

EXTRA NUMBER OF THE DAILY GEOGRAPHIC

THE CITY OF ROCHESTER.

A BRIEF ACCOUNT OF ITS EARLY HISTORY.

About the year 1790 the Indians were induced to give to the whites a grant of a tract of land, twenty-four miles by twelve, to be used for a mill yard. Here, upon the present site of the City of Rochester, as if in prophecy of the manufacture which was afterwards to give to it the appellation of the "Flour City," one Ebenezer or Indian Allen, a sort of half savage, built a rude mill. In 1807 another mill was erected on the east side of the river, where the Phenix Mills now stand. The old Allen Mill had meantime fallen into premature decay. In 1809 and the following year various attempts were made to bridge the Genesee at this point, but the measure was vigorously opposed as a "wild and unnecessary project," a member of the opposite party declaring that the "country in the neighborhood of the river was frowned upon by Providence and unfit for the residence of man," that it was "inhabited by musk-rats and visited only by straggling trappers, and that neither man nor beast could gallop through it without fear of catching the fever and ague."

The bridge party, however, gained the day, the bill was passed, and the work begun in 1810, but the bridge was not completed until two years after.



A PRIMITIVE RESIDENCE OF ROCHESTER.

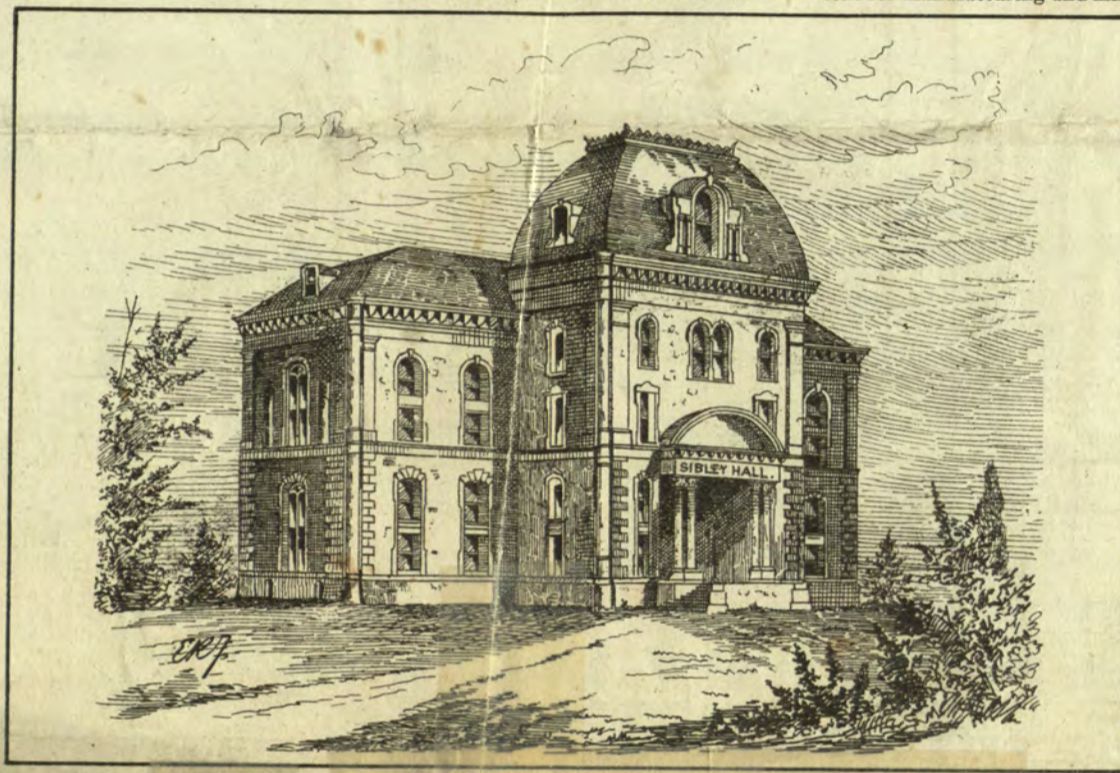
During this year, 1819, the route for the Erie Canal, or Clinton's Ditch as it was called in derision, was surveyed through the village, and in 1823 finished as far as Albany. The occasion of its completion throughout its whole extent, on the 26th day of October, 1826, was celebrated everywhere along the route. At this time Rochester was only a village of less than 8,000 inhabitants. In 1834 it was incorporated as a city. At this date facilities for travel had greatly increased, stages leaving twice a day for Albany, 237 miles distant, while the packet boats afforded not only a rapid but a luxurious means of conveyance.

Although the early development of Rochester was less rapid than is consistent with modern ideas of progress, its present prosperous condition demonstrates the solid basis upon which it was established. As regards religious, educational, and charitable institutions, manufactures and public buildings, it excels most cities of its size in the State. The city limits have lately been very largely increased, making its present population about 110,000.

Its manufacturing interests are large in the aggregate and of a very great variety. The success of the manufacturing here depends mainly upon the superior facilities afforded by the Genesee River, which within the city limits has a fall of nearly 300 feet, forming one of the best water powers in this country. This power, although used to a very great extent for manufacturing and milling purposes, is still largely unemployed.



M. B. ANDERSON, LL.D.,
President of the University of Rochester.



UNIVERSITY OF ROCHESTER—SIBLEY HALL.



J. NELSON TUBBS,
Chief Engineer of Rochester Water Works.

In addition to the usual hardships incident to pioneer life, the settlers suffered from the fever and ague. Wild beasts and rattlesnakes were unpleasantly abundant and familiar. The war of 1812 threatened at one time to paralyze all enterprise, and for a time it did check the growth both of the village and the neighboring country.

In spite, however, of these untoward circumstances, a post-office was established there in 1812, the proceeds of the first quarter being \$3.42. The next year a store was opened by Silas O. Smith, who played an important part in the history of the village. This man of enterprise, in his reminiscences of its early days, says that having, in 1814, cleared the ground now occupied by the Court House, St. Luke's Episcopal Church, and the Free Academy, he "sowed it to wheat, which turned out well and cost him nothing for the harvesting, as it was effectually done by the squirrels, coons, and other beasts of the forest."

In 1815 the First Presbyterian church was established. It was the first church organization in Rochester, and said to be the only one then in a region of nearly 400 square miles.

The close of the war with Great Britain was a bright era in the life of this hitherto insignificant hamlet. Its commerce, at once enlarged, its population increased, the most sanguine hopes were entertained of its future, and 1817 saw it incorporated as a village under the title of Rochester, it having been previously known as the City of the Valley of the Genesee, Falls Town, and Genesee Village. Two years after the name was changed to that of Rochester.



UNIVERSITY OF ROCHESTER—ANDERSON HALL.

Near the bridge of the New York Central Railroad are the Genesee or Upper Falls, which make a perpendicular descent of ninety-six feet. Here Sam Patch, an adventurous sailor, performed the wonderful feat of leaping from the brink of the Falls into the rapids below. Not satisfied with that feat, he built a staging twenty-five feet high, from which, while in a state of intoxication, he made his final and fatal plunge. About two miles below the river makes another fall of twenty-five feet, and a little farther on another of eighty-four feet. These two form what are known as the Lower Falls.

The water power here and the land on both sides of the river for some distance below are owned by Messrs. Woodworth, Ellwanger & Barry, who are now preparing to put in two turbine water-wheels, the power of which is to be transmitted to a distance by means of wire rope.

The water of the Erie Canal is conducted over the river by means of an aqueduct, built by the State at an expense of \$160,000. (See illustration.)

Among the industries of Rochester the agricultural and horticultural interests are important as regards both the production of and trade in seeds, trees, plants, and agricultural implements.

Besides these may be mentioned the manufacture of iron, flour, stoves, cotton, paper, furniture, boots and shoes, hardware, steam-engines, machinery, optical instruments, and many others.

The churches of the various denominations number about sixty, the banking establish-



UPPER GENESSEE FALLS.



RESIDENCE OF J. H. KENT—PHOTOGRAPHER.



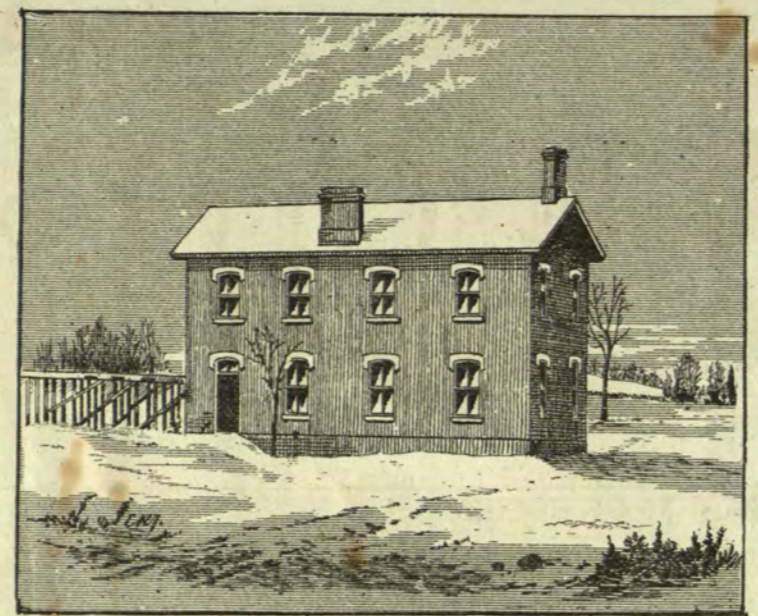
LOWER FALLS OF GENESSEE RIVER.



OUTSIDE COVER PAGE OF BRIGGS & BRO.'S QUARTERLY, FOR 1875.



WESTERN NEW YORK FAIR, ROCHESTER, N. Y.



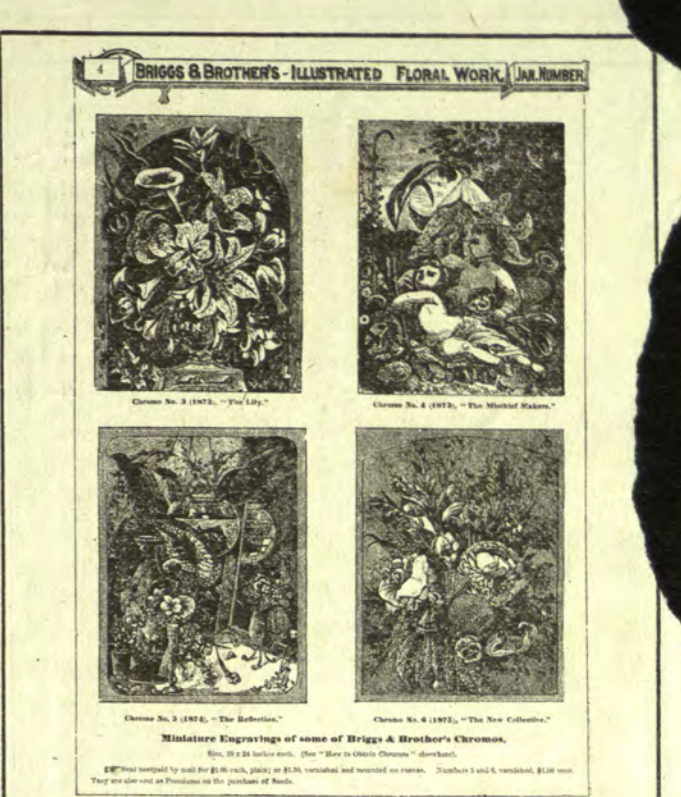
OFFICE OF LEIGHTON BRIDGE AND IRON WORKS.



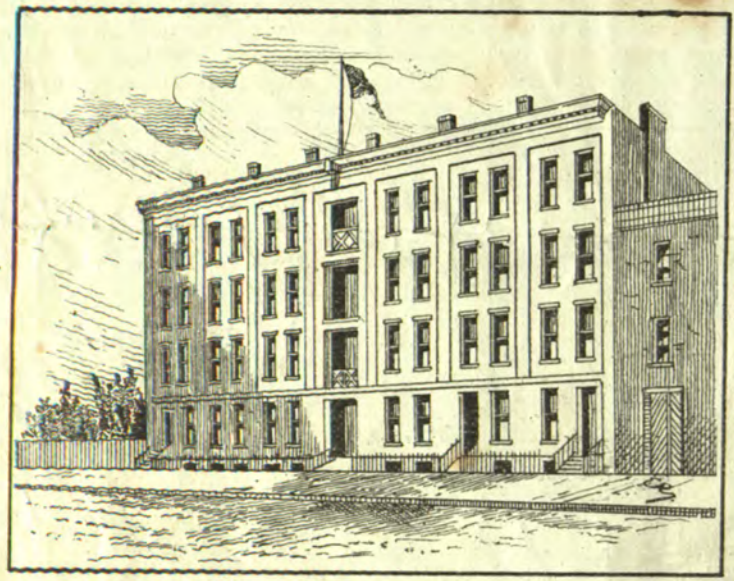
LEIGHTON'S BRIDGE AND IRON WORKS.



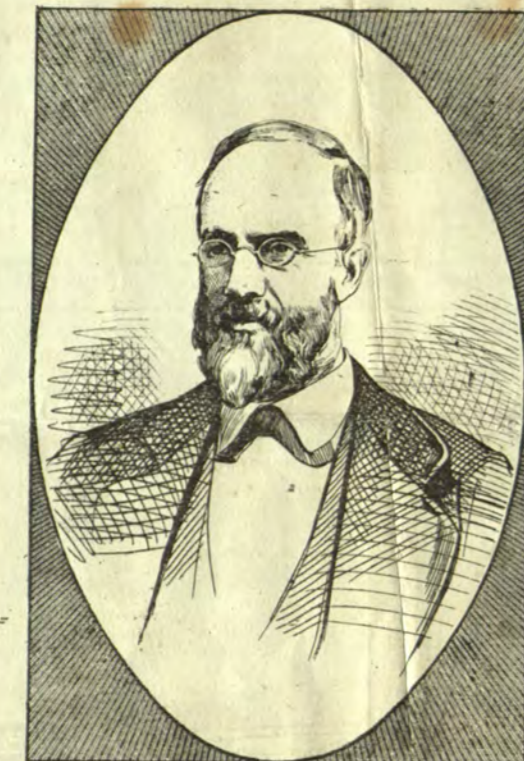
CENTRAL NEW YORK FAIR, UTICA, N. Y., 1874.



PAGE FROM BRIGGS & BRO.'S SEED CATALOGUE.



GREENWOOD'S MANUFACTORY FOR BARREL MACHINERY.



HON. CHARLES W. BRIGGS.



FOUR-INCH STREAMS THROWN BY THE ROCHESTER HOLLY WATER WORKS FEBRUARY 13, 1874.



LEIGHTON'S BRIDGE AND IRON WORKS.



D. R. BARTON, ESQ.



FURNITURE MANUFACTORY OF C. J. HAYDEN & CO.



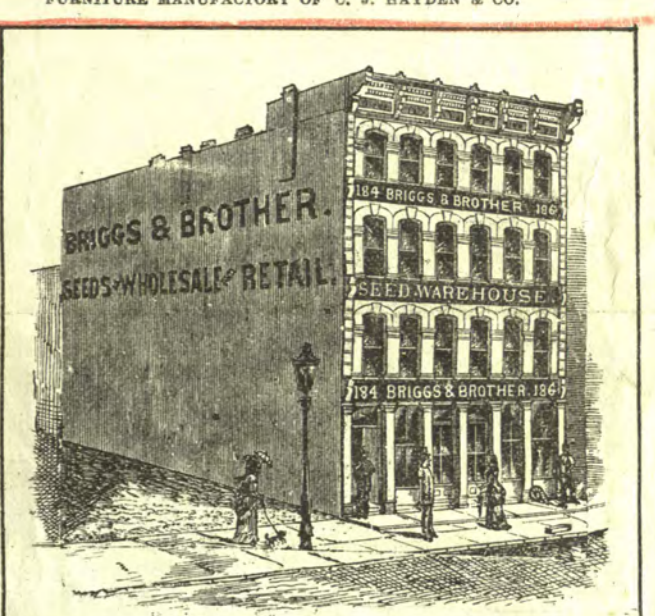
SEED STORE AND PACKING HOUSE OF BRIGGS & BRO., ROCHESTER.



SEED WAREHOUSE OF BRIGGS & BRO., ROCHESTER.



BUILDINGS OF BRIGGS & BRO. AT CHICAGO, ILL., AND CLINTON, IOWA.



BUILDINGS OF BRIGGS & BRO. AT CHICAGO, ILL., AND CLINTON, IOWA.



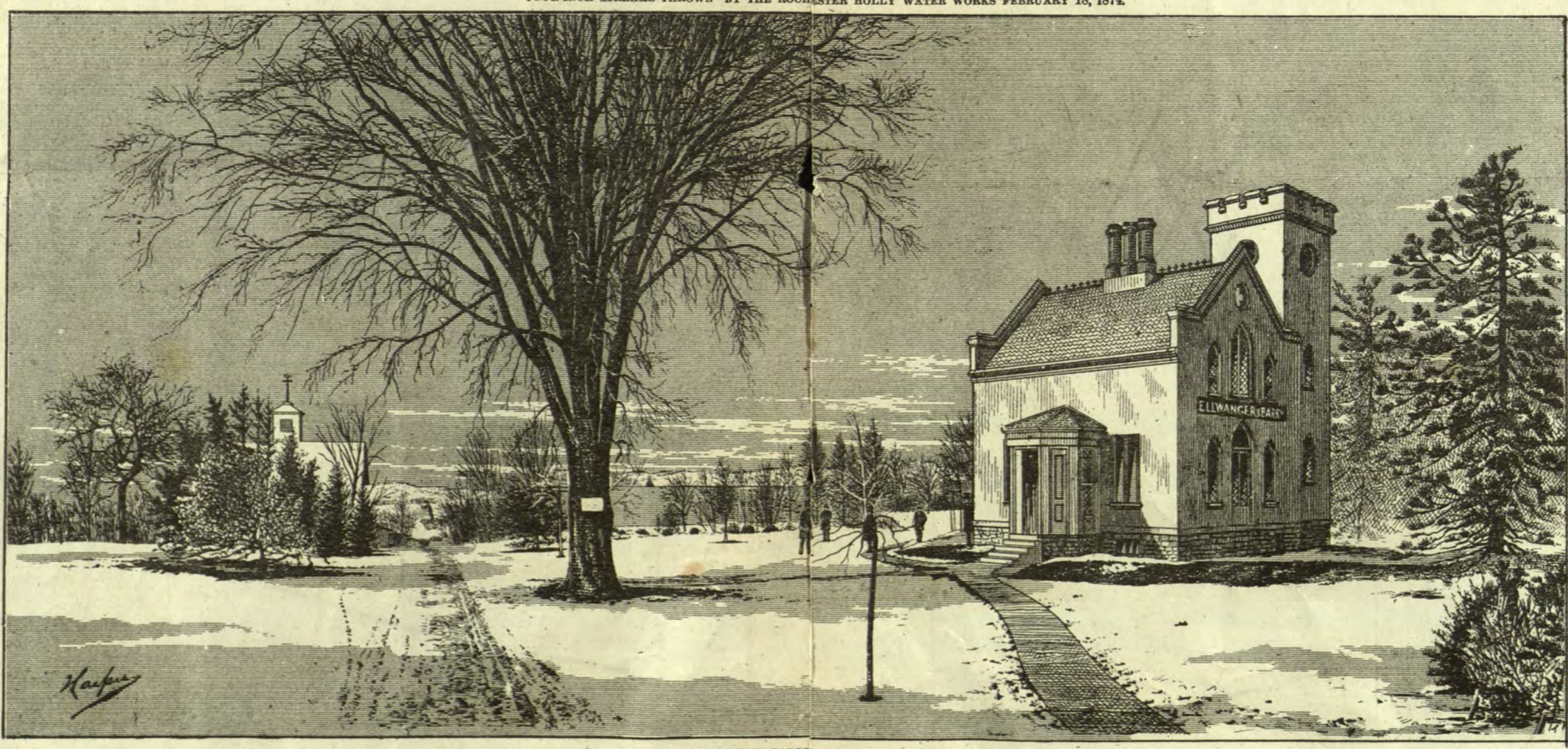
RED TREES OF CALIFORNIA (SEQUOIA GIGANTEA), ON THE GROUNDS OF ELLWANGER & BARRY.

ments ten, and newspapers nine.

Among its charitable and public institutions are: the Western House of Refuge, Orphan Asylum, Industrial School, Home for the Friendless, Episcopal Church Home, City and St. Mary's Hospitals, Almshouse, Penitentiary, Insane Asylum, and others. The city is entirely destitute of a large public park, but the lack is in a measure supplied by numerous small parks, some of which are models of beauty.

Mount Hope Cemetery, the Greenwood of Rochester, is a place naturally beautiful, and has been laid out with great artistic skill. It was used as a burial place as early as 1837, at which time it was thought that fifty-eight acres would meet the future demands of the city. Its limits have since been very largely extended.

The Rochester Driving Park Association have within the last year purchased the ground and made the improvements on what is destined to be one of the finest driving parks in this country. The improvements in build-



NURSERY OF ELLWANGER & BARRY, AS SEEN FROM MAIN ENTRANCE.

ings, &c., which have already been made amount to nearly \$300,000. The grounds are admirably adapted for fairs, mechanical exhibitions, &c. The New York State Fair was held here the past fall. Their track is said by good judges to be one of the best for trotting purposes.

We would acknowledge our indebtedness to our friends at Rochester for important information and kind courtesies, especially to the publishers of the *Democrat and Chronicle*, *Express*, *Union and Advertiser*, and *Sunday Times*; also to Messrs. French & Smith, insurance agents, Mr. Ross Hart, Mr. George Lord; Mr. Tubbs, of the Water Works; Dr. Lattimore, of the University; Colonel Parsons, Mr. James Wilkey, Mr. E. Darrow, Mr. E. Occumpugh, and others.

M. B. ANDERSON, LL.D.

Dr. Anderson, a likeness of whom accompanies this, is an eminent scholar and educator, and one of the oldest college presidents of the United States. His strength

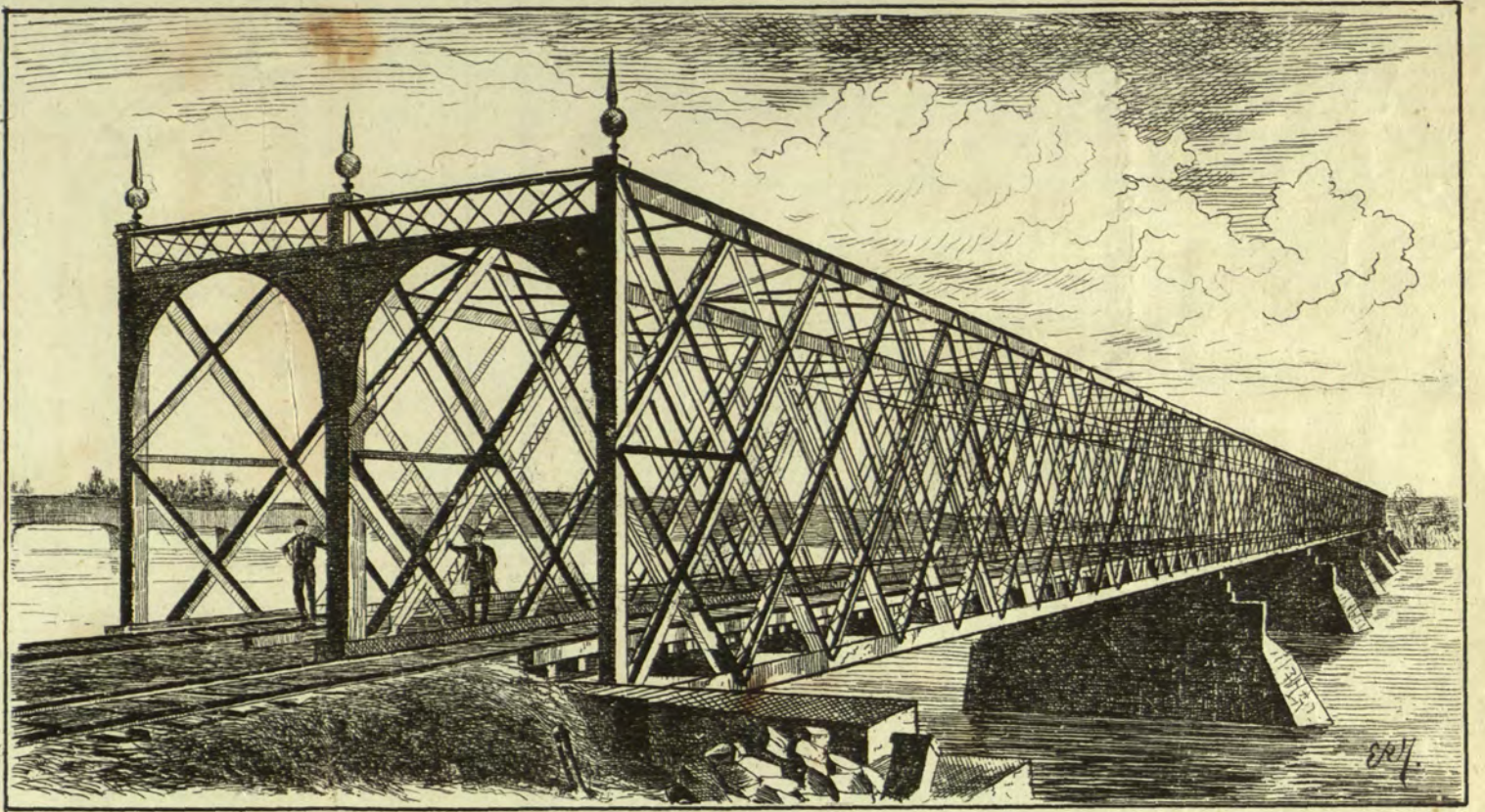
(Continued on page 70.)



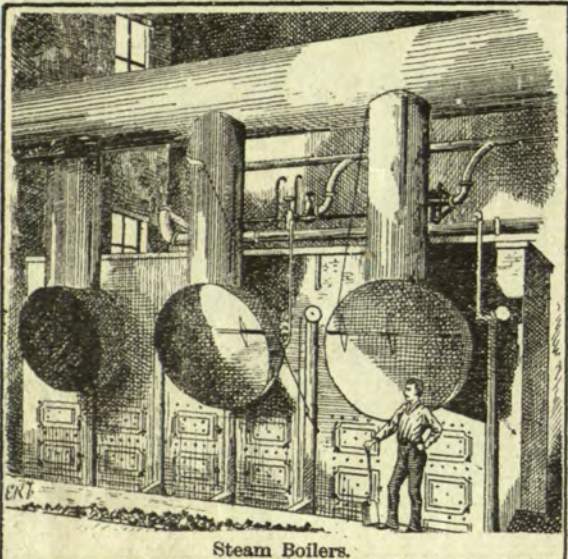
POWERS BUILDING.



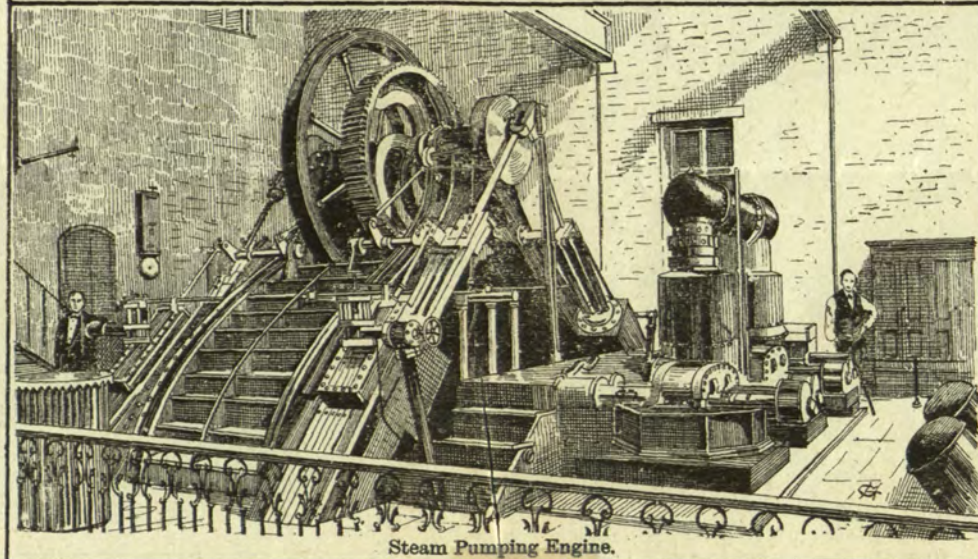
SMITH, PERKINS & CO.



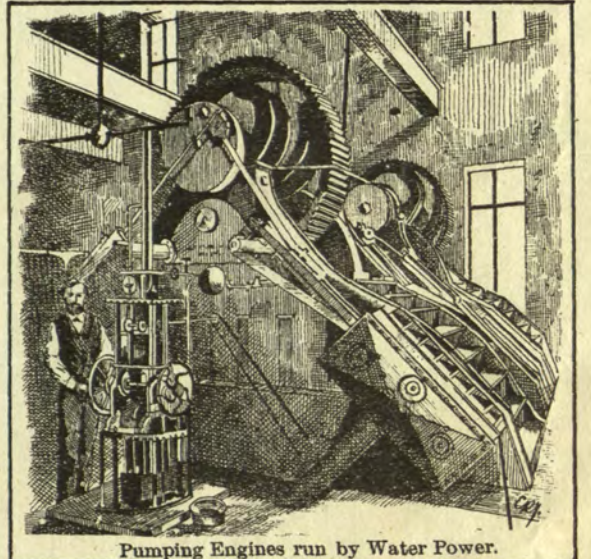
DOUBLE-TRACK RAILWAY BRIDGE OVER THE CONNECTICUT RIVER AT SPRINGFIELD, MASS. BUILT AT LEIGHTON IRON WORKS.



Steam Boilers.

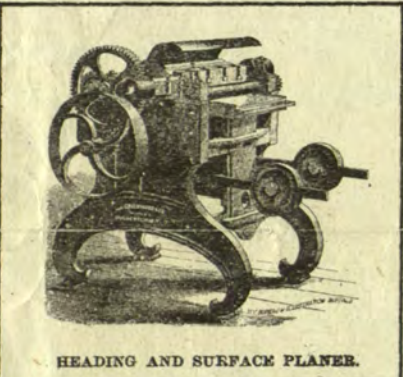


Steam Pumping Engine.



Pumping Engines run by Water Power.

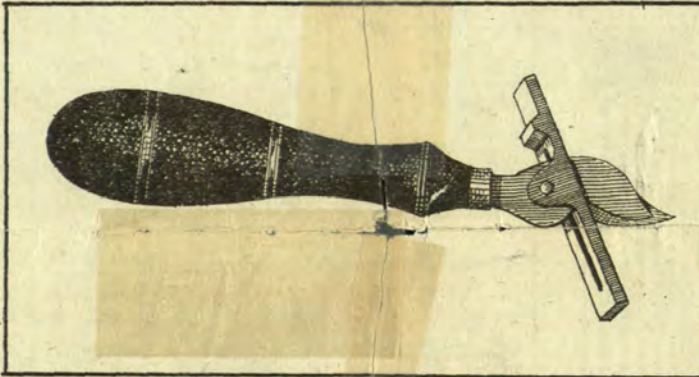
PUMPING MACHINERY, AS SEEN IN THE ENGINE HOUSE OF ROCHESTER WORKS. BUILT BY THE HOLLY MANUFACTURING CO., LOCKPORT, N. Y.



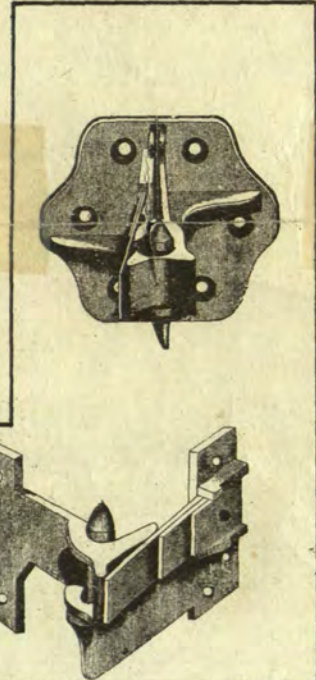
HEADING AND SURFACE PLANNER.



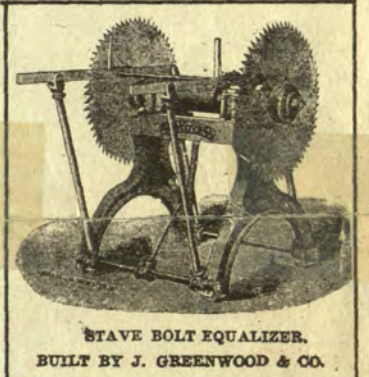
INGRAHAM'S KEDZIE WATER FILTER.



SPRAGUE CAN-OPENER.



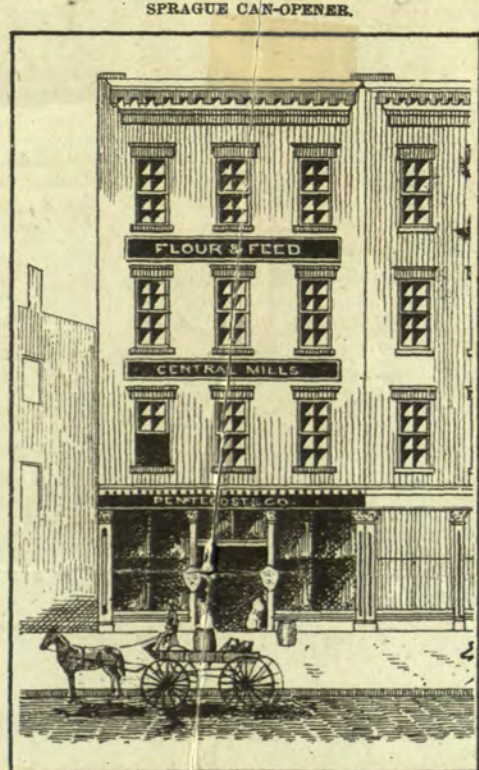
MUFFER'S SPRING BLIND HINGE.



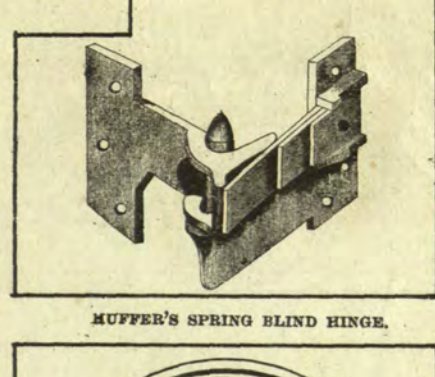
STAVE BOLT EQUALIZER.
BUILT BY J. GREENWOOD & CO.



HEADING AND SHINGLE MACHINE,
BY J. GREENWOOD & CO.



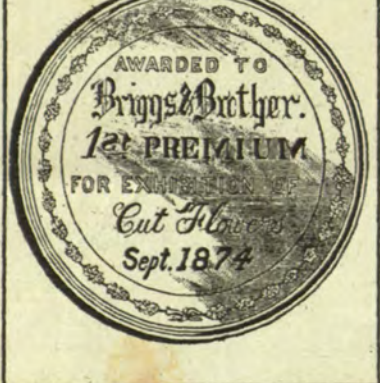
CENTRAL MILLS OF PENTECOST & CO.



SIX KNIFE WHEEL JOINTER.



IMPROVED HEADING TURNER.



WESTERN NEW YORK FAIR, ROCHESTER, 1874.



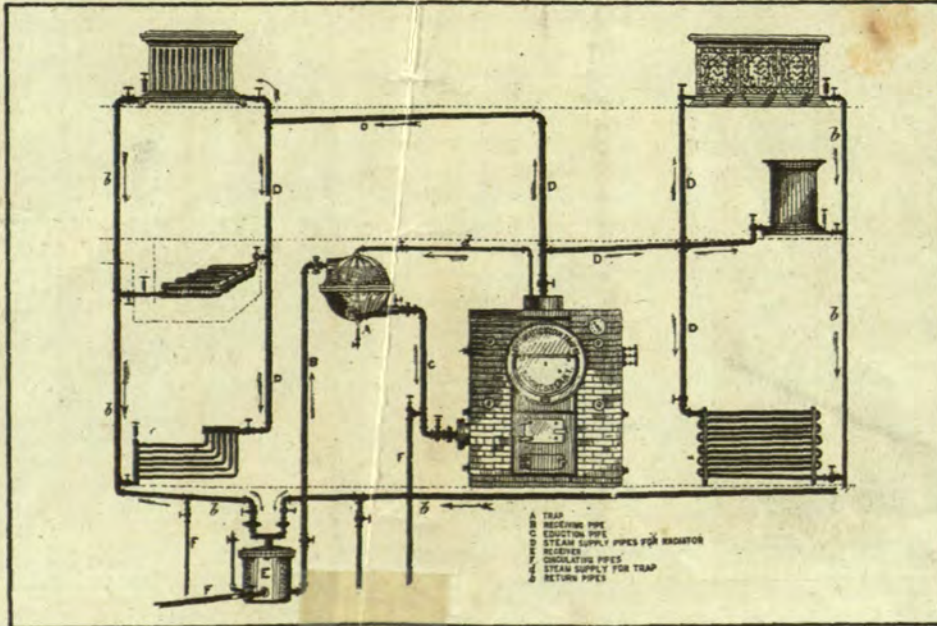
WESTERN NEW YORK FAIR, ROCHESTER, 1874.



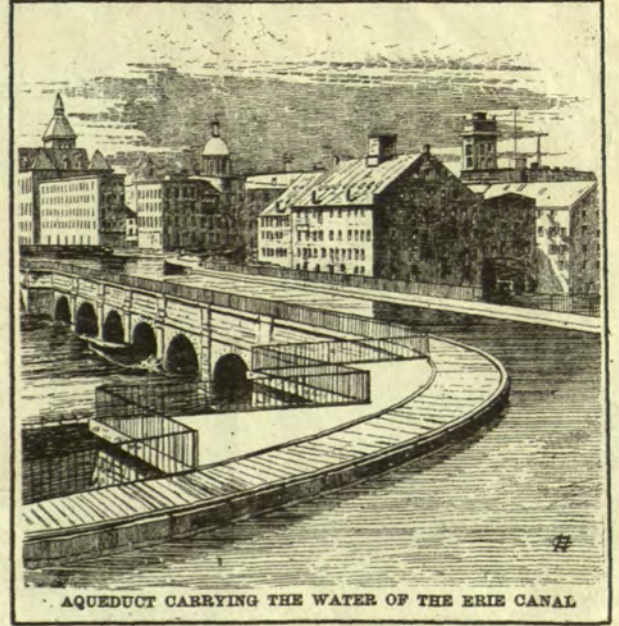
STAVE CUTTING MACHINE,
BY J. GREENWOOD & CO.



VINCENT STREET BRIDGE, BUILT AT LEIGHTON BRIDGE WORKS.



PROUTY'S PATENT AUTOMATIC STEAM TRAP, MANUFACTURED BY G. W. HARBOLD.



AQUEDUCT CARRYING THE WATER OF THE ERIE CANAL
OVER THE GENESSEE RIVER.