ANCIENT MAP OF CITY CALLS UP OLD MEMORIES

Found by New Owner of Exchange Street Saloon.

CHANGES IN STREET NAMES

Part of State Street Near Main, Carroll Street in Days Just After Village of Rochester Was Incorporated—Old Log House

ANCIENT MAP OF CITY CALLS UP OLD MEMORIES

How times have changed! And how Rochester has changed in the last fifty or sixty years! One never realizes what vast changes are being brought about daily, until one turns back to days gone by and compares conditions as they existed then and now. It would make a person feel old, or perhaps it would make them feel young, were they to look at a map of Rochester dated before the Civil War. Alfred J. Barnett, of No. 43 Fruit avenue, has in his possession just such a map, yellow with age and folding apart as the result of much handling. This map, which evidently was made in 1856, shows the names and locations of the streets of Rochester and also the names of the residents, showing just where they lived. Mr. Barnett found the map in a newspaper, even in those early days, the newspaper, even in those early days, the paper that can no longer be identified, which it then. The erstwhile church then was on the east side of Exchange street. Where the Court House now stands was the engine house, and excepting the streetcar tracks of the present City Hall was used as a public square. So, Lake's Episcopal Church, which now stands in Exchange street, was also in evidence. As an example of the price of land in those days, the map shows the lot sold in 1855 for $25, which is $120 in 1955, and $1,622 in 1855. The northern boundary of the city in 1856 was present Genesee street and the western boundary was present Main street, but John street retained its name to this day. Even in those days Rochester had but one railroad; was the Bank of Rochester. The University Avenue was known then as River street perhaps in appreciation of some early immigrant from Erin who may have gathered his goals in that section. The extension of Central avenue east of North street bore the somewhat unattractive designation, Tappan street. Just why seems hard to determine. Weyl street the next street to the north had its present designation eighty-four years ago, but present Woodward street was known in the early days as Emily street. Then it was renamed Kirk street and finally given its present designation.

Two little thoroughfares off Ward street gave some hint of the location of the taverns in the district by the names of the establishments. The Scythe Mills, on the opposite side of the river, was the site of the picture of Nathaniel Rochester. He was born in 1702 and died in 1834.

ANCIENT MAP OF CITY CALLS UP OLD MEMORIES

84 YEARS AGO CITY SHOWED SOME CHANGE

GENERAL LAYOUT IN CONGESTED DISTRICT SIMILAR

Changes in Street Names

City Had But One Railroad and Few Bridges, But Present Park System Had Been Started.

Rochester eighty-four years ago was much smaller than present-day Rochester of course, but it possessed then all the landmarks familiar to the present generation. The map reproduced on page nine from the first edition of O'Reilly's History of Rochester shows just as it was in 1837 and a comparison with the present map shows but little change in the city, except in the new congested district but some remarkable changes in the matter of names.

The area of the city then included territory from present Lottinville street on the north to Glasgow street on the south, from Exchange street to the present Park street, but the present railroads were not in existence. The early days when the West Side was a wild country, were planning for future development and much of the territory again pastured farm land.

ANCIENT MAP OF CITY CALLS UP OLD MEMORIES

HONOR HENRY CLAY

In the southwestern district Hunter street is better known to most Rochesterians as Bronson avenue. Mr. Bronson was probably the early traveler who gave that name to the street. Even in those days Rochester had but one railroad; was the Bank of Rochester. The University Avenue was known then as River street perhaps in appreciation of some early immigrant from Erin who may have gathered his goals in that section.

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Two little thoroughfares off Ward street gave some hint of the location of the dwellers in the district by the names of the establishments. The Scythe Mills, on the opposite side of the river, was the site of the picture of Nathaniel Rochester. He was born in 1702 and died in 1834.
Scenes Which Were Common to Earlier Generations Are Amusing Now

Two Views of Main Street Looking From East Side of River.
Right - As it Was in 1812; Log Cabin Marking Present Site of Powers Building.
Left - Picture Showing Same Prospect As It Appeared in 1877.

Old Clinton Hotel in Exchange Street, Showing At Right The Horse Car Of Yesteryear.
Rochester of Yesteryear Has Vanished Except in Lore That Older Generation Hands Down

Streets, Sections, Persons and Places of City in Earlier Years Were Different from Those Known to People Today.

Where is the Rochester of yesterday—the dusty little village of shanties, gas lamps, buzzing mills and homes where grandmothers can recall how it was yesterday and which to-day is so vague as mystery? A few search books yield a few hints at its character and substance, and a few scattered paragraphs afford written histories, but only the life-and-blood recollections of the older generation can they evoke in the mind again.

The flood of communications which ceaselessly comes to the "Over the Hill" department of the daily column may be learnt to-day of the real Rochester. And it is intensely interesting. In fact, there can be no doubt of its genuine interest to many. The flood of communications which may be learnt to-day of the real Rochester because of all that these facts are written, perhaps the obscure people who obscurely trod the budding city's streets and added in the rapid flight of time is but a short avenue that it is destined to be a short section of the old-time Rochester. But to delve deeper for the really interesting facts, too, shall pass away.

Flood of Recollection.

"And cfechotis City Known, NaP. Which Are Rochester of Yesteryear Has Become an Apparently Inexhaustible Fountain of Interesting Memories." According to a contribution, should "some seven or eight years ago," as M. A. C. Land sing in the old Corinthian Hall and elsewhere, to intimate details of the city's early scandals, foibles and pleasures.

The Percolator Column.

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Ij home came next, then the Holbrook as the house was being demolished to sidewalk bore the figures 1814. I passed around the town.

sweet apples from the rear of the Bloss homes, father of George Breck, and acquainted with Mr. Bloss and bear to-day from the street. I was personally ac-

j house, which stood on quite a hill and purchased the property and built a resi-

p. "Earlier Main street did not extend

x-612

Ward, Charlie Newton, Andie Bracket to Stillson street. Its wooden 'awning where Mart Hart, Dellon Dewey, Harry

spangled knee breeches and Wooden shoes. double clog dancing, which they did in

to heat the car, all in the driver's

sides where small boys could

on the sides where small boys could

"I remember when the Alerts and Pro-

"I remember the old pottery, on the

"I remember that when we crossed

"I remember when the Alerts and Pro-

o'clock. To get a glimpse of the locomotive, we had to slip away from school during recess one day. It was the

\[\text{Central Library of Rochester and Monroe County} \quad \text{Historic Scrapbooks Collection}\]
Names City Has Forgotten and Places One No Longer Hears of Were Important Few Years Ago

Interesting Recollections of Persons Who Can Tell What Young Rochester Was Like
Form Intimate and Amusing History.

QUEER OLD NAMES OF PARTS OF CITY

By J. M. ANGLE

In the early days of Rochester’s history it was customary to bestow upon localities names by which they could be identified in a general way. Among the older, and possibly the older of these local designations, is Corn Hill, a name still in vogue in reference to the Third ward. Various reasons have been assigned for applying this name to the locality, all of them more or less possible; but the fields of corn grown there appear to be the most probable.

To the locality on either side of State street and extending to the vicinity of Jay street was given the name of Frankfort. This was one of the recognized localities, and in 1920 property was described in conveyances as being in that part of the village of Rochester formerly called Frankfort, the property in one of the conveyances being located on State and Mill streets. To the northward of Frankfort and in the vicinity of the Lower Falls was a territory known as McCRACKENville, the name coming from the land holdings of the McCracken family.

Legend of Hopper’s Hill

On the west bank of the river, opposite the Kodak works, was Handford’s Landing. North of this locality, where the road to Charlotte crosses the New York Central tracks, the rise of ground just south of the railroad was known as Hopper’s Hill. Tradition made this locality the haunt of the ghost of a peddler whose dead body was found there many years ago, and the place was also noted as the gathering place, in the spring and fall, of large flocks of crows.

On the east side of the river across from Frankfort was the territory of Dublin, which took its name from the number of Irish who settled there. North of Dublin and approximately opposite Handford’s Landing was Carthage, a rival of the landing in the way of a port for the lake traffic and, at an early day, a competitor of the village of Rochester.

In the southeastern part of the city and to the southward of the Erie canal was a thriving settlement called Lockville.

Builds Head, a name not infrequently used at the present time, indicated the immediate vicinity of St. Mary’s Hospital. The tavern located there was a favorite resort for the sleighride parties from Rochester in the ’40s. It was then in the town of Gates, and was not within convenient access to the city until William Hubbard established a bus line. The first trip was made September 16, 1834, and the Daily Union of that date said:

“Mr. Hubbard’s new omnibus commenced running on Buffalo street to-day, between the corner of State street and Field’s tavern in Gates. It is a nice establishment.”

Chicken Row Unwelcome

Chicken Row was located on the south side of Buffalo street, and extended westerly from the corner of Fitzhugh street. It was a congregation of old and dilapidated frame buildings, and harbored the most undesirable of the population. It was an abomination for years. The Daily Democrat of December 17, 1838, said:

“The fire last evening was in the rookery corner of Buffalo and Fitzhugh streets, opposite the Methodist chapel. The fire was unfortunately extinguished before the buildings burned down.”

The “Row” was the scene of frequent fires, but was so closely tenanted that the fires had no chance to spread. In 1853 the land was bought by the Rochester Savings Bank for the purpose of erecting a bank building, and on December 30th the buildings composing the “Row” were sold at auction for $61. The following morning the buildings were discovered to be on fire. The fire department was prompt in responding to the alarm, but in spite of their endeavors only two of the buildings were saved, and these, later in the day, suddenly and mysteriously burst into flames and were destroyed.

Rotten Row Aptly Named

Rotten Row was located along the south side of the Erie canal, between Exchange and Fitzhugh streets. The American of August 11, 1856, said of this locality:

“Drunkenness, profanity, obscenity and all manner of vice prevail here to a disgusting extent.”

Loafer Bridge was the name given to the bridge across the canal at Exchange street. The same name was also applied to the river bridge at Court street.

To the locality lying north of Andrew’s street and between St. Paul and Water streets several unpleasant names were given, the least disagreeable one being “Smoky Hollow.” The houses were built on either side of a narrow road known as Carthage alley, now diversified by the name Carthage street. Some of the dilapidated frame houses are still standing.

Rattlesnake Hill. At an early day an outcropping of limestone ran from the river across Exchange street. The ledge continued westward to beyond Fitzhugh street, and was highest about where the Court House is located. It was infested by rattlesnakes, from which the ridge took its name.

Legend of Hopper’s Hill

Legend of Hopper’s Hill
Back in 1827, according to a map of the city, Monroe Avenue was known as the Court Street extension. It extended only to Alexander Street in that time. First mention of Monroe Street was made in 1838 records. Monroe Avenue was used in the 1869 directory. This map shows Main Street West as Buffalo Street. The letter M designates Washington Square. South Avenue was known as River Street. Back in 1826, Monroe Avenue was called the road to Canandaigua. The above map was made January 1, 1827, by E. Johnson. At that time the population of the city was 7,669.
Captain Basil Hall, of the Royal Navy, gave a vivid picture of America, in 1827 and 1828.

"On the 26th of June, 1827, we steamed up the Genesee River to the village of Rochester, under the guidance of a most obliging and intelligent friend, a native of this part of the country. Every thing in the vicinity of the river caught our eye. The view was beautiful and pleasing, and the river was speaking to us. The towns and villages along the river were all bustling, and we were impressed with the impression that the river was alive and in motion.

"The streets were all crowded with people, and the buildings were all full of life. The houses were all busy with activity, and the people were all engaged in some task or other.

"The canal banks were decorated with flowers, and the fields were green with the crops of the season. The air was fresh and invigorating, and the whole scene was a picture of beauty.

"The old houses had been sent, by accord, readymade, and looking as if they had been turned over from the workmen's hands but an hour before, or that a great box of new houses had been sent by sea from New York, and tumbled out on the half-cleared land.

"The canal banks were at some places still unturfed; the lime seemed still to have its use in the stoves. In the town, the smokestacks were all high and prominent, and the chimneys were all white with smoke. The smoke was thick and black, and it was blowing in our faces. The people were all busy with their work, and the town was alive with activity.

"As we went on, we passed by the late session of the board trustees, on May 29th, 'that the north bridge over the river, the bridges over the canal on Buffalo street and on Exchange street are out of repair and in a dangerous situation.' The trustees passed a resolution on July 3, 1827, that the north bridge over the river, the bridge over the canal on Buffalo street, and the bridges over the canal on Exchange street are out of repair and in a dangerous situation.

"The street is now known as Front street, the name being given to perpetuate the name of the Lancasterian School, which had a lodge of the Grand Lodge of Pennsylvania (Union street) then being the eastern line of the village.

"The street commissioner reported to the board of trustees, on July 3, 1827, 'That the north bridge over the river, the bridge over the canal on Buffalo street, and the bridges over the canal on Exchange street are out of repair and in a dangerous situation.' The trustees passed a resolution on July 3, 1827, that the north bridge over the river, the bridge over the canal on Buffalo street, and the bridges over the canal on Exchange street are out of repair and in a dangerous situation.

"The wish and intention of the trustees was to establish a permanent theater was not accomplished, the theater closing three months after the opening.

"On May 22d, the trustees passed a resolution for the opening of a street from Main street south to the High street.
Well Built

A comparison of making a pavement of "round flint stones," in 1827, with the 1827 improvement now going forward in Main street, is a conspicuous illustration of the changes a hundred years has brought. On July 17, the trustees decided to continue Hart street (Plymouth avenue, north) from Ann (Allen) street to Frank street. The records of the trustees proceedings for July 31st, show

Blossom's tavern, on Main street (south side of Main street, east, a short distance east of the corner of South avenue on Main street); and the small engine, to be called No. 3, be placed near the intersection of Plat and State streets." On November 22, the trustees directed "that the sum of $250 be applied to the erection of a small engine, to be called No. 3, be placed near the First Presbyterian meeting house yard; that the new engine, to be called No. 2, be located near the blacksmith shop, nearly opposite

"Mr. Wilder presented an account of $4.50 for one day up the river, looking for paving stones and expenses, and for repairing logs at the corner of Buffalo and Carroll streets."

On August 7th, the trustees appropriated $100 for constructing a public well at the corner of Main and Clinton streets, to be constructed by the street commissioners. On which corner of the streets the well was to be constructed, was not mentioned in the resolution. On August 14 a petition for the construction of a public well at the corner of Washington and Atkinson streets (which corner not stated) was granted by the trustees. The record of the proceedings of the trustees on August 17th, state:

"Mons. Emile Guilledeau petitioned for a license to exhibit the "Grecian dog, Apollo," for four days. Resolved to give him a license without charge." John Pringle presented a petition to the trustees, on October 16, "representing that he had completed a public well at the corner of Court and Exchange streets, and contemplated putting a pump in the same, and praying that a part of the expenses which he had incurred be refunded to him. Resolved, that on his completing said pump to the satisfaction of the street commissioner, the clerk draw an order on the treasurer, in favor of said Pringle, for $20." At this meeting a resolution was adopted, "that a census of the village be taken, and to be completed on or before November 1, next." Oshea Wilde was appointed to take the census.

Mail Service Proficiency

The village trustees, on October 20th, resolved: "That fire engine No. 1 be located near the First Presbyterian meeting house, or on the court house yard; that the new engine, to be called No. 2, be located near the blacksmith shop, nearly opposite

THERE always has been something about the nickname "Bull's Head" for the section around Genese Street and Main Street West which caught my fancy. It sounds a bit like the names of some streets or sections in English cities, such as "Poultry" or "Cheapside" in London. Most of these old names have a definite meaning if the curious will go back far enough to find it.

POULTRY" for example was a poultry market and "Cheapside", a street devoted to bargains. For more than a century neither name has had any significance so far as the business of the locality is concerned. In the same way, "Bull's Head" meant, a hundred years or more ago, a well known tavern, situated at the junction of two country roads, now Main Street West, then the Buffalo Road, and Genese Street, so called because it ran south from the Buffalo Road to the Genese River.

ONCE upon a time, at about this same period, there was a more or less impassable in the rains of the fall and spring, snow drifted in winter and ankle deep in summer dust. It ran down to the river to a small settlement, where the river flat-boatsmen who ferried the produce of the upper valley down from Genese and Mt. Morris before the building of the Genese Valley Canal used to make merry.

THERE were but two buildings on Genese Street then, a small log house near the Buffalo Road and farther along a farmhouse, belonging to one Ballantine. Dense woods covered the entire area with the exception of a few farm clearings.
Pipe the lid on "Willie off the Pickle Boat" and the shawls on the lethargic dames giving the "go-by" to the open air beef suspended in front of a butcher shop. They give a fair hint this picture of Front Street was snapped some years before WPA launched its street paving projects. But Fido's mournful gaze in the direction of a chicken being shorn of its feathers is as modern as the clattering pneumatic drills with which relief workers will be torn out when laborers begin to wield pickaxes on the surface in preparation for repaving.

The wide, modern road will stretch from Main Street to Central Avenue, a sharp contrast to the pictures old Rochesterians conjure up when Front Street is mentioned. A very few residents can remember how it bustled in Civil War days, with markets and stores and saloons and with policemen quartered in one wing of the City Market.

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Front Street's Last Link
With River Doomed

Within a few weeks WPA workers will have destroyed one of the last tangible reminders of the days when the Genesee River was Front Street's best friend—and its worst enemy.

Early in the 19th Century, when the street was just a lane with a few buildings on the west side and a sandy beach on the east, the river meant a great deal to Front Street's life.

The few residents lived in fear of spring freshets. Boys lived for the time when the water would go down so they could hunt crabs on the beach. And the housewives depended on river water for many purposes in those days when cisterns and pumps were not too common.

Stalls Built Over River

Then the street became a market center, with stalls built out over the water where farmers could sell produce. In 1837 a fine new frame market building was erected—and the merchants cited the nearness of the river as a big advantage. It simplified the problem of flushing out stalls and floors.

Eventually this unique water system was supplanted by a more carefully planned one, and a flume was built to divert part of the river into a reservoir. Abandoned for many years now, this flume will be torn out when laborers begin to wield pickaxes on the surface in preparation for repaving.

Big Flood in 1865

Perhaps some can remember the slimy mess left when flood waters receded in March, 1865, and how after the street was mopped up and aired out they decided to raze the City Market.

More common mental pictures, however, are those of the post Civil War days, when bucket-wagon wagons lined the street by day, while by night respectable women avoided it like a plague, for it was the "Little Bowery" and one of the toughest streets in the country. Practically every other door was a saloon or a cheap lodging house, and policemen walked that beat.
Mysteries Challenge Steam Shovels in Front Street Repaving

Engineering Relics of Past Century to Be Uncovered

By ROY ELLIOTT

Front Street got into the fifth week of its second century yesterday with a face lifting operation—and considerable mystery.

Into Front Street's conglomeration of discordant noises moved a steam shovel, a battery of compressed air drill operators, WPA signs went up and the long-awaited repaving project got under way.

By nightfall a half portion of Front Street extending from Market Street southward nearly to Corinthian had been ripped up—and Front Street was discussing its newest mystery.

"What will those compressed air drills, those steam shovels—there'll be a second one in action today—find under ancient Front Street's pavement?"

Laid 39 Years Ago

It has been 39 years since the street's present Medina block pavement was laid, but at that time the street's surface was delved into only to foundation depth. Below that are known to be relics of engineering feats of the past century.

There's an old 24-inch steel flume buried down somewhere, a flume that long before the turn of the century was used to bypass water from the Genesee River for Front Street's power and in some cases washing activities. It runs from somewhere near Main Street down to Andrews or beyond and is to be removed now.

Caving in of this flume is believed to have caused at least some of the mountainous characteristics of Front Street's pavement.

Others doubtless were caused by cavernous washouts the steam shovel may uncover, washouts caused by rampages of the Genesee River in its flood tides. Until the river deepening project was completed about a score of years ago, Front Street always was a sandy river beach. They couldn't remember it, but they had heard tell.

Always Flood Victim

Prior to that Front Street always was talking about floods, for if the river rose, Front Street flooded. Yesterday the street's sages—Front Street's merchants—even talked back to the time when there were only a few buildings on the west side of the street, and the east side was a sandy river beach. They couldn't remember it, but they had heard tell.

What picturesque Front Street may be like when its new face-lifting is completed is the thing that interests motorists, but what workers may find beneath its ancient cobblestone interests old timers just as much. Repair work got under way yesterday.

...
Front Street Workers Uncover Old Flume

Pipe Supplied Water To Market Stalls In Former Days

Buried many years—even the records are vague on its history—the old flume that used to supply Front Street with its water was uncovered yesterday.

They didn’t know just where they would find it, but WPA workers excavating for Front Street’s new pavement project uncovered it almost smack in the middle of the street, about four feet down. It was in surprisingly good condition. Thomas J. Morrison, commissioner of public works, admitted that as he looked operations over yesterday afternoon.

“I expected we’d find it pretty well broken down or caved in in places but that’s in good shape,” he remarked of the section revealed yesterday between Corinthian and Market Streets. “That’s of wrought iron construction. Notice the riveting in those sections, and the 30-inch sleeved and leaded joints.”

The bystander got the impression it was a pretty good job.

Front Street probably thought it was a pretty good job also several scores years ago when its construction marked the end of carrying water from the river or from wells in the vicinity. The 24-inch tubing was designed to bypass water from the river and it saw heavy duty back about the middle of the last century when, among other uses, it supplied water to clean out the many stalls of Rochester’s early hucksters who first brought to the street its marketing reputation.

As WPA work in Front Street took its historical bent yesterday, Rochester Gas & Electric workmen moved in to go about their more modern duties. Every gas and electric connection, every water and sewer pipe in the street is to be uncovered, repaired where necessary, unserviceable items ripped out.

Plea for Nature

Editor, The Times-Union:

When Bernhard Huck, pioneer grandfather of the writer, came to the Genesee country in a packet boat on the Erie Canal from Albany 108 years ago he found a wilderness country.

His little boys and girl used to walk to Plymouth Ave., near the present Flint St., where Indians still lived, and would bring them clothing in exchange for willow baskets, Indian made. The little girl used to pick mandrakes, violets and trilliums in the near woods.

Now Plymouth Ave. is solid cement from lot boundary on one side of the street to lot boundary on the opposite side, from the bridge over the Pennsylvania Railroad to the edge of Genesee Valley Park. All the little animals and birds that found homes there have long since had to seek food and shelter farther on, or have lost out in the battle of life.

The white man’s encroachment on the wilderness domain has destroyed, in this area, native trees, wild flowers, birds and animals. Much has been unavoidable, but much was needless and some was wanton destruction. Now one must go far afield to find a woodland supporting spring beauty, bloodroot, dogtooth violet.

The old-time rail fences on farms furnished sheltered nooks for flowers, trees and birds. Asters, goldenrod, buckthorn and huckleberries could be found in abundance. In one such spot stands a fine specimen of hawthorn, self-sown 60 or 70 years ago.

May we make a plea for more consideration of nature’s artistic arrangement of her flower children in remaining wild areas, and consideration for the native birds that make their homes among them?

MRS. HORACE G. PIERCE.
Rochester.