamson saw the fertile soil, with its vast wealth of timber, sales to individuals increased in spite of the fact that there were no bridges, no means of communication and no markets for the produce, which consisted of furs and gin-seng.

Well-worn Indian trails from twelve to eighteen inches in width followed the present general route of the Barge Canal and the New York Central R. R. They were frequented by fur trappers and savages on their way to and from the trading-posts of the east. The Ontario trail from Oswego came on to the Ridge Road at Irondequoit Bay and continued to Niagara River.

In 1794, Captain Williamson stated that there was not a road within one hundred miles of the Genesee Country that would admit of any sort of conveyance other than on horseback or on a sled when the ground was covered with snow. At this time the Genesee Country was a wilderness and the far-western frontier of America.

The road from the Genesee to Canandaigua was only an Indian path. On this road there were but two families. Canandaigua now consisted of two small frame houses and a few huts. Some came into this section by water, others came on horseback or afoot over the numerous Indian trails. The country was so wild and unsettled that travel at that period was dangerous. Almost anything might happen from rough bands of Indians, and the white outlaws, who lived in the Indian lands.

Between 1796 and 1810, pioneers, mostly from Connecticut, moved into this country. In 1799, stages were put on the new road from Utica to the Genesee.

When, later, the English syndicate divided up their holdings, John Greig of Canandaigua, in 1806, succeeded to the agency of the Hornby lands. He forms the connecting link between the wilderness of the past and the ambitious Carthage about to be born. Mr. Greig remained the law partner of Judge Howell until 1820, and when Lafayette visited the country, in 1824, he was entertained by John Greig in his own home at Canandaigua. In 1830, Mr. Greig visited Lafayette at

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Paris and was received by the King. He was prominent in all large business affairs of the region and seems to have obtained the confidence of the Indians. One of his first law cases as District Attorney found him opposed, in the Canandaigua Court House, to Peter B. Porter and Red Jacket, the famous Iroquois leader.

NIAGARA TRANSPORT

During the period from 1805 to 1810, these western lands were sold. Barton and Porter, of Niagara, acquired their full share from Lewiston to Black Rock. They revived and created a new transport system. When Elisha Strong, fresh from Yale, visited Niagara, in 1809, there was great commercial activity along the Niagara carry, largely due to Barton and the Porters. Imbued with the pioneer spirit and inspired by what he saw at Niagara, he entered the law office of John Greig at Canandaigua.

In 1771, Canandaigua combined an important Indian village and a stopping and trading point. By 1800, it had again become the metropolis of Western New York. Land titles were fairly clear, and the sale of farm lands was under way. At the Niagara escarpment at Lewiston, there stands today the home of the grandchildren of Benjamin Barton, and the home of the grandson of Augustus Porter, the pioneer surveyor of this region. In Mr. Porter's front yard is the large stone urn from the lawn of "Greig Hall" at Canandaigua, descending by inheritance from John Greig.

CARTHAGE LAND COMPANY

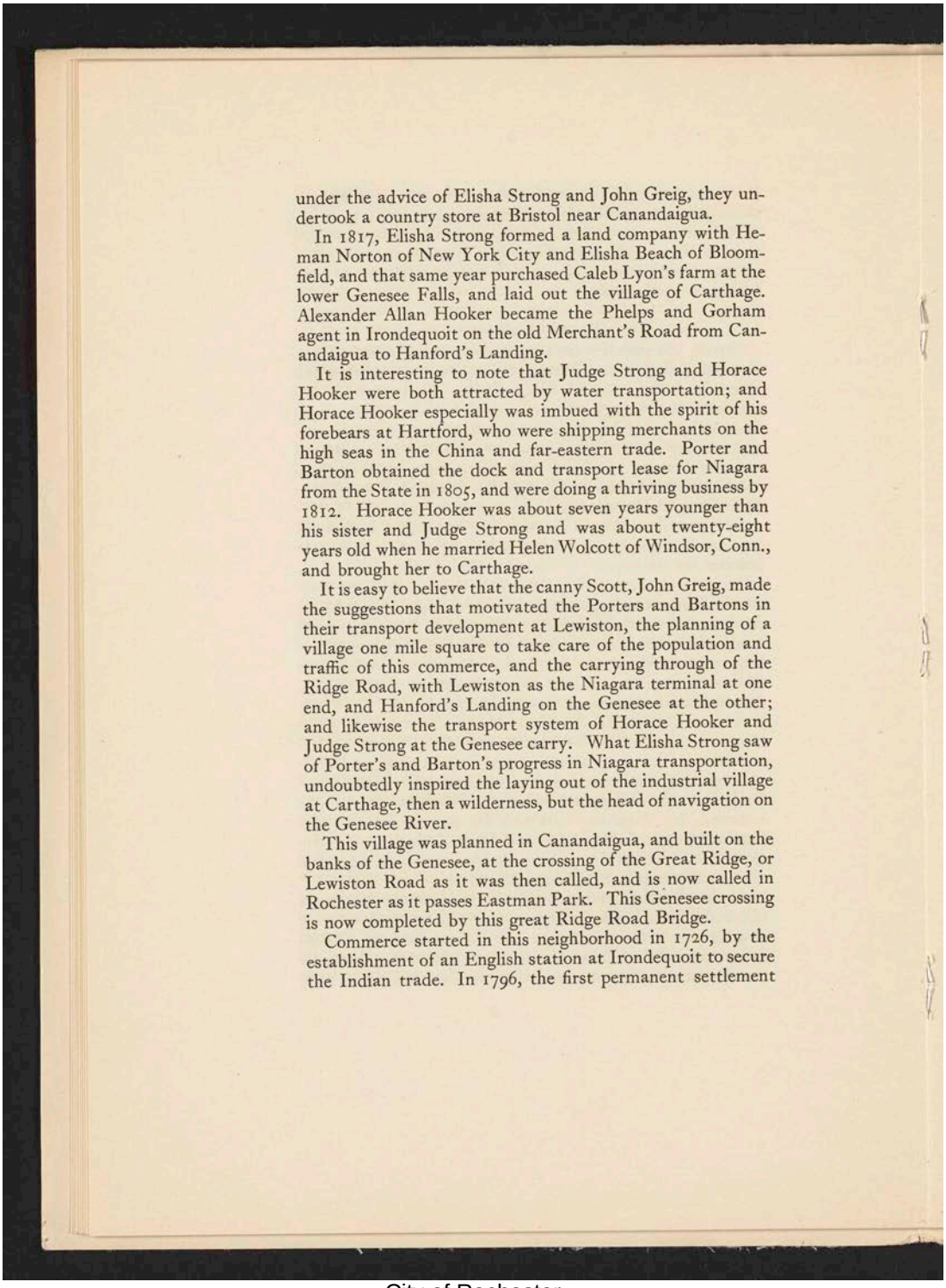
Elisha B. Strong graduated from Yale in 1809, and after visiting Niagara Falls and studying law with Howell and Greig in Canandaigua, was admitted to the Bar. In 1812, he returned to Windsor, Connecticut, and married Dolly Hooker, sister of Alexander and Horace Hooker. He returned with his bride to Canandaigua, and opened a law office with William H. Adams, in 1813.

At the wedding, Alexander Hooker was twenty-four years old, and Horace Hooker nineteen years old, and to them their new brother-in-law recounted the surroundings of Canandaigua and the land developed there. In 1816, Alexander and Horace Hooker followed him to Canandaigua, where,

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



under the advice of Elisha Strong and John Greig, they undertook a country store at Bristol near Canandaigua.

In 1817, Elisha Strong formed a land company with Heman Norton of New York City and Elisha Beach of Bloomfield, and that same year purchased Caleb Lyon's farm at the lower Genesee Falls, and laid out the village of Carthage. Alexander Allan Hooker became the Phelps and Gorham agent in Irondequoit on the old Merchant's Road from Canandaigua to Hanford's Landing.

It is interesting to note that Judge Strong and Horace Hooker were both attracted by water transportation; and Horace Hooker especially was imbued with the spirit of his forebears at Hartford, who were shipping merchants on the high seas in the China and far-eastern trade. Porter and Barton obtained the dock and transport lease for Niagara from the State in 1805, and were doing a thriving business by 1812. Horace Hooker was about seven years younger than his sister and Judge Strong and was about twenty-eight years old when he married Helen Wolcott of Windsor, Conn., and brought her to Carthage.

It is easy to believe that the canny Scott, John Greig, made the suggestions that motivated the Porters and Bartons in their transport development at Lewiston, the planning of a village one mile square to take care of the population and traffic of this commerce, and the carrying through of the Ridge Road, with Lewiston as the Niagara terminal at one end, and Hanford's Landing on the Genesee at the other; and likewise the transport system of Horace Hooker and Judge Strong at the Genesee carry. What Elisha Strong saw of Porter's and Barton's progress in Niagara transportation, undoubtedly inspired the laying out of the industrial village at Carthage, then a wilderness, but the head of navigation on the Genesee River.

This village was planned in Canandaigua, and built on the banks of the Genesee, at the crossing of the Great Ridge, or Lewiston Road as it was then called, and is now called in Rochester as it passes Eastman Park. This Genesee crossing is now completed by this great Ridge Road Bridge.

Commerce started in this neighborhood in 1726, by the establishment of an English station at Irondequoit to secure the Indian trade. In 1796, the first permanent settlement

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

had been made by Gideon King and Zadock Granger at what, later, was Hanford's Landing.

Canandaigua merchants, about 1804, cut the Merchant's Road to the mouth of the Genesee. The eastern travelers came over this route and those going to Carthage picked their way up the river from its mouth. Carthage Landing was the head of navigation from Lake Ontario on the Genesee River. An Indian trail led up the east side of the river to Mount Hope. This was the principal channel of communication with the interior. Along this path came Hosea Rogers' father. He found several families of white squatters in Carthage but they disappeared when actual settlers arrived.

Caleb Lyon, of Lewis County, commenced clearing the land at Carthage before 1809. From him Hosea Rogers' father bought the land where the Deaf Mute Institute now stands. His log house was built on the east side of the Indian trail, where Delos Polley later lived on North St. Paul Street, immediately opposite old Number 8 school building. Walnut trees, still standing, were preserved when the land was cleared.

The cabin was of unhewn logs, with two small square windows of glass and a huge fireplace. The floor was at first split logs but, later, was laid with rough boards from the mill at the Upper Falls. Here, in 1812, Hosea Rogers was born.

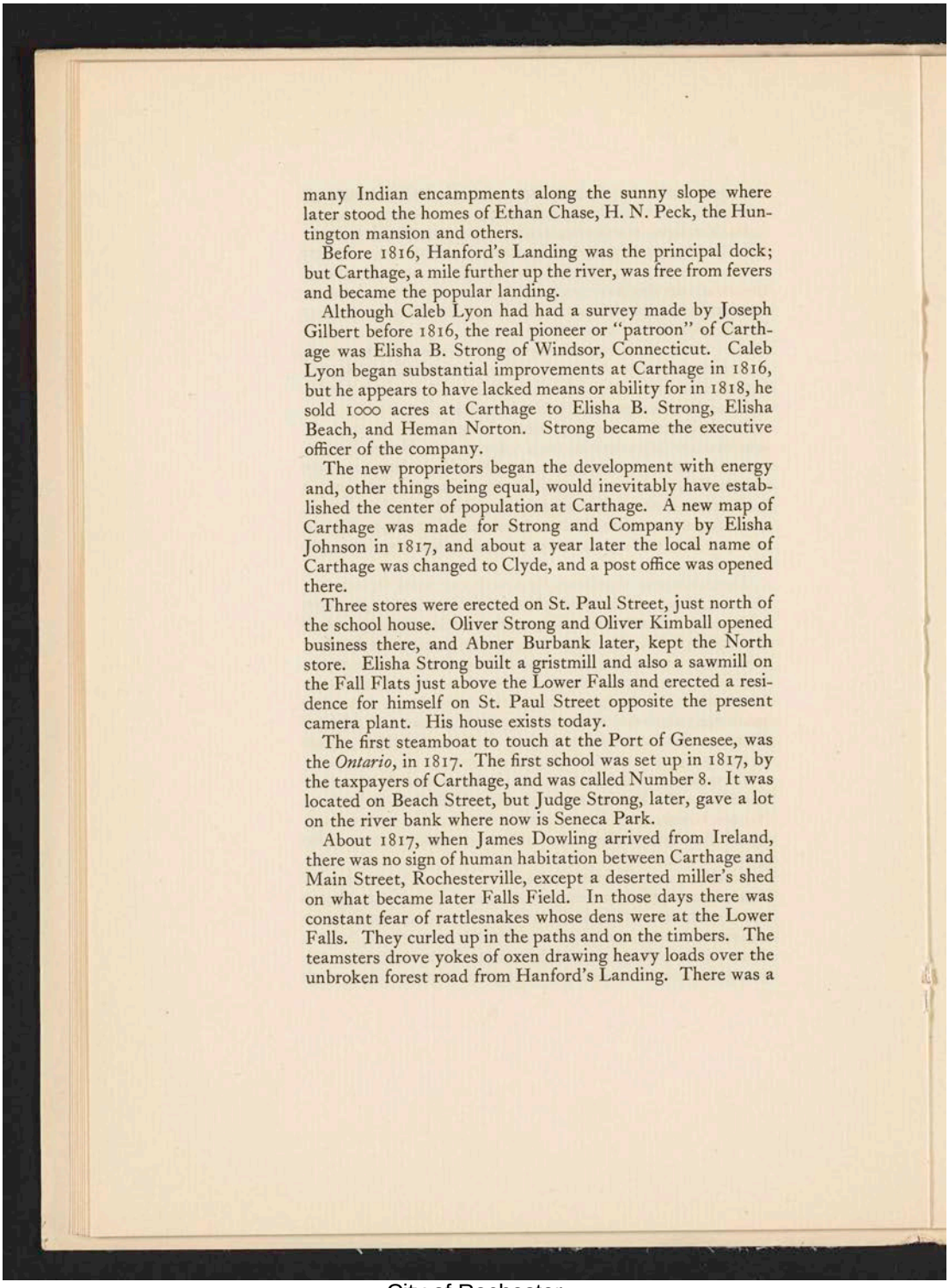
Captain Hosea Rogers, pioneer boat builder, lake sailor, and business man, died at his home on St. Paul Street, Irondequoit, in 1904, at the age of ninety-three. He was a prominent citizen and one of the oldest pioneers of Monroe County, who saw Rochester grow from a wilderness village to a city.

There was no clearing between Carthage and the mouth of the River. The Indians camped on the Mill Flats and around Norton Creek, later Emerson's Ice Pond. My father recollected having bow and arrow contests with them even in his day.

In what was called the Osage lot, adjoining Emerson's Ice Pond, in my youth, we frequently found Indian arrowheads and tomahawks. The Indians from time immemorial had a clearing of about ten acres on the Wilson farm on Norton Street, where they continued to plant corn every year, although their homes were in the Seneca district. There were

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



many Indian encampments along the sunny slope where later stood the homes of Ethan Chase, H. N. Peck, the Huntington mansion and others.

Before 1816, Hanford's Landing was the principal dock; but Carthage, a mile further up the river, was free from fevers and became the popular landing.

Although Caleb Lyon had had a survey made by Joseph Gilbert before 1816, the real pioneer or "patroon" of Carthage was Elisha B. Strong of Windsor, Connecticut. Caleb Lyon began substantial improvements at Carthage in 1816, but he appears to have lacked means or ability for in 1818, he sold 1000 acres at Carthage to Elisha B. Strong, Elisha Beach, and Heman Norton. Strong became the executive officer of the company.

The new proprietors began the development with energy and, other things being equal, would inevitably have established the center of population at Carthage. A new map of Carthage was made for Strong and Company by Elisha Johnson in 1817, and about a year later the local name of Carthage was changed to Clyde, and a post office was opened there.

Three stores were erected on St. Paul Street, just north of the school house. Oliver Strong and Oliver Kimball opened business there, and Abner Burbank later, kept the North store. Elisha Strong built a gristmill and also a sawmill on the Fall Flats just above the Lower Falls and erected a residence for himself on St. Paul Street opposite the present camera plant. His house exists today.

The first steamboat to touch at the Port of Genesee, was the *Ontario*, in 1817. The first school was set up in 1817, by the taxpayers of Carthage, and was called Number 8. It was located on Beach Street, but Judge Strong, later, gave a lot on the river bank where now is Seneca Park.

About 1817, when James Dowling arrived from Ireland, there was no sign of human habitation between Carthage and Main Street, Rochesterville, except a deserted miller's shed on what became later Falls Field. In those days there was constant fear of rattlesnakes whose dens were at the Lower Falls. They curled up in the paths and on the timbers. The teamsters drove yokes of oxen drawing heavy loads over the unbroken forest road from Hanford's Landing. There was a

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

reward of ten dollars for the hides of bears and wolves, and men made a living killing rattlesnakes for a bounty of three cents. The locality was then famous for game. Deer, wolves, and wildcats abounded, and bears were numerous.

The pioneers in this country were stricken with fever and ague and often whole communities were laid low. Bears killed their hogs, wolves ate their flocks and howled in packs, so that, as early as 1802, $1,000 was raised for wolf bounties in old Northampton, which comprised all that section west of the Genesee River. One thousand dollars was a tremendous sum for those days. First the head and entire skin of a wolf had to be taken to a Justice in order to get a certificate of three dollars. Later, the bounty was five dollars for the ears of a wolf. Rattlesnakes, if they be killed within half a mile of town, came to one dollar per dozen for bounty. Salmon ran up the river to the Lower Falls and were taken in scoop nets. Catfish, weighing fifteen to twenty pounds were caught on night lines. In April and May, the sturgeon came up the river and, sometimes, weighed one hundred fifty pounds.

SHIPPING ON THE GENESEE

There was considerable shipping on the Genesee River at a very early period. The first vessel built on the river was the *Jemima*, a schooner of fifty tons, built at King's Landing in 1797. It was the first American vessel built on Lake Ontario waters after the Revolutionary War. The timber for the vessel was cut in the woods along St. Paul Street. The carpenters took whatever suited them, as the owners of the land were only too glad to get rid of the trees.

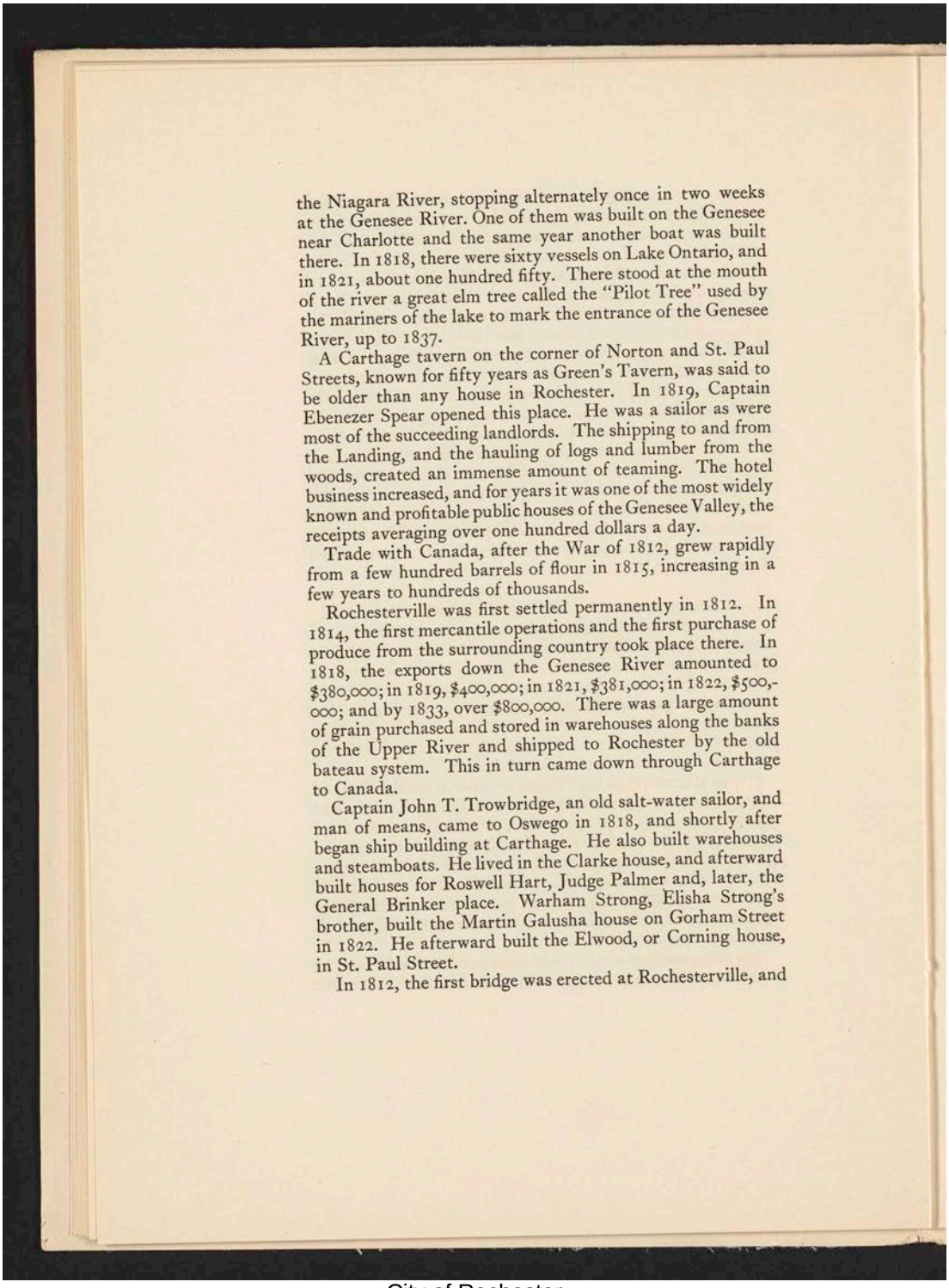
It was seldom a boat could sail up and down the Genesee River without assistance from the shore. There was an Indian trail at the water's edge along the east side of the river from its mouth to the Lower Falls. The first vessels were towed up and down the stream by men walking in the Indian path. Finally, this was widened and animals took their place. After 1830, packets were towed from the Carthage warehouse opposite Charlotte, and back, to connect with the horse railroad from Rochester.

The Genesee River was made a port of entry in 1805. In 1810, three schooners of Ogdensburg ran between there and

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



the Niagara River, stopping alternately once in two weeks at the Genesee River. One of them was built on the Genesee near Charlotte and the same year another boat was built there. In 1818, there were sixty vessels on Lake Ontario, and in 1821, about one hundred fifty. There stood at the mouth of the river a great elm tree called the "Pilot Tree" used by the mariners of the lake to mark the entrance of the Genesee River, up to 1837.

A Carthage tavern on the corner of Norton and St. Paul Streets, known for fifty years as Green's Tavern, was said to be older than any house in Rochester. In 1819, Captain Ebenezer Spear opened this place. He was a sailor as were most of the succeeding landlords. The shipping to and from the Landing, and the hauling of logs and lumber from the woods, created an immense amount of teaming. The hotel business increased, and for years it was one of the most widely known and profitable public houses of the Genesee Valley, the receipts averaging over one hundred dollars a day.

Trade with Canada, after the War of 1812, grew rapidly from a few hundred barrels of flour in 1815, increasing in a few years to hundreds of thousands.

Rochesterville was first settled permanently in 1812. In 1814, the first mercantile operations and the first purchase of produce from the surrounding country took place there. In 1818, the exports down the Genesee River amounted to $380,000; in 1819, $400,000; in 1821, $381,000; in 1822, $500,000; and by 1833, over $800,000. There was a large amount of grain purchased and stored in warehouses along the banks of the Upper River and shipped to Rochester by the old bateau system. This in turn came down through Carthage to Canada.

Captain John T. Trowbridge, an old salt-water sailor, and man of means, came to Oswego in 1818, and shortly after began ship building at Carthage. He also built warehouses and steamboats. He lived in the Clarke house, and afterward built houses for Roswell Hart, Judge Palmer and, later, the General Brinker place. Warham Strong, Elisha Strong's brother, built the Martin Galusha house on Gorham Street in 1822. He afterward built the Elwood, or Corning house, in St. Paul Street.

In 1812, the first bridge was erected at Rochesterville, and

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

in 1813, the legislature granted $5,000 for cutting a roadway and bridging the streams on the Ridge Road from the Genesee River to Lewiston. In 1815, Samuel Hildreth ran a stage and carried mail twice a week between Canandaigua and Rochesterville. In 1816, investigation was made as to the expediency of a post route from Canandaigua by way of Rochesterville to Lewiston. These roads were through the forest primeval, the swampy places crossed by corduroy of logs; yet long strings of teams going from, and coming to, Utica and Albany, especially in the winter time when going was best, were sights as common as the railroad trains today.

Horace Hooker brought his bride to Carthage in 1821. They lived three months in the Clarke house and then he moved to a house next door to Judge Strong's home, where he lived most of his life, in a house first built for Elisha Beach. Mr. Hooker bought the Strong and Albright mill and went into the milling business. Amos Chipman, the miller at the Old Red mill, run by the Elys and Josiah Bissell at Rochesterville, came to the Carthage mill, preferring to go to the head of navigation where the larger town would probably be built. Mr. Hooker purchased the Trowbridge ware house and inclined railroad at Carthage Landing and, later, owned schooners on the lake, and mills, at Ogdensburg.

In 1820, Myron Holley helped to establish the route of the Erie Canal, and Governor Clinton's engineers felt obviously constrained by the depth of the gorge to cross the Genesee River with the aqueduct at Rochesterville instead of at Carthage.

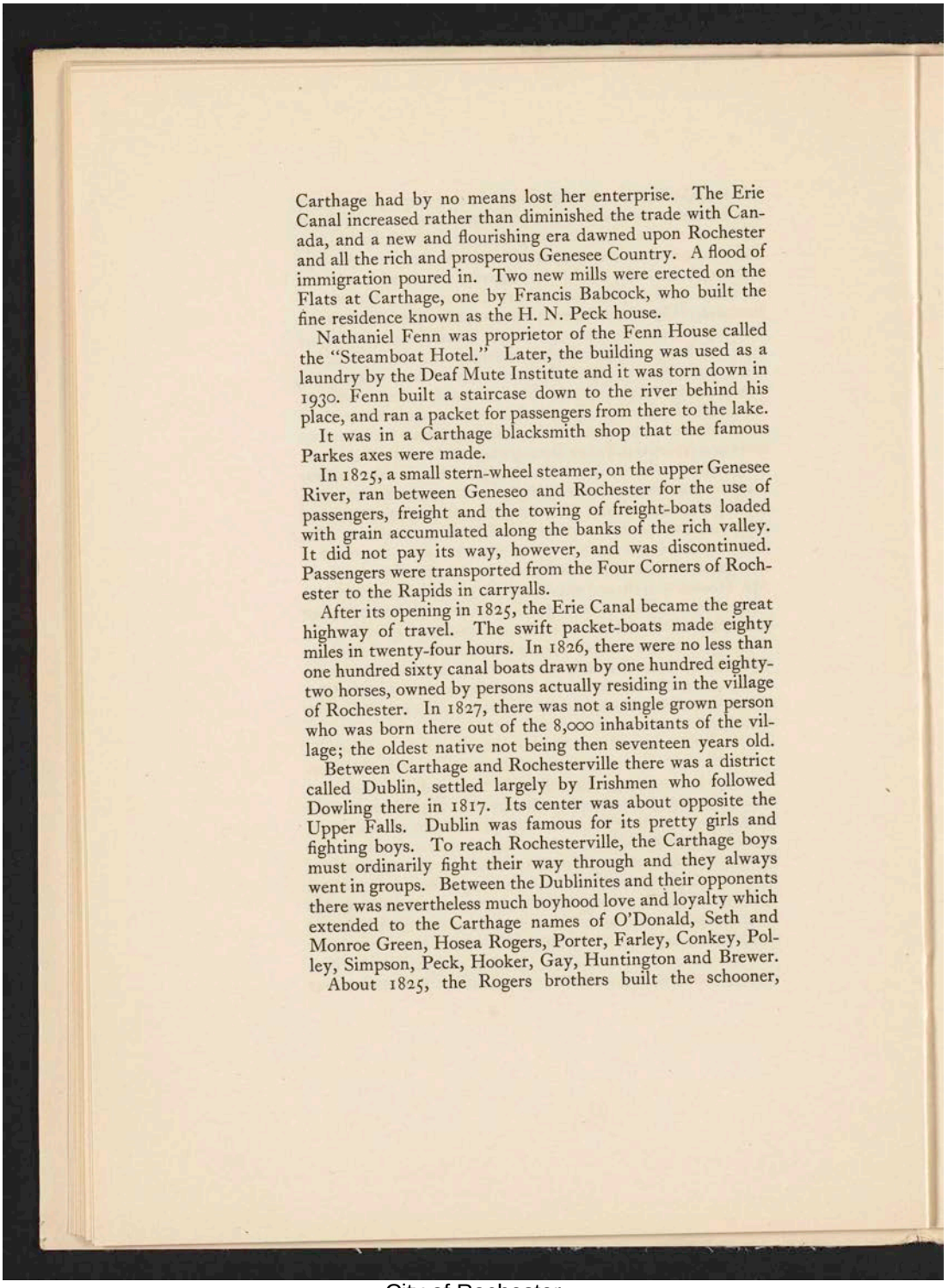
ERIE CANAL

There is a tradition that Elisha B. Strong did not want his beautiful city of Carthage spoiled by the "Big Ditch." That he accepted the location and the future city at Rochester, is demonstrated by the fact that he was the first man mentioned on the committee to go to New York at the time of the Grand Erie Canal celebration. In 1819 and 1820, he was a member of the State Legislature, and became the first Judge of Monroe County, with Timothy Barnard, Levi Clark and John Bowman, associate Judges.

After the opening of the Erie Canal in 1825, manufacturing supremacy was reluctantly conceded to Rochester; but

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Carthage had by no means lost her enterprise. The Erie Canal increased rather than diminished the trade with Canada, and a new and flourishing era dawned upon Rochester and all the rich and prosperous Genesee Country. A flood of immigration poured in. Two new mills were erected on the Flats at Carthage, one by Francis Babcock, who built the fine residence known as the H. N. Peck house.

Nathaniel Fenn was proprietor of the Fenn House called the "Steamboat Hotel." Later, the building was used as a laundry by the Deaf Mute Institute and it was torn down in 1930. Fenn built a staircase down to the river behind his place, and ran a packet for passengers from there to the lake.

It was in a Carthage blacksmith shop that the famous Parkes axes were made.

In 1825, a small stern-wheel steamer, on the upper Genesee River, ran between Geneseo and Rochester for the use of passengers, freight and the towing of freight-boats loaded with grain accumulated along the banks of the rich valley. It did not pay its way, however, and was discontinued. Passengers were transported from the Four Corners of Rochester to the Rapids in carryalls.

After its opening in 1825, the Erie Canal became the great highway of travel. The swift packet-boats made eighty miles in twenty-four hours. In 1826, there were no less than one hundred sixty canal boats drawn by one hundred eighty-two horses, owned by persons actually residing in the village of Rochester. In 1827, there was not a single grown person who was born there out of the 8,000 inhabitants of the village; the oldest native not being then seventeen years old.

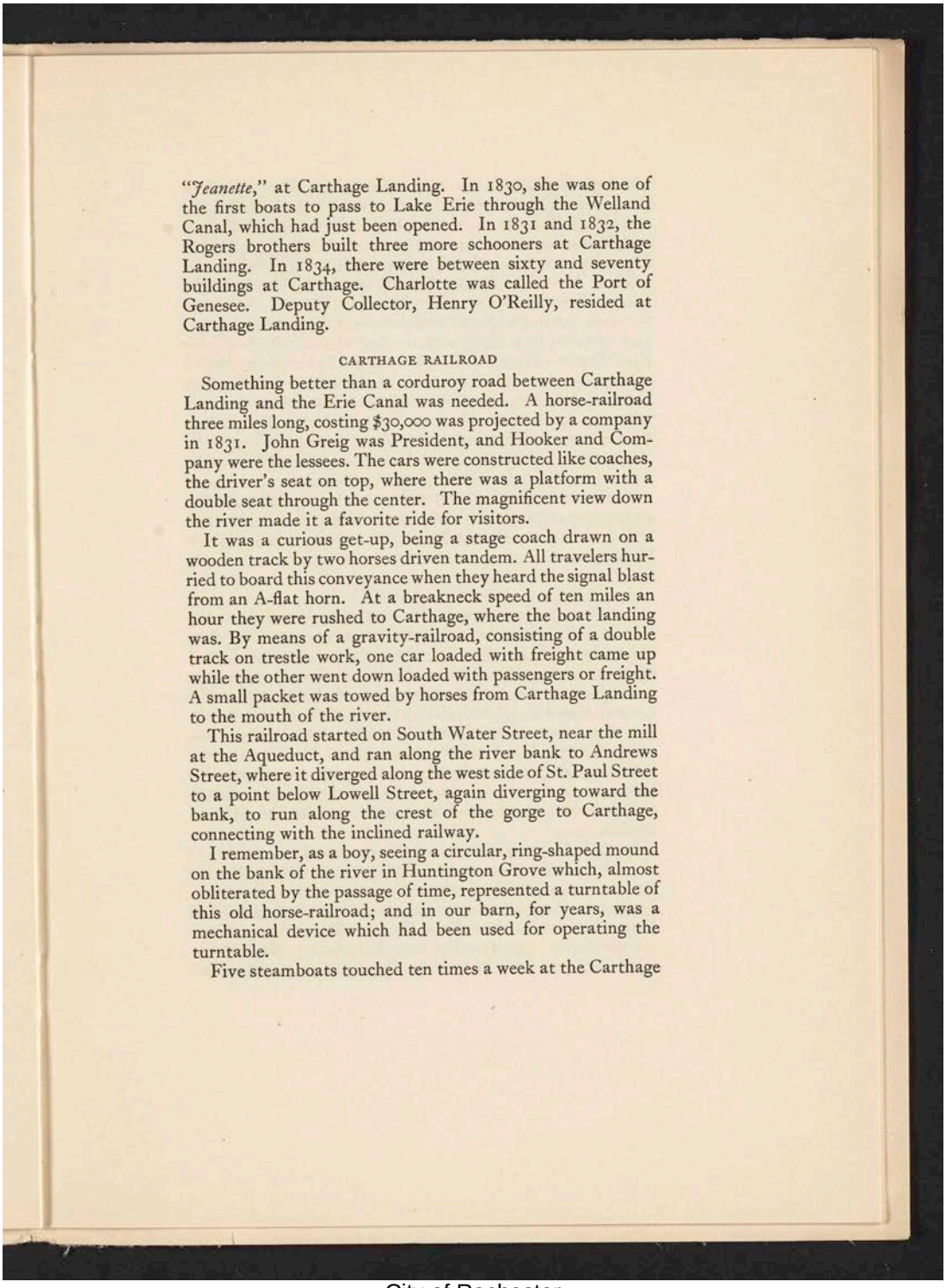
Between Carthage and Rochesterville there was a district called Dublin, settled largely by Irishmen who followed Dowling there in 1817. Its center was about opposite the Upper Falls. Dublin was famous for its pretty girls and fighting boys. To reach Rochesterville, the Carthage boys must ordinarily fight their way through and they always went in groups. Between the Dublinites and their opponents there was nevertheless much boyhood love and loyalty which extended to the Carthage names of O'Donald, Seth and Monroe Green, Hosea Rogers, Porter, Farley, Conkey, Polley, Simpson, Peck, Hooker, Gay, Huntington and Brewer.

About 1825, the Rogers brothers built the schooner,

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



"*Jeanette*," at Carthage Landing. In 1830, she was one of the first boats to pass to Lake Erie through the Welland Canal, which had just been opened. In 1831 and 1832, the Rogers brothers built three more schooners at Carthage Landing. In 1834, there were between sixty and seventy buildings at Carthage. Charlotte was called the Port of Genesee. Deputy Collector, Henry O'Reilly, resided at Carthage Landing.

CARTHAGE RAILROAD

Something better than a corduroy road between Carthage Landing and the Erie Canal was needed. A horse-railroad three miles long, costing $30,000 was projected by a company in 1831. John Greig was President, and Hooker and Company were the lessees. The cars were constructed like coaches, the driver's seat on top, where there was a platform with a double seat through the center. The magnificent view down the river made it a favorite ride for visitors.

It was a curious get-up, being a stage coach drawn on a wooden track by two horses driven tandem. All travelers hurried to board this conveyance when they heard the signal blast from an A-flat horn. At a breakneck speed of ten miles an hour they were rushed to Carthage, where the boat landing was. By means of a gravity-railroad, consisting of a double track on trestle work, one car loaded with freight came up while the other went down loaded with passengers or freight. A small packet was towed by horses from Carthage Landing to the mouth of the river.

This railroad started on South Water Street, near the mill at the Aqueduct, and ran along the river bank to Andrews Street, where it diverged along the west side of St. Paul Street to a point below Lowell Street, again diverging toward the bank, to run along the crest of the gorge to Carthage, connecting with the inclined railway.

I remember, as a boy, seeing a circular, ring-shaped mound on the bank of the river in Huntington Grove which, almost obliterated by the passage of time, represented a turntable of this old horse-railroad; and in our barn, for years, was a mechanical device which had been used for operating the turntable.

Five steamboats touched ten times a week at the Carthage

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Landing. There were few mills in Canada in those days, and most of the Canadian wheat was brought here to be ground, and sent back as flour. Much leather was shipped from here and, later, large tanneries were built at Carthage Landing. There was another inclined railroad at the Mill Flats.

There were three taverns at Carthage Landing, one at the dock and two at the top of the hill. The Pavilion House, on the dock, was kept by Adonijah Green. When this was burned he moved into the inn at the corner of Norton and St. Paul Streets. He was City Assessor in 1853, and the father of famous sons. One of them, Seth Green, developed the first practical fish-hatchery, and conveyed the first shad ever taken to California. He received recognition and awards from France and Germany, and collaborated with Robert B. Roosevelt in writing the book, *Fish Hatching and Fish Catching*.

C. H. Green ran the horse-railroad, and was agent for the steamboats, *Oswego*, *William Avery*, *United States*, *America*, and *Constitution*, all of which came regularly to Carthage Landing.

BUSINESS AT CARTHAGE

By 1827, Judge Strong had been elected President of the first bank in Rochester and seemed to have turned his energies to that village. By 1830, the Carthage stores and post-office had been abandoned, and the post-office became a family school for the Strong and Hooker children. Mr. Hooker added to his homestead ninety acres of village lots, as well as a farm of four hundred acres in Irondequoit. In the railroad days, Mr. Hooker's bookkeeper, Mr. Lyman, was murdered while his employer was away buying wheat. He had received several thousand dollars after the banks closed, and was robbed and murdered after leaving the railroad station.

In 1836, Martin Galusha came to Rochester and resided at the corner of Andrews and St. Paul Streets. He bought the tract of land in Dublin between Gorham and Lowell Streets. The latter street he named after the manufacturing town in Massachusetts, for the mills on the river flats and banks were multiplying so rapidly. The beautiful, quaint, old home in which he lived, built by Warham Strong, was standing a few

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

years ago. George Newell also was an early settler who erected a large manufactory for frames and mouldings on Gorham Street. He was later Commodore of the Rochester Yacht Club, and as a boy, I used to sail with him on the lakes from Carthage Landing, earning my passage by strenuous labors on the boat after school was over.

In May or June, 1834, Hosea Rogers sailed with Mr. Bunnell of the firm of Hooker and Bunnell of Carthage, to Detroit, to open a store. He then cleared for Chicago, which was a frontier town, where old Fort Dearborn commanded the mouth of the creek, and Indians were as numerous as white people. About 1840, he began a business of building vessels at Carthage Landing. The anchor of his first vessel, I remember often seeing in front of his house where it stood for many years as a hitching-post. He built vessels for thirty years. In all about fourteen, some at Carthage Landing and some at the mouth of the river.

By 1838, travelers to and from Niagara Falls could travel by canal packets or lake steamboats, by stages on the Ridge Road, or by railroad between Rochester and Batavia, connecting by a short stage with Lockport, and by railroad to Lewiston. About 1838, steamboats were arriving and departing almost daily from the mouth of the Genesee for different points on the lake.

The first warehouse built at this point for lake trade was erected, in 1828, by Levi Ward, Jr., Elisha Strong, Levi Clark and Heman Norton. Captain John Trowbridge and others were formerly in business here, but later the two principal warehouses were owned by Hooker, Armistead, and Griffiths.

Carthage was interested in whatever improvements were made at the rapids of the St. Lawrence or around the Falls of Niagara, for their steamboats and schooners thus had direct intercourse between Rochester and the shores of the Upper Lakes, or the cities of the St. Lawrence, or through that river to the Atlantic Ocean.

In 1839, an eye witness saw seventeen vessels at one time lying at the Carthage Landing loading with flour for Montreal.

DECLINE OF CARTHAGE

The financial panic of 1837, was disastrous to Carthage,

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

and many of its important interests were sacrificed. There was a temporary revival of business in 1838, with a scheme to build a race from the Lower Falls to Carthage Landing. It was never carried out. The lease of the railroad was not renewed, the road was abandoned, and after this Carthage gave up the fight.

The promoters of Kelsey's Landing, on the west side of the river, had for years coveted the thriving business done at Carthage Landing. Finally, as Rochester developed, Buell Avenue was improved down to this landing and a warehouse with a grain elevator was built at the dock. Then a hotel was built, and an omnibus ran from the city to the dock. Carthage had indeed met her Waterloo. Kelsey's Landing kept the steamboat business until the New York Central Railroad to Charlotte was built.

Joseph Farley lived on the Holley farm at the corner of Ridge Road, and later moved into the Judge Strong place and went into the nursery business with Mr. Hooker, who gradually relinquished his commercial enterprises and began growing nursery stock on the ruins of Carthage. Afterward they left Carthage and moved their nursery to Brighton; and the Hooker home was sold to Joshua Conkey. It was in the early '40's that Elon Huntington purchased the farm on St. Paul Street where he afterward built his home.

The leading citizens of Carthage had very ambitious projects. They planned a bridge across Irondequoit Bay to link up the east and the west ends of the Ridge Road. At Sodus, where the Ridge ended, an incorporated turnpike would continue to Rome; and the distance between Utica and Niagara Falls would be thirty miles less than by the Seneca turnpike across the bridge at Avon. These plans never materialized.

RIDGE ROAD

The Ridge Road was an early mail route, a natural highway to Niagara. Sir William Johnson traveled the Ridge on his way to Fort Niagara in 1759. The road was used as a military highway west from the Genesee River to Lewiston. The soldiers from Fort Oswego and the east came to the mouth of the Genesee by boat. In the War of 1812, the Ridge was the main line of communication. In 1812, Levi

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Ward induced Gideon Granger, the Postmaster General of the United States, to extend a weekly mail route from Canandaigua through Rochester along the Ridge Road to Oak Orchard Creek. He was given the postage of twenty or twenty-five cents a letter for acting as Deputy Postmaster. The first mail was carried through weekly on the Ridge by James Brown, on horseback. Soon stage coach companies started, and the mail went tri-weekly. Finally, in 1816, there was a daily line of mail stages each way.

CARTHAGE BRIDGES

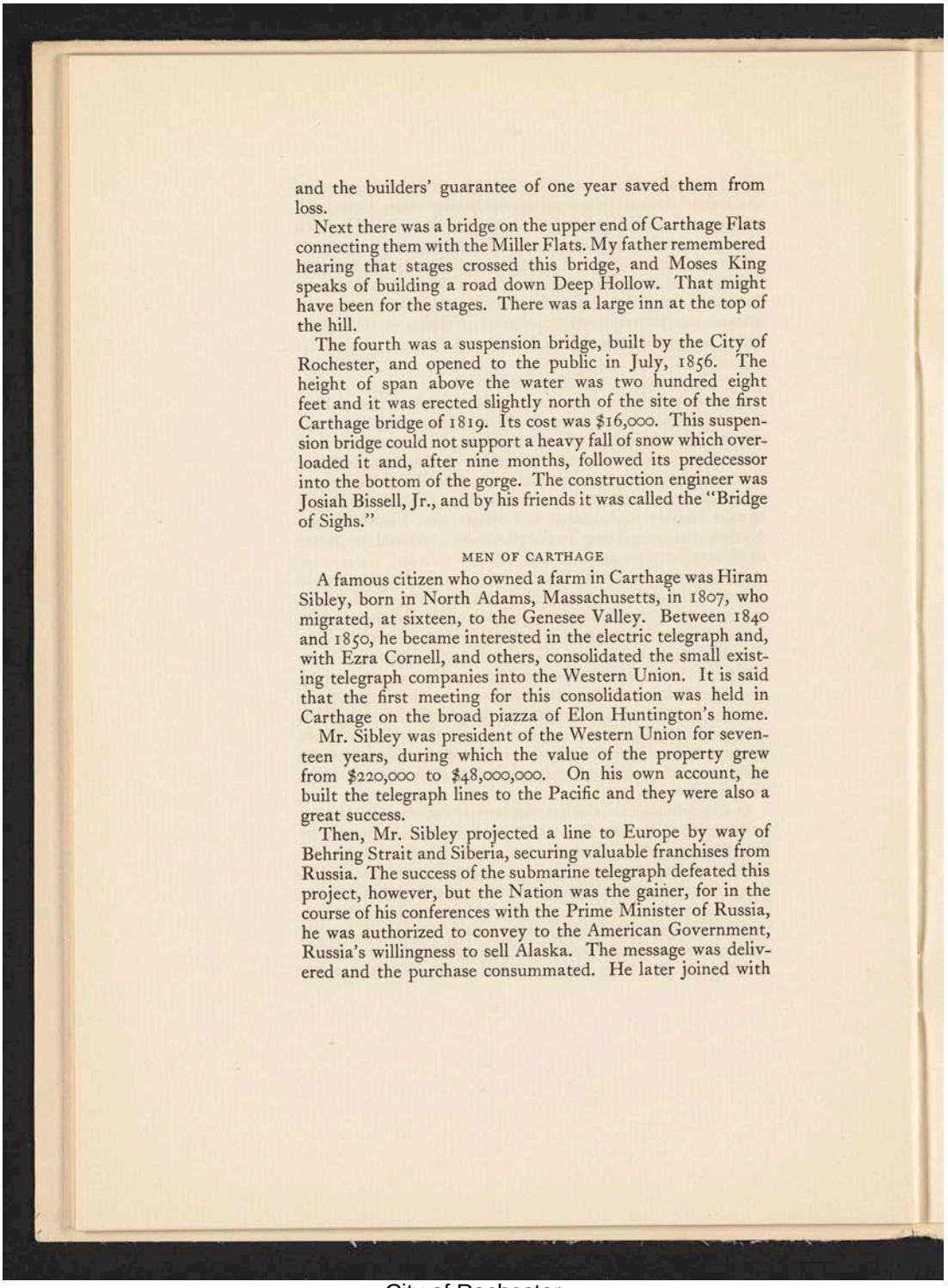
The monumental stone arch bridge which now stands at the site of Carthage, carries the Ridge Road across the gorge of the Genesee River, and has renewed public interest in that ancient highway. A massive gorge requires a massive structure. Good architectural treatment calls for what is here achieved. Semicircular large, and smaller supporting arches of odd number. The result is a joy to see. Frank P. McKibben, the Consulting Engineer, has here realized his dream of "Poetry in Bridges."

A little over a hundred years ago, in 1819, every one in this vicinity was thinking about another celebrated bridge which carried traffic over this chasm at a point near the Lower Falls. A company, including Heman Norton, Elisha Beach, Elisha B. Strong, Levi H. Clark, Ebenezer Pete, Ebenezer Spear, and Francis Albright, was incorporated by the legislature to build this bridge. It was completed in 1819, at approximately the site of the present Driving Park Avenue Bridge. That bridge made Carthage famous. It consisted of a single wooden arch, which rested upon solid rock and rose precipitously one hundred and ninety-six feet above the water.

It was believed to be one of the boldest successful attempts in bridge-building in the country. The famous bridge at Schaffhausen, then standing, was only a few feet longer and lacked one hundred feet of being as high. It was described as "one of the wonders of the world," and was the pride and joy of Western New York. The weight of the timbers pressing unequally upon the arch, however, in time, threw up the center, causing the bridge literally to fall upward and then, tumble into the river below. It had stood fifteen months,

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



and the builders' guarantee of one year saved them from loss.

Next there was a bridge on the upper end of Carthage Flats connecting them with the Miller Flats. My father remembered hearing that stages crossed this bridge, and Moses King speaks of building a road down Deep Hollow. That might have been for the stages. There was a large inn at the top of the hill.

The fourth was a suspension bridge, built by the City of Rochester, and opened to the public in July, 1856. The height of span above the water was two hundred eight feet and it was erected slightly north of the site of the first Carthage bridge of 1819. Its cost was $16,000. This suspension bridge could not support a heavy fall of snow which overloaded it and, after nine months, followed its predecessor into the bottom of the gorge. The construction engineer was Josiah Bissell, Jr., and by his friends it was called the "Bridge of Sighs."

MEN OF CARTHAGE

A famous citizen who owned a farm in Carthage was Hiram Sibley, born in North Adams, Massachusetts, in 1807, who migrated, at sixteen, to the Genesee Valley. Between 1840 and 1850, he became interested in the electric telegraph and, with Ezra Cornell, and others, consolidated the small existing telegraph companies into the Western Union. It is said that the first meeting for this consolidation was held in Carthage on the broad piazza of Elon Huntington's home.

Mr. Sibley was president of the Western Union for seventeen years, during which the value of the property grew from $220,000 to $48,000,000. On his own account, he built the telegraph lines to the Pacific and they were also a great success.

Then, Mr. Sibley projected a line to Europe by way of Behring Strait and Siberia, securing valuable franchises from Russia. The success of the submarine telegraph defeated this project, however, but the Nation was the gainer, for in the course of his conferences with the Prime Minister of Russia, he was authorized to convey to the American Government, Russia's willingness to sell Alaska. The message was delivered and the purchase consummated. He later joined with

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

Ezra Cornell in the founding of Cornell University, and undertook the building there of the Sibley College of Engineering. The many gifts to Rochester, and the notable public spirit of his family are familiar to all.

The group which started Carthage were obviously not small men with limited ideas. It was John Greig, of Howell and Greig, of Canandaigua, agents for this part of the Phelps and Gorham lands, who inspired Benjamin Barton, the master transportation man and merchant, of Porter, Barton, & Company, at the Niagara frontier.

It was John Greig again who sent Elisha Strong to see this transportation development at Niagara and, later, persuaded him and Horace Hooker to take up a similar enterprise at the Falls of the Genesee. He sent Alexander Allan Hooker as agent of the Phelps and Gorham lands to build on the Merchant's Road the house in which Professor Ryland M. Kendrick, one of his descendants, now lives. He encouraged Horace Hooker to join the land company of Elisha Strong.

Horace Hooker's part in the project was similar to that of Benjamin Barton's at Lewiston. His merchandising and shipping traditions, he brought with him from Windsor. Their adaptation to Western New York possibilities, he obtained from the example of Benjamin Barton at Lewiston.

It was John Greig who financed the railroad from the Erie Canal to the Hooker docks at Carthage, which railroad he leased to Horace Hooker. Carthage was to be the third port on Lake Ontario lying between Oswego and Niagara. To Strong, Beach and Norton fell the town and real estate development, while to Horace Hooker fell the industrial and transportation development of the project. It appears to have been the transportation phase that most largely interested John Greig.

On March 4, 1818, the leading men of Carthage addressed a Memorial to the President and Directors of the Bank of the United States urging the claims of their village over those of Rochesterville, their rival, for the establishment of a branch bank. The argument is modest but masterly:

> "As respects the safety of a branch in this vicinity in relation to the comparative ability, prudence, capital, influence, and enterprise of the two villages, it becomes us not to speak, but we respectfully invite an investigation."

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

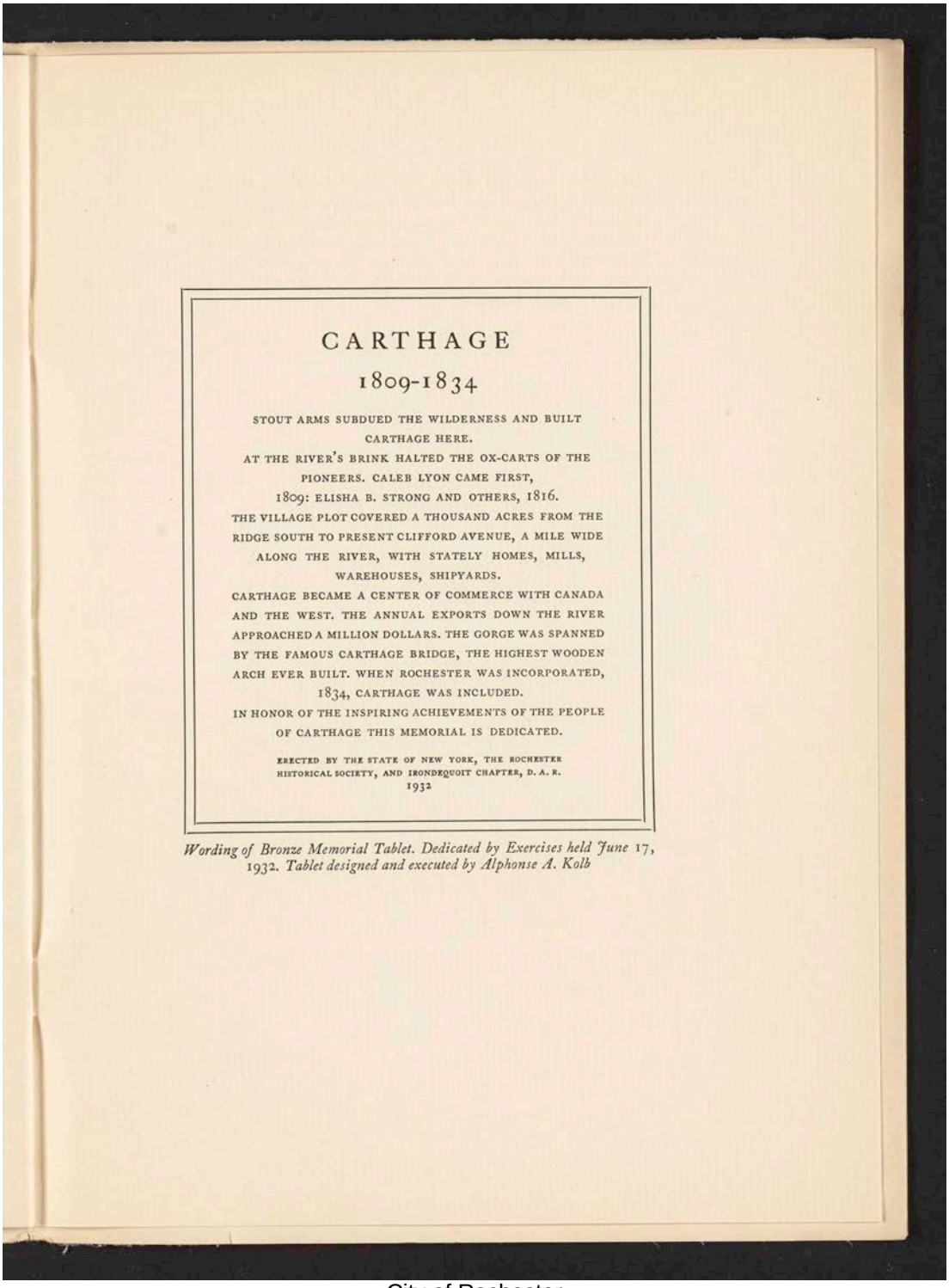
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

This document was signed by Levi H. Clark as Attorney, Elisha B. Strong, Elisha Beach, Heman Norton, and Horace Hooker, in that order, followed by others. From what we know of their activities, it would seem that these five men, or certainly the four men following the attorney, were the prime movers, following John Greig, in the conception and execution of the Carthage project.

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



CARTHAGE

1809-1834

STOUT ARMS SUBDUED THE WILDERNESS AND BUILT CARTHAGE HERE.
AT THE RIVER'S BRINK HALTED THE OX-CARTS OF THE PIONEERS. CALEB LYON CAME FIRST, 1809: ELISHA B. STRONG AND OTHERS, 1816.
THE VILLAGE PLOT COVERED A THOUSAND ACRES FROM THE RIDGE SOUTH TO PRESENT CLIFFORD AVENUE, A MILE WIDE ALONG THE RIVER, WITH STATELY HOMES, MILLS, WAREHOUSES, SHIPYARDS.
CARTHAGE BECAME A CENTER OF COMMERCE WITH CANADA AND THE WEST. THE ANNUAL EXPORTS DOWN THE RIVER APPROACHED A MILLION DOLLARS. THE GORGE WAS SPANNED BY THE FAMOUS CARTHAGE BRIDGE, THE HIGHEST WOODEN ARCH EVER BUILT. WHEN ROCHESTER WAS INCORPORATED, 1834, CARTHAGE WAS INCLUDED.
IN HONOR OF THE INSPIRING ACHIEVEMENTS OF THE PEOPLE OF CARTHAGE THIS MEMORIAL IS DEDICATED.

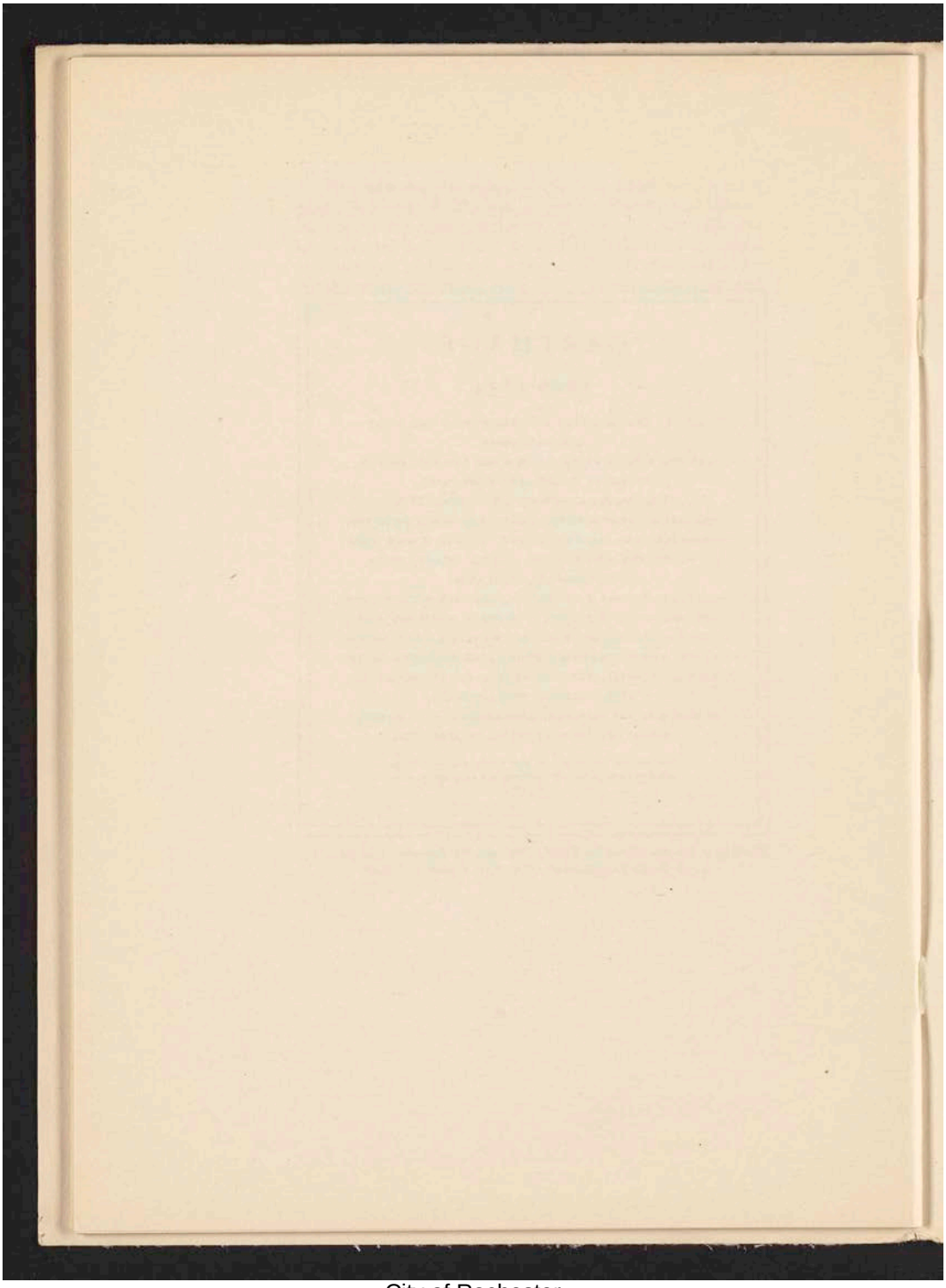
ERECTED BY THE STATE OF NEW YORK, THE ROCHESTER HISTORICAL SOCIETY, AND IRONDEQUOIT CHAPTER, D. A. R.
1932

Wording of Bronze Memorial Tablet. Dedicated by Exercises held June 17, 1932. Tablet designed and executed by Alphonse A. Kolb

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

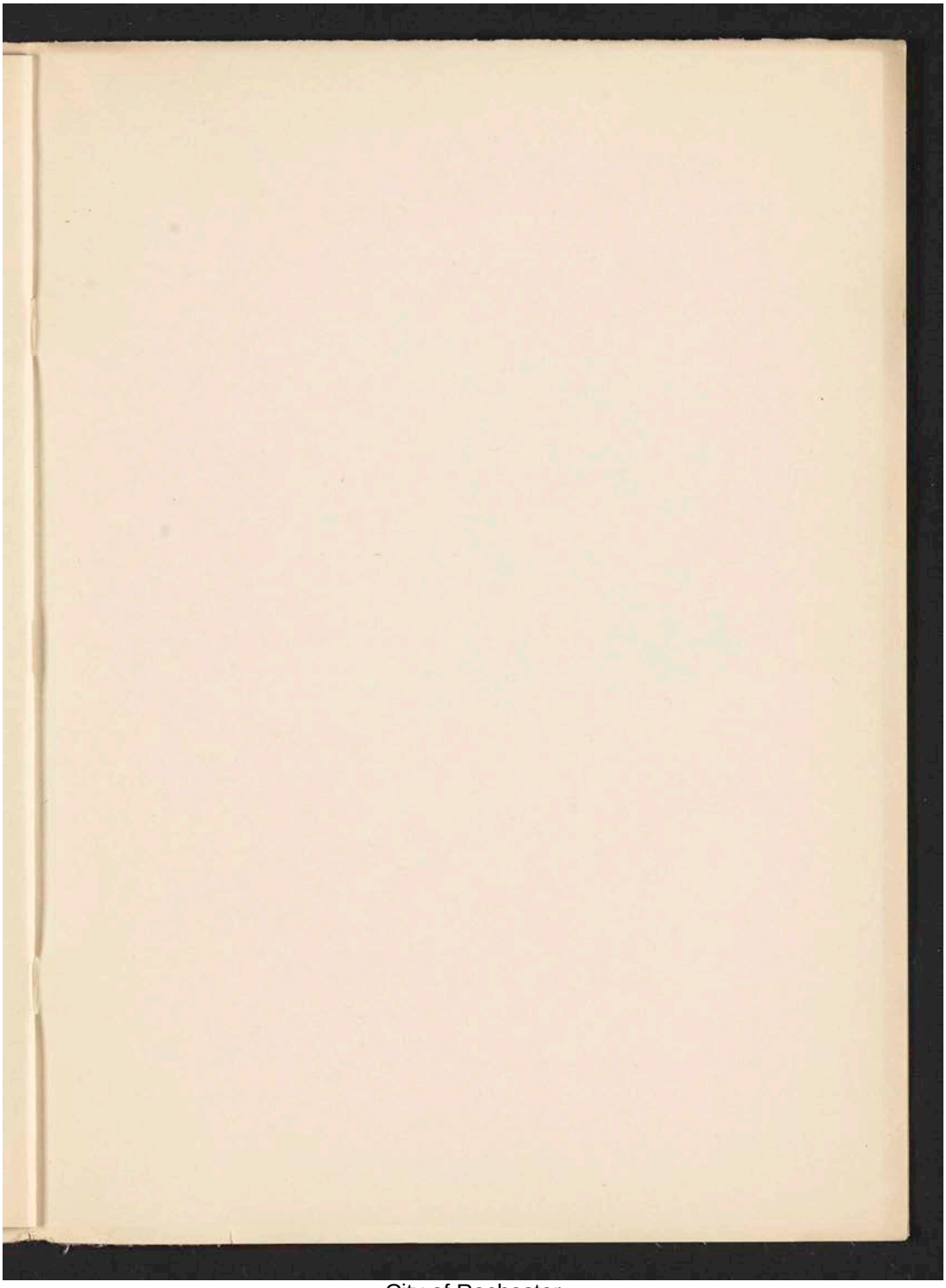
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

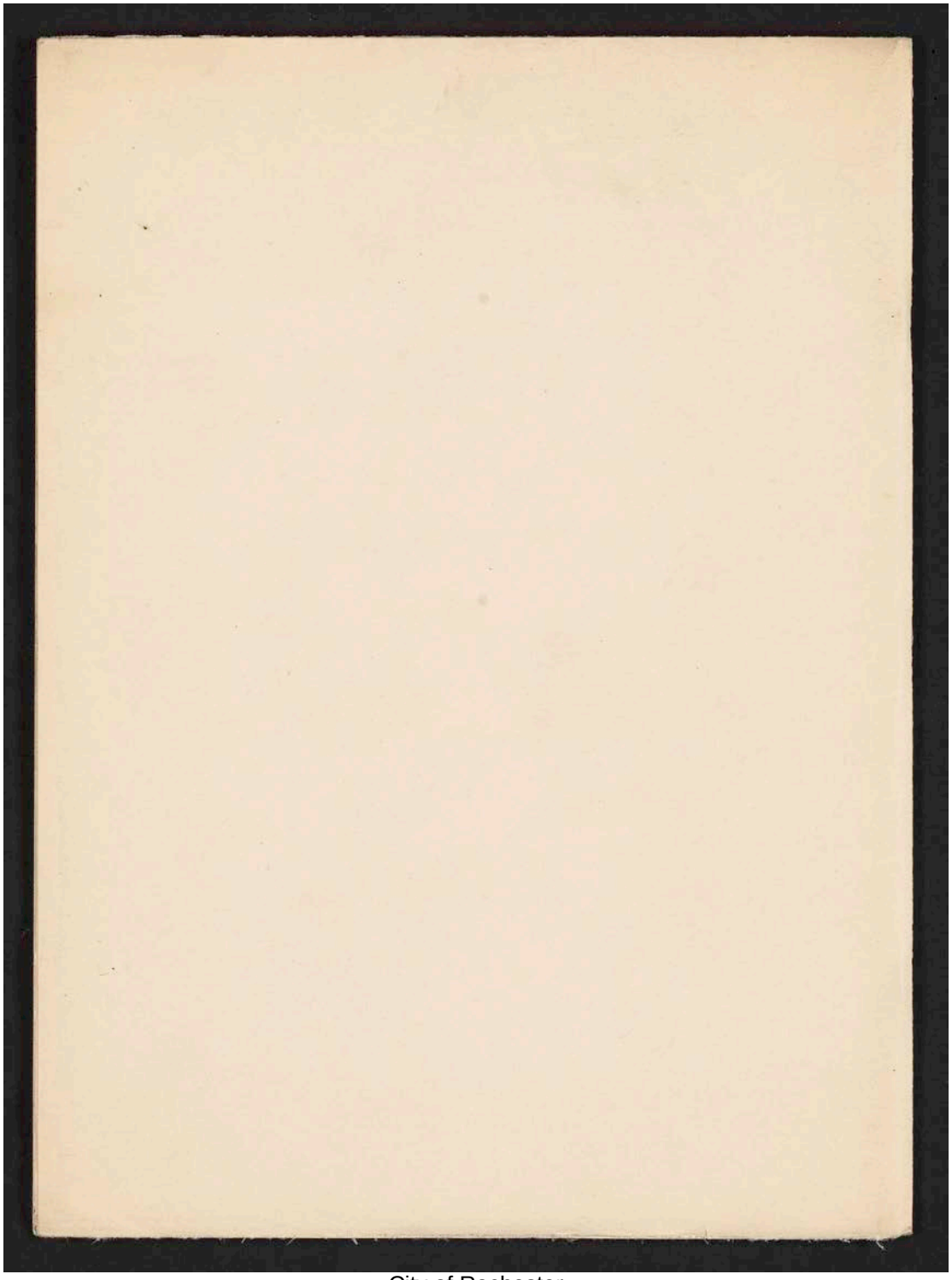
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

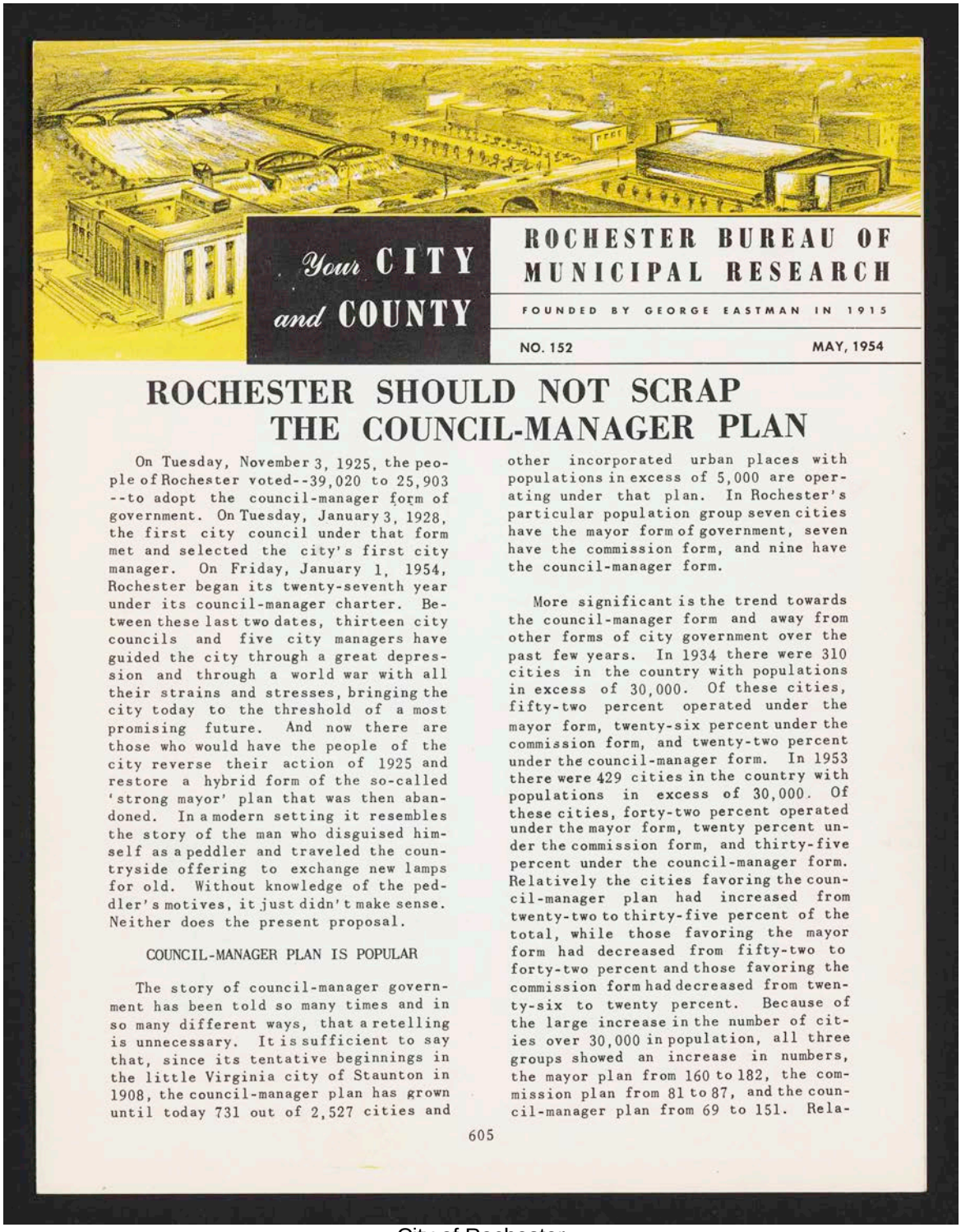
University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation



Your CITY *and* COUNTY

ROCHESTER BUREAU OF MUNICIPAL RESEARCH

FOUNDED BY GEORGE EASTMAN IN 1915

NO. 152 MAY, 1954

ROCHESTER SHOULD NOT SCRAP THE COUNCIL-MANAGER PLAN

On Tuesday, November 3, 1925, the people of Rochester voted--39,020 to 25,903 --to adopt the council-manager form of government. On Tuesday, January 3, 1928, the first city council under that form met and selected the city's first city manager. On Friday, January 1, 1954, Rochester began its twenty-seventh year under its council-manager charter. Between these last two dates, thirteen city councils and five city managers have guided the city through a great depression and through a world war with all their strains and stresses, bringing the city today to the threshold of a most promising future. And now there are those who would have the people of the city reverse their action of 1925 and restore a hybrid form of the so-called 'strong mayor' plan that was then abandoned. In a modern setting it resembles the story of the man who disguised himself as a peddler and traveled the countryside offering to exchange new lamps for old. Without knowledge of the peddler's motives, it just didn't make sense. Neither does the present proposal.

COUNCIL-MANAGER PLAN IS POPULAR

The story of council-manager government has been told so many times and in so many different ways, that a retelling is unnecessary. It is sufficient to say that, since its tentative beginnings in the little Virginia city of Staunton in 1908, the council-manager plan has grown until today 731 out of 2,527 cities and other incorporated urban places with populations in excess of 5,000 are operating under that plan. In Rochester's particular population group seven cities have the mayor form of government, seven have the commission form, and nine have the council-manager form.

More significant is the trend towards the council-manager form and away from other forms of city government over the past few years. In 1934 there were 310 cities in the country with populations in excess of 30,000. Of these cities, fifty-two percent operated under the mayor form, twenty-six percent under the commission form, and twenty-two percent under the council-manager form. In 1953 there were 429 cities in the country with populations in excess of 30,000. Of these cities, forty-two percent operated under the mayor form, twenty percent under the commission form, and thirty-five percent under the council-manager form. Relatively the cities favoring the council-manager plan had increased from twenty-two to thirty-five percent of the total, while those favoring the mayor form had decreased from fifty-two to forty-two percent and those favoring the commission form had decreased from twenty-six to twenty percent. Because of the large increase in the number of cities over 30,000 in population, all three groups showed an increase in numbers, the mayor plan from 160 to 182, the commission plan from 81 to 87, and the council-manager plan from 69 to 151. Rela-

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

tive increases were fourteen percent in the mayor group, seven percent in the commission group, and one hundred and nineteen percent in the council-manager group. In view of these figures any statement that the council-manager plan is losing favor with American cities seems rather wide of the mark.

Form of Government in Cities Over 30,000

	Cities	Mayor	Commission	Council-Manager
1934	310	160 (52%)	81 (26%)	69 (22%)
1953	429	182 (42%)	87 (20%)	151 (35%)
Increase		14%	7%	119%

The basic theory of council-manager government is very simple. The people elect a city council--a representative body--and give to that council complete control of all municipal policies and of all municipal functions. The council then employs--and may remove at will--a trained municipal executive to carry out the policies and to supervise the functions that it--the council--has decided upon. It is as simple as that. There can be no costly and paralyzing disagreements between the legislative and executive branches, since the chief executive officer--the city manager--is removable at any time by the council.

With an elected mayor this very desirable situation does not exist. He cannot be removed in the interest of harmony. He has no compelling reasons for agreeing with the council. Unity of control and unity of action, inescapable under the council-manager plan, become subject to personal whims and prejudices when the mayor, as well as the individual councilman, owes his election, and therefore his independent position, to the people. Government, just like a water main, is much more efficient when all possible causes of friction are removed.

Opponents of the council-manager plan have two stock objections to the plan: (1) the manager is a czar, not amenable to public opinion; and (2) the mayor and the manager are duplications, one being unnecessary. Both of these objections are fallacious. It must be remembered that the councilmen may remove the manager if they do not like the way he combs his hair or if they disagree with his taste in neckties. This unrestricted removal power effectually restrains any czar-like tendencies in the manager.

THE MAYOR AND THE MANAGER

The second objection--that either the mayor or the manager is unnecessary--is based on failure to understand the scope of these two officials. The mayor is the presiding officer of the city council with absolutely no executive powers. The fact that he has been selected by the council as its presiding officer would seem to indicate that he has leadership qualities and it is the possession of these qualities that makes him valuable to the city and its people. It is his responsibility to interpret the wishes and the needs of the people to the council and to secure from the council earnest and intelligent consideration of those wishes and needs. He is an administrative officer concerned only with the formulation of policies. The manager is an executive officer. It is his responsibility to see that the city's business and the city's services are performed as efficiently as may be. He is strictly a technician. If he meddles in policies, he gambles with fate--places his ability to serve the city, to say nothing of his likelihood to retain his job, in jeopardy.

Under Rochester's charter the mayor is elected by the council for a term of two years. It is not required that he should be an elected councilman. Any citizen might be chosen by the council for this important job. If chosen from outside the council membership, he has no vote on matters before the council. This method of selecting the mayor is apparently distasteful to some of Rochester's citizens. Just why the method is distasteful is, as yet, unexplained. It would seem that this ability of the

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

council to select an outstanding civic leader for this most important civic position has many things to recommend it.

CITIES NEED PROFESSIONAL EXECUTIVES

Any proposal to change the method of electing the mayor is a matter of little or no moment. Any proposal to give executive power to the mayor, no matter how elected, is a matter of supreme importance. Stripped of all trivialities it amounts to just one thing--a proposal to substitute an untrained elective official for a trained professional executive. The management of a modern city is a complicated matter. It requires more than a speaking acquaintance with literally scores of professions and skills. Lack of such acquaintanceship on the part of the chief executive cannot be balanced by proficiency on the part of department heads and bureau heads. The chief executive must be able from personal knowledge to appraise the value of each service rendered by the city. He must be able to appraise the methods used in rendering these services. In other words, he must be qualified in his own right to coordinate the various departments and bureaus and divisions of the city government so as to best serve the interests of the people. Any one can punch the keys of an organ and thus produce sounds more or less musical. Only a trained person can produce a melody.

Back in 1924, at the request of a citizens' committee, members of the Research Bureau staff visited twenty-five cities, spending enough time in each to appraise the efficiency of and the citizen reaction to their particular governmental structures. Summarizing their impressions on the basis of these studies, the Bureau staff wrote in March of 1925: 'No analysis drawing sharp distinctions between the three types of municipal government as illustrated in these twenty-five cities is possible. Only general statements and broad classifications are justified. It might be said that the manager form of charter attracts a higher type of executive to the city service if it were possible to forget such men as Mayor Nelson of St. Paul, a commission city, Comptroller Cook of Springfield, and others. It might be said that the public services are better administered in manager cities if conditions in Milwaukee and Richmond were ignored. Three things, however, do seem to stand out in the manager cities--first, better financial procedure and control; second, a more general and more intelligent public interest in municipal affairs; and third, a centralization and combination of power and responsibility that has reacted most favorably on the efficiency of departmental work.'

Now, after an experience of nearly thirty years with the council-manager plan in Rochester, the present Bureau staff sees no reason to change a single word in the above quoted paragraph.

Statement of Bureau Trustees

The Trustees of the Rochester Bureau of Municipal Research are unanimous in the conviction that the city manager form of government should be safeguarded and preserved against the attacks of those who would destroy it.

For more than twenty-six years, many of which have posed difficult and special management problems for the city administration, the plan has operated successfully. To weaken or forsake it now, when the fruition of years of intelligent planning and management is just ahead, seems both unfair and unwise.

In making this statement the Trustees are mindful of the leading, non-partisan role played by the Bureau in the adoption, inauguration and operation of the manager plan.

H. C. Whitehead

Chairman, Board of Trustees

City of Rochester

This material is provided for reference purposes only.
Original now in the George Eastman Legacy Collection
George Eastman Museum

University of Rochester
River Campus Libraries
Rare Books, Special Collections & Preservation

ROCHESTER BUREAU OF MUNICIPAL RESEARCH

TRUSTEES

WESLEY M. ANGLE
HAROLD J. COLEMAN
FREDERICK T. FINUCANE
MARION B. FOLSOM
DONALD W. GILBERT
ROBERT E. GINNA
JAMES E. GLEASON
JEREMIAH G. HICKEY
LOUIS W. JOHNSTON
LOUIS A. LANGIE
ARTHUR M. LOWENTHAL
DONALD McMASTER
JOHN W. REMINGTON
F. RITTER SHUMWAY
EDWIN ALLEN STEBBINS
WALTER L. TODD
GAYLORD C. WHITAKER
JOSEPH C. WILSON

INCORPORATED
1016 GENESEE VALLEY TRUST BUILDING
45 EXCHANGE STREET
ROCHESTER 14, N. Y.
W. EARL WELLER, DIRECTOR
CRAIG M. SMITH, ASST. DIRECTOR

OFFICERS
JAMES E. GLEASON, HONORARY CHAIRMAN
JEREMIAH G. HICKEY, HONORARY VICE-CHAIRMAN
GAYLORD C. WHITAKER, CHAIRMAN
HAROLD J. COLEMAN, VICE-CHAIRMAN
ARTHUR M. LOWENTHAL TREASURER

Rochester Has Operated Under Ten Charters

Rochester, since beginning its municipal existence as the Village of Rochesterville on May 5, 1817, has operated under ten charters of various forms. The first two of these were village charters, the first city charter coming in 1834. In 1817 the village boundaries enclosed 655 acres and about 750 people. In 1834 the city boundaries enclosed 4,819 acres and about 13,400 people.

Rochester's eight city charters have run the gamut of urban government. The charter of 1834 established the weakest form of weak mayor government, the mayor being appointed by the council and having not even the semblance of power of any sort. From this inauspicious beginning, the mayor gradually climbed to a position of importance--acquiring the veto power, considerable appointing power and some fiscal power by the time the fourth city charter was adopted in 1861.

Between 1861 and 1870, for some reason now obscure, the office of mayor appears to have lost popular support and there ensued a period of executive boards. These boards enjoyed almost complete control over the more important functions of the city government.

In 1900, Rochester, then a city of the second class, came automatically under the uniform charter for cities of that class. The state census of 1905 gave the city a population of 181,666, making it a city of the first class and requiring it to return to a special charter. This led to the charter of 1907, based closely on the uniform charter previously effective. Under these last two charters the mayor became a strong executive officer.

Meanwhile a reaction against elected executives had set in, based generally on the well advertised experience of Galveston, and a decided trend toward all-powerful councils developed. Rochester followed this trend in 1925, about two decades after the Galveston experiment.

CHARTERS OF THE VILLAGE AND THE CITY OF ROCHESTER AND THE PERIODS DURING WHICH EACH WAS EFFECTIVE

Charter	Reference	Adopted	Effective
Charter of 1817	L 1817/C 96	March 21	5/ 5/17 to 4/30/26
Charter of 1826	L 1826/C 140	April 10	5/ 1/26 to 6/ 8/34
Charter of 1834	L 1834/C 199	April 28	6/ 9/34 to 4/10/44
Charter of 1844	L 1844/C 145	April 11	4/11/44 to 4/ 9/50
Charter of 1850	L 1850/C 262	April 10	4/10/50 to 4/ 7/61
Charter of 1861	L 1861/C 143	April 8	4/ 8/61 to 2/18/80
Charter of 1880	L 1880/C 14	February 19	2/19/80 to 12/31/07
White Charter	L 1898/C 182	March 31	1/ 1/00 to 12/31/07
Charter of 1908	L 1907/C 755	July 26	1/ 1/08 to date
Home Rule Charter	Local Law	Nov. 3, 1925	1/ 1/28 to date

City of Rochester