First mention of John Quincy Adams as a presidential possibility in Rochester was made in the editorial columns of the Rochester Telegraph in 1822. Thurlow Weed, at that time associate editor of the Telegraph, was probably responsible for the editorials.

This initiated a movement which soon became state-wide, and a short time after the original editorial a public meeting was held here June 7, 1825. The name was later changed in accordance with the state legislature. The courthouse. 

Many persons believe Allen Street was named after Indian Allen, Rochester's first miller. This opinion is disputed by Morley Turpin, archivist of the University of Rochester library, who has long been a student of local history and of Indian Allen's life.

Allen Street, Mr. Turpin holds, honors "Honest John" Allen, an early settler in Rochester, and mayor of the city in 1844. Near the north side of the 100-Acre Tract purchased by Col. Nathaniel Rochester and his partners in 1812, the street, when laid out by Colonel Rochester was named after his daughter. The name was changed in July, 1858.

During the War of 1812 a British blockading squadron off New Haven harbor captured a fleet of merchant ships owned by Samuel James Andrews, then prominent West India merchant. The capture left Andrews virtually penniless, his only remaining property a tract along the eastern bank of the Genesee River he had purchased several years before as a speculation.

Although 50 years old, he came to the Genesee country, and with youthful energy built the first stone structure in Rochester on the site of the present Granite Building. He constructed a bridge across the river at Andrews Street, built mills along the river, assisted in the founding of two churches, and built three homes, the last one at the corner of Andrews and St. Paul Streets.

His son, Samuel George Andrews, was mayor of Rochester in 1840 and again in 1856, postmaster, and member of Congress. Andrews Street, was named after this pioneering family.

Andrews Street, according to Morley B. Turpin, archivist of the University of Rochester library, was named after the six president of the United States, whose first nomination came from Rochester. Mr. Adams later visited Rochester, on July 27, 1813, when he was greeted with a torchlight procession, and gave an address in front of the courthouse.

From Sophia Street, now Plymouth Avenues South, to Exchange Street, Adams Street was originally called Lafayette Street, after the famous French Soldiers, who visited here June 7, 1825. The name was later changed in accordance with the practice of giving a continuous street the same name.

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This is another in a series of articles concerning history of street names in Rochester.

The first strawberry soda in Rochester was drawn by the hand of Dr. Frederick F. Backus, whose name is perpetuated in Backus Street.

He operated one of the village's leading drug stores, and advertised on May 10, 1831 that he had installed a "soda fountain."

In addition to being prominent as a physician, Doctor Backus was also a leading citizen of the rapidly growing young village. He owned a fine house at the northeast corner of Spring and Fitzhugh Streets, and was one of the two first aldermen elected to the Common Council from the Third Ward. He also was first vice president of the Rochester Academy of Sacred Music.

Through his influence the West End Home for Refugees, state industrial school, was brought to Rochester, and was constructed on the site now occupied by Edgerton Park, in 1847-51. Doctor Backus was for several years a member of the board of managers, and in his honor the street in front of the school was given his name.
Opening of the Erie Canal through Rochester in 1825 gave tremendous impetus to the boatbuilding industry which, until that time, had produced only an occasional schooner for lake service.

Within a few years after the canal pushed its way through the village there were six boatyards here, supplying, according to Henry O'Reilly, Rochester historian in 1888, "not only a large proportion of vessels for the Erie Canal, but many for other canals in this and other states."

One of these boatyards was operated by David R. Barton, this, however, was not the only enterprise in which Mr. Barton was interested.

He also ran a shop for manufacture of edge-tools which brought the young village of Rochester no little fame as the home of excellent tools, all warranted to be of the very best quality. One of the early fires at the southwest end of the Main Street bridge destroyed Mr. Barton's shop, but failed to daunt his industry.

Besides being a boatbuilder and toolmaker, Mr. Barton also was a land owner and real estate operator. Through his holdings in the present 10th Ward a street running from Plymouth Avenue to Genesee Street was named in his honor Dec. 11, 1888.

BARTON STREET

This is another of a series of articles concerning history of street names in Rochester.

One of the few authors of international renown who have called Rochester their home was James Breck Perkins, attorney and writer on French history.

Travels in Italy and France while he was still a student in the University of Rochester made him an excellent linguist, and prepared him for the work he was to do later. He was elected city attorney in 1874, when only 26 years old, and was re-elected two years later.

In 1890 he temporarily abandoned the legal profession and turned to writing, publishing "France Under the Reign of Louis XV," "The Life of Richelieu." He later served the community in both the state assembly and Congress.

Breck Street, according to Morley B. Turpin, archivist of the University of Rochester Library, was named after James Breck Perkins.

BRECK STREET

This is another of a series of articles concerning history of street names in Rochester.

In 1812, the same year in which the Hundred-Acre Tract was purchased by Colonel Rochester, Pittsburg and Carroll, the tract adjoining it on the north was bought by Matthew and Francis Brown and Thomas Mumford.

This was named the "Frankfort" tract, in honor of Francis Brown, who was elected a trustee of the village of Rochesterville in 1817.

The Brown brothers immediately began to develop their property, and built a mill-race which was given their name, and still bears it. On this race were built some of the mills which earned the title of the "Flour City" for Rochester, among them being the establishments of Warham Whitney & Co., Henry L. Achilles, the New York Mills of Mack & Patterson, and the Eagle Mills of Henry B. Williams & Company.

Near the center of the Frankfort Tract was a public square, and leading from this to Buffalo Street West, was a thoroughfare at first designated as Court Street, but which was given the name Brown Street before Rochester became a city.

BROOKS AVENUE

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This is another of a series of articles concerning history of street names in Rochester.

In 1883 residents of Hunter Street decided they wanted the name of the street changed, and offered a petition in Council to name the street Garfield Avenue, in honor of President James A. Garfield. The move was lost, and Alderman Bronson amended it to christen the street Cleveland Avenue, after Grover Cleveland, then governor of the state. This too was lost. Finally someone proposed the street be given Alderman Bronson's name, and this proposal was carried Oct. 30, 1883.
Rochester was a small but thriving wilderness hamlet when, in 1809, Caleb Lyon began the settlement of the village of Carthage, on the east bank of the Genesee River below the lower falls.

It was an ideal spot for a trading center, with a river landing to which lake schooners could sail, and from which a rich trade with Canada was carried on for several decades.

In the early days of the village of Carthage extravagant predictions were made that it would soon outstrip Rochester in trade and population, and for a time it threatened to do so.

Through the efforts of the citizens of the bustling village the first bridge across the lower river gorge was built at Ridge Road in 1816, to provide a direct route through Carthage for the stage from Canandaigua to Lewiston. Unfortunately the bridge collapsed the following year.

Then in 1824 the building of the Erie Canal through Rochester initiated the gradual downfall of the village on the lower river and when Rochester received its city charter in 1834 Carthage was included in the incorporation.

The final blow to the community was delivered by the Panic of 1837 from which Carthage's mills and industries never recovered.

Carthage Drive, curving along the river from St. Paul Street to what is now Avenue E, and Carthage Street, a small street from Jewell Street to Conkley Avenue, preserve for history the name of the village which once rivaled Rochester.
This is another of a series of articles concerning history of street names in Rochester.

A dapper young man, "sleek as a licked puppy," as one of the onlookers described him, stepped from one of the stages from the east on a fall day in 1814 and inquired where he could find his brother, Elisa, Ely. Only 22 years old at that time, Hervey Ely was called a "very spurs young man," a reputation which he kept throughout his life by his careful attention to his personal appearance.

His older brother, Elisa, already had obtained a lease from Col. Nathaniel Rochester for land on which to build a mill, on the Hundred-Acre Tract, and there, in 1814-15 the Ely brothers and Josiah Beers Jr. erected the far-famed "Old Red Mill." The firm of Bissell & Ely was dissolved in 1828, and the brothers went south and in 1834 and went to Allegan, Mich.

Hervey Ely remained in business here for 40 years, and was universally rich and insolvent, but always determined to succeed. He was the first to import western wheat to be ground in Rochester mills, and the first to set up a steam engine to furnish power when the water in the river was low.

Ely Street, running eastward from the river near the site of the brothers' large mill, was named after them.
A family tradition of 75 years led Granger A. Hollister naturally into the lumber business when he founded Hollister Brothers with his brother, George, in the 1880's. Their father and grandfather had both been lumber dealers.

Later the firm was changed to the Hollister Lumber Company Ltd., which is still doing business in Anderson Avenue. Granger Hollister was also connected with many other business enterprises. He was a director of the Rochester Savings Bank, and helped to organize the Security Trust Company of Rochester in 1892, serving as its first manager of the institution.

He was the father of Mrs. Elizabeth Hallister Frost Blair, Rochester poet. Mr. Hollister died Jan. 19, 1924, at the age of 69.

The fact that the Philippine Islands were not given their independence immediately after the close of the Spanish-American War in 1898 probably was due to Garret A. Hobart more than to any other man.

Then vice-president of the United States, he made the office one of real importance, and led the opposition to the movement which would have granted independence to the islands in the Far East.

Before his election on the ticket with President McKinley he had been a successful attorney in Paterson, N. J., and had served his state in several official capacities. He died Nov. 21, 1899, while on a trip to the south.

Only a few months before his death the name of Granger Street, between West and Chili avenues, was changed to Hobart Street in his honor, according to Morley B. Turpin, archivist of the University of Rochester library.

The dynamic energy of Elisha Johnson played a large part in forging the early developments of Rochester. Coming here from Canadaigua in 1817, he bought a tract of land on the east bank of the Genesee River and in the same year built a dam across the river. The race called the Johnson and Seymour race, which he built from the dam to the Main Street bridge, attracted several miles and laid a sound foundation for Rochester's industrial future.

Mr. Johnson also constructed the second Main Street bridge, and the first railroad in the city, which ran from the south end of Water Street to the village of Carthage. He was also the surveyor, contractor and chief engineer of the Tonawanda Railroad, which ran from Rochester to South Byron, and was later extended to Attica.

Mr. Johnson was thrice elected president of the village, and was Mayor of Rochester in 1838. After the expiration of his term he was called upon to assist in the construction of the Genesee Valley Canal, the work of which had been progressing slowly.

Johnson Street, near the south end of Elisha Johnson's original land purchase, was named after him, according to Morley B. Turpin, archivist of the University of Rochester library.
When Charlotte was made a port of entry for Rochester in 1808, Samuel Latta, resident and merchant of the lake settlement, was named the first collector of the port. He was a son of James Latta, early Genesee Valley trader and explorer who bought land along the lake in 1780. Samuel Latta's brother, George, surveyed and helped clear the present course of Latta Road, one of the first thoroughfares laid out west of the lake in 1790. Samuel Latta, resident and merchant of the lake settlement, was the wife of Benjamin Barton, explorer who bought land along the early Genesee Valley trader and Indian Allen.

Development of the wilderness that was Western New York in the early years of the 19th century was rapid and brought huge profits to traders. Their principal difficulty was that of communication and transportation, for primitive roads of that time could scarcely be called more than trails. Shipping by water was greatly favored, and the mouth of the Genesee River, at what is now Charlotte, offered the advantage of a superb natural harbor for lake schooners.

While Rochester was still an uninhabited wilderness, Canandaigua was a booming frontier town, the center of trade for the Genesee Country. It was there in 1789 that the first dentists, and Charles Hendrix, hardware merchant. And last, but not least, for it spread the fame of Livingston Park far and wide, was the Livingston Park Seminary, exclusive girls' school kept for many years by the Rebaza family, and finally abandoned only a few years ago.

This is another of a series of articles concerning history of street names in Rochester.

The second Episcopal parish in Rochester was organized May 28, 1827, under the guidance of the Rev. Francis H. Cuming, then rector of St. Luke's Church.

The construction of a brick church in what was then Market Street, near Mortimer Street, was begun, and the edifice was dedicated in August, 1830. It was named St. Paul's Church.

In 1848 a mortgage on the church was foreclosed, and St. Paul's Church was dissolved. A new corporation was formed to buy the property under the name of Grace Church. The building burned in July, 1847, and was rebuilt the following year.

Among the vestrymen of the original St. Paul's Church was Elisha Johnson, who was elected mayor in 1838. His first official act was to change the name of Market Street to St. Paul Street.

The street's first name, Market Street, was given because the street led from Main Street to a public market in the Andrews tract. This is another of a series of articles concerning history of street names in Rochester.
When the citizens of the village of Rochester decided to apply for a charter as a city, the task of drawing up the city charter was given to John Canfield Spencer, an eminent lawyer of the community. He completed his labors with conspicuous success, and the charter which he drew up was accepted when Rochester was declared a city in 1834. Spencer received $125 for the work. Even higher distinction was to come to him, for President John Tyler appointed him Secretary of War, and later Secretary of the Treasury, in his cabinet.

In the name of Spencer Street the city has perpetuated the name of the author of its charter, according to Morley B. Turpin, archivist of the University of Rochester library.

Long before the days of the Hemlock Lake water supply for Rochester citizens of this community depended on springs and wells for their water. One of the best of these springs was near the rear of the present First Presbyterian Church, on the Rochester property.

Shortly after he moved here Col. Nathaniel Rochester protected the spring with a small shed. A block of limestone, used in the floor about the spring is still to be found in the sidewalk on the south side of Spring Street, near its original site.

In later years the spring dried up, although it gave considerable trouble to builders when they tried to lay foundations for many of the buildings in its vicinity. The trail leading from the upper falls in the river to the spring was given the name of Spring Street early in its history, says Morley B. Turpin, archivist of the University of Rochester.

In 1850 one of the sheepskins awarded by Yale University in 1869 went to Elisha B. Strong, an ambitious youth from Windsor, Conn.

Soon after graduation he took a trip to Niagara Falls, and became very fond of the Canadianagua territory. He returned there, entered a law office, and was admitted to the bar in 1855. Then he brought a bride from his home town, and set up practice for himself.

Although he was very active in developing the country, and increased the value of the tract many times over, the associates thought he spent too much money, and they released him and appointed Col. Robert Troup in his stead.

He was a New York attorney who had been an aide to General Gates during the Revolution. He moved to Geneva in 1814 and lived there most of the remainder of his life. He died in New York in 1832.

Troup Street was named after him, according to Morley B. Turpin, archivist of the University of Rochester library.

The street originally honored Gen. Ashbel Wells Riley, early settler and land-owner on the east side of the river. He was an ardent temperance advocate, and spent much time and money on speaking tours in behalf of the temperance movement. He won wide acclaim and respect in Rochester for his heroic efforts in caring for the sick during the devastating cholera epidemic of 1852.

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This is another of a series of articles concerning street names in Rochester.

The departure of the family of Col. Nathaniel Rochester from Hagerstown, Md., in 1810 was highly dramatic. Citizens of the community lined the streets to bid one of their most prominent men goodbye.

At the head of the procession rode Colonel Rochester, his eldest son, and the youngest, Henry E. Rochester, then four years old, who rode a pet pony all the way to their new home in Dansville. Behind came the family, in two carriages, and their belongings in three great Conestoga wagons.

When Colonel Rochester laid out the first streets in his 100-acre purchase on the site of the present city of Rochester he named Washington Street after Washington County, Maryland, where he had left behind so many friends, believes Morley B. Turpin, archivist of the University of Rochester library.

Achilles St.

This street, between North and Stillson sts., might recall Homer's Greek hero with the vulnerable heel, but actually it commemorates an early Rochester miller, Henry L. Achilles.

Achilles' flour and grist mill on Brown's Race was one of a number more than a century ago which gave Rochester the title of "Flour City."

—BILL RINGLE.
**Birr St.**

It may be a long, long way to Tipperary, but it's not so far from Birr St. as you might think. According to records left by the late Morley B. Turpin, one-time assistant city engineer, the street running west from Lake Ave. to the New York Central tracks was named for Birr, Tipperary, Ireland. Birr was the birthplace of Charles J. Burke, who owned the tract through which the street passes. The street was named in 1890, two years before Burke's death.

—BILL RINGLE.

**Churchlea Place**

Rope—from thick hawsers for mooring canal boats to hangmen's lines braided with linen hemp—was once made on this short street and, indirectly, gave it its name.

In 1830 Sidney Church began making rope in Buffalo St. (now Main St. W.) where the Pennsylvania Railroad Station now stands. Later he moved west and set up his place of business where this street, between Main and Clifton sts., bears his name.

When pungent odors of tar, manila and sisal made the neighborhood smell like a boatswain's locker, a long shed, or "rope walk," where workmen unraveled the lines, stretched back to Clifton St.

It was the mecca of small boys seeking to earn a few pennies by helping the ropemakers. Originally called "Church Walk," it was changed to its present name in 1893 on petition of a member of Church's family.

—BILL RINGLE.
Residents of Comfort St. are quite likely comfortable, but that's not how their street got its name. It commemorates the Rev. Comfort Williams, first pastor of the First Presbyterian Church, the city's oldest religious society. He lived on a short street running east from Mt. Hope Ave. To that street, after he resigned his pastorate in June, 1821, his name was given. It now runs from Mt. Hope to Clinton Ave. S.

—BILL RINGLE.
They May Be the Same Streets
- But Their Names Aren't

By ARCH MERRILL

"I'll meet you at the corner of William Street and East Avenue." Don't laugh at the old timer. It wasn't so many years ago that there was a William Street in Rochester. It ran from Monroe to East Avenue and now is a part of Broadway.

And should the venerable one mention Caledonia Avenue, don't get the idea he is talking about the Livingston County village. For he remembers when that part of Clarissa Street north of Plymouth Avenue was Caledonia Avenue.

It was only after the Oak Hill golf course became the University of Rochester's River Campus that the city paved narrow Wolcott Road and renamed the smooth new boulevard Harbor Boulevard. Within two years it was rechristened River Boulevard.

"Some folks say that in Rochester nothing ever changes. If they would thumb through a few old city directories—and some not so old—they would find that the names of scores of streets have undergone changes."

** **

**MANY WILL REMEMBER**

when the section of Plymouth Avenue North from Commercial to Bloss was Frank Street. That name has disappeared as completely as has the stately St. Patrick's Cathedral that once graced it.

Plymouth Avenue North, originally was Hirt Street, named for a partner of Nathaniel Rochester, and Plymouth Avenue South was Sophia, the name of the city founder's wife. After Plymouth Church was built in 1854, the whole length of the street was renamed Plymouth.

Once Portland Avenue was North Street, North Street was North Avenue and Hudson Avenue was West North Street, truly a confusing state of affairs.

Not so long ago the present Ridge Road west of Lake Avenue was Livingston Avenue; Verona was Jones Street; Joseph Street was St. Joseph Street; Canterbury Road was Pacific Street; Fort Hill Terrace was Stokes Street; Woodbine Avenue was Narcissa, Oxford was Nichols and Ravenwood Avenue was Hovey Street.

The desire of residents of Orphans Alley to change its name to Orpheum Street is wholly understandable.

** **

**IN THE BEGINNING, Main Street**

west of the river bridge was Buffalo Street, because it led to that rival frontier town. As the East Side was built up, Rochester's principal artery became East Main and West Main, with the Four Corners as the dividing line.

The southern section of State Street originally bore the name of Charles Carroll, an owner with Colonel Rochester and William Fitzhugh, of the village site.

After the elder Carroll's death, his son, Charles H., in 1831 sued the village over a riverside land deal. Official Rochester lost its case and retaliated by erasing the name of Carroll from the city map. It exists today only in a Carroll Alley and a Carroll Place, two one-block streets.

Once the present East Avenue was called Main Street. It had been variously Culver's Road, Blossom Street and Pittsford Road. In the 1840's civic leader Josiah Bissell took matters in his own hands and without official sanction put up signs designating the thoroughfare East Avenue.

Front Street was Mason Street from 1811 until 1868, when it became Market Street for a few weeks. Then it resumed the name of Mason. Six months later the city fathers christened it Front Street.

** **

**WHAT IS NOW Central Avenue**

from Water Street to North was first Atwater Street, and the Water-State Street sector was Railroad Avenue. Then it took the name Central Avenue away from Lyndhurst Street.

Corinshian Street was variously Bugle Alley, Works Street and Exchange Place until it got its present name from the hall and theater that stood on it.

The name of William Fitzhugh, partner of Rochester and Carroll, has been preserved in a downtown street. Originally the present North Fitzhugh was Hughes, the maiden name of Fitzhugh's wife.

Once St. Paul Street north of Main was divided into three sections, named River, Market and Clyde. This was before an Episcopal church was built and the whole stretch got a new name. Until earlier in this century the present South Avenue was South St. Paul Street.

Before a race track was laid out along it, Driving Park Avenue was McCracken Street. Saratoga Avenue was once Bolivar Street. Tremont was Clay Street and Spring Street was Falls Street. Little Graves Street originally was "The Common Way."

** **

**RILEY STREET**

named to honor Col. Ashbel W. Riley, who was a heroic figure in the cholera plague of 1832, became University Avenue when a college was built and replaced a pasture on its borders in 1850.

After Hill Street of once unsavory repute became respectable, it was renamed Industrial Street.

Before Jefferson Avenue took the name of the founder of the Democratic party, it was Francis Street, in honor of Francis Granger, a leading Whig who lived in Canandaigua.

All of which proves, if it proves anything, that it's one thing to name a street and another to make the name stick.

Incidentally, did you ever hear anyone in ordinary conversation refer to Main Street West or Plymouth Avenue South?
What's in a Name?

Clarissa St.

This street was named in several instalments, like many in the city.

The first, from Plymouth Ave. across the river to Mt. Hope Ave., was named for Clarissa Chapin Greig, great-granddaughter of Gen. Israel Chapin, onetime superintendent for Indians in this area.

In 1927, Elizabeth St., from Main St. W. to Allen St., was named Clarissa and later that same year, the last portion, which had been called Caledonia Ave. (it had earlier been changed from High to Caledonia) was renewed Clarissa.

Incidentally, Chapin St. was named after a sister of Mrs. Greig and Greig St., which now intersects with Clarissa, was named for her husband, an early Canandaigua attorney.

Harvard St.

Think it was named after the Cambridge, Mass., college? You're wrong. It perpetuates—to almost everybody's surprise—the memory of a Canadian college president.

One Hobart G. Arnold dubbed the street, then a single block from Meigs St. to Rowley St., “Harvard” for his brother-in-law, John Harvard Castle, D.D., then president of McMaster University, Toronto. A city ordinance made it official in 1899.

However, at least one historian has credited the street with starting the spate of college street names in the neighborhood—e.g. Dartmouth, Rutgers, Oxford, Vassar, Cambridge, Wellesley, Cornell, Amherst.

—BILL RINGLE
Hillendale Street

A long forgotten-hillock is hidden in this street's name. According to Dr. Henry Ward Williams, his father, Dr. Henry T. Williams, owner of the tract through which Hillendale now runs, named the thoroughfare between Thurston Rd. and Westfield St.

The elder Dr. Williams took into account a rise and fall along the street's path and decided "hill-and-dale" would suit it. This he later shortened to "Hillendale."

"Steam shovels and rollers later took care of the hump in the road," Dr. Williams recalls.

—BILL RINGLE.

Prince St.

Prince St., which seems to hark back to the time when Rochester real estate was held under a grant from the English crown, actually commemorates either a horse or dog—but there's a question about that.

Equine or canine, the animal was owned by Azaria H. Boody, a railroad contractor and owner of the Boody Farm, which occupied the site of Prince St. The researches of the late Morley B. Turpin, for many years an assistant engineer, located one member of the Boody family who said the street was named for a dog. Mrs. A. Emerson Babcock, Boody's daughter, claimed it was named after a favorite horse.

—BILL RINGLE

Merchants Road

This street, between Browncroft Blvd. and Culver Rd., is one of the oldest thoroughfares in the area, according to research findings of the late Morley B. Turpin.

It follows an ancient Indian trail which led to a landing on Irondequoit Creek, Turpin said. It is believed to have acquired its present name when it was used by early settlers who traded with Indians at the landing.

—BILL RINGLE
What's in a Name?

**Scio St.**

If it hadn't been for the Turks, Rochester probably wouldn't have a Scio St. In 1823, a group of Rochesterians decided to contribute to the cause of Greek emancipation from Turkey. Among them were two men—Gen. A. W. Riley and Col. Josiah Bissell—who owned a lot near what is now Scio St. They agreed to sell the lot for $200 and give the sum to Greek aid. The money went to the Greek Island of Scio. The street and, incidentally, the Town of Greece, were named in connection with the Greek episode.

—BILL RINGLE.

**State St.**

State St. might well be called "Anger Street." It bears its name because some people got good and mad—mad at one Charles H. Carroll.

Carroll's father, Maj. Charles Carroll, was one of three Maryland men who bought the "100-acre Tract," on much of which downtown Rochester now stands. Carroll St. had been named for him.

The Village of Rochester bought a lot from him, at the corner of what now are Main and Front sts. On the site, a market had been built extending over the river on piers. Charles Carroll, executor of his father's estate, claimed the village had bought only 60 feet along Main St. The village contended that it had bought to the middle of the river. Carroll sued and in July 1831 won the case.

A short time later the village trustees, furious about the whole thing, dropped the name "Carroll St." and gave it the name of "State St."

—BILL RINGLE.

What's in a Name?

**Spring St.**

One of the city's oldest streets is Spring St., which marks a former trail leading from the Genesee River to an Indian spring near what is now Washington St. S. On the earliest maps of the 100-acre tract that became Rochester the street is called Falls St.

—BILL RINGLE.
What's in a Name?

Vick Park A, Vick Park B

A race track gave Rochester its two Vick Parks—"A" and "B." About a century ago a well-known hotel, the Union Tavern, stood at what is now the corner of East Ave. and Vick Park A. Adjacent to it was the Union Race Course. In 1866 James Vick, pioneer Rochester seedman, purchased the tavern and race track. Four years later he developed it into a residential section—Vick Park—with drives which followed the original path of the race track.

The two streets—once known as Ave. A, Vick Park, and Ave. B, Vick Park—represent the extension of the race course's two legs to East Ave. and Park Ave. The former bend at the southern end of the track was once called Crescent Ave. It now survives as a sharp turn in Park Ave. opposite Rutgers St.

—BILL RINGLE.