

ROCHESTER HISTORY

Edited by Ruth Rosenberg-Naparsteck
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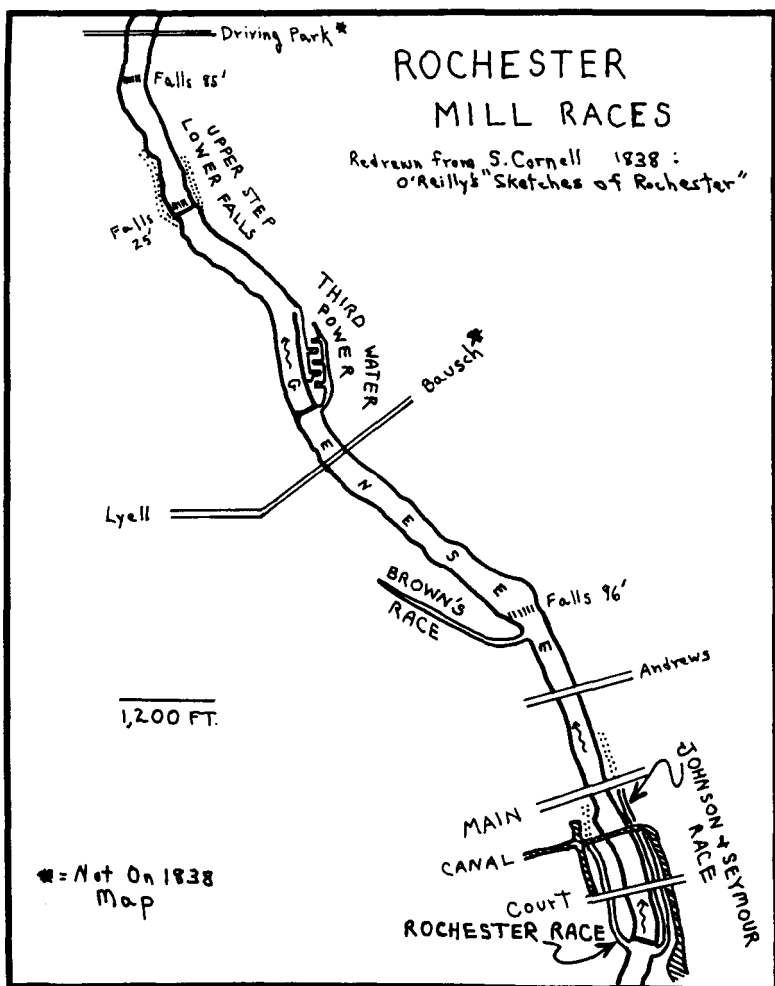
October, 1987

No. 4

Remembering An Old Canal Town

*by Thomas X. Grasso and
Ruth Rosenberg-Naparsteck*





Above: Map redrawn by Thomas X. Grasso.

Cover: The second Erie Canal aqueduct over the Genesee River in 1885. It was used as a subway bed after the canal closed in 1919 and was later paved to carry vehicular traffic above the subway bed. The subway closed in 1955.

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Nathaniel Hawthorne visited Rochester in 1834 and wrote, "The town had sprung up like a mushroom." Thomas McKenney said it was "standing proof that the wilderness may be made to vanish almost at a stroke...." Buffalo (Main) Street in 1840 is already a large city.

Early Rochesterville

Edwin Scrantom complained that the canal brought a different kind of people to the village. A people he found offensive, boisterous and disturbing. But it was the canal too that brought hundreds of people through Rochester every year. Many remained to start a business or work in the factories and stores. So many, in fact, remained that the speed of Rochester's growth was commented on by nearly every visitor.

Nathaniel Hawthorne arrived in Rochester in 1834 just nine years after the grand opening of the Erie Canal. He wrote, "The town had sprung up like a mushroom..." The buildings were not hurriedly built shacks typical of a boom town either. "Its edifices are of dusky brick and of stone that will not be grayer in a hundred years than now;... it is impossible to look at its worn pavements and conceive how lately the forest leaves have been swept away," he wrote.

Thomas McKenney made similar observations in his *Sketches of a Tour to the Lakes*. He wrote, Rochester "may be referred to as a

standing proof that the wilderness may be made to vanish almost at a stroke and give place in as little time to a city! It really would seem that by one hand the forest had been made to disappear and with the other a city had been made to grow up in its stead." It is unquestionably a wonderful town; and a town of extraordinary pretensions."

He might better have said extraordinary **intensions** for the people who settled in Rochester were filled with ideas and together with industriousness and a spirit of enterprise, the people succeeded in building a city that became the economic hub of the Genesee country. Even the people who had no capital, who seemingly left no mark of the city's history, arrived with personal hopes for a future in a growing city, rich in opportunity. Together with the businessmen and investors, they built the roads, the houses, the public buildings. They filled the schools with their children and supported the stores. They loaded and unloaded the canal boats, lake ships, and freight wagons. Together they made the city grow.

The Development of a Mill Town

If it were not for the falls, settlement at Rochester might not have happened for generations, for the land was remote, swampy and uncleared. But at this time when technology depended on water power, the falls was attractive. Oliver Phelps and Nathaniel Gorham knew this when they hired Ebenezer (Indian) Allan in 1788 to start a mill between what is now Broad and West Main Streets. But their attempt to develop the area was premature and the mill failed. The mill site was sold to Benjamin Barton in 1792 and to Sir William Pulteney in 1794. Pulteney's land agent, Charles Williamson, accompanied Maryland land speculators, Charles Carroll, William Fitzhugh and Nathaniel Rochester to the falls. Nathaniel Rochester was not only a land speculator, he was a town developer. He knew that whatever land was purchased for development, it would have to have water power for the development of industry. The three men bought Allan's One Hundred Acre Tract in 1805. It was 1811 before Col. Rochester thought there were enough settlers to begin to survey and sell lots.

Abelard Reynolds was searching for a permanent home for his family when he arrived at the yet undeveloped falls. It was a town on paper only, he thought, but he wrote, "The extent and availability of the water power of Rochester, with the other

undeveloped advantages, constituted in the aggregate..., the elements of a populous city, which only required the enterprise of men to mould and bring it into form; for where nature had been so bountiful, art could well apply its genius in giving life and beauty to those slumbering rudimental deposits."

The other advantages Reynolds undoubtedly referred to included the lake access given the Genesee Valley through the Genesee River.

Unfortunately the same falls that powered Rochester's industries prevented it from direct access to the lake port. Instead much of the shipping business went to Carthage at the lower falls. While the city owed its industrial welfare to the falls, it owed its rapid growth to the Erie Canal.

Rochester's greatest advantages, the falls, the lake and the Erie Canal were made possible by the glaciers that migrated across New York State between one and two million years ago. The melting glaciers left deep depressions that formed the Great Lakes, Irondequoit Bay, the preglacial route of the Genesee river and numerous other lakes. Deposits of stone, sand, clay and earth left by the melting glaciers shaped the earth's surface, causing the melted ice waters of the newly formed Genesee River to flow northward seeking the lower level of Lake Ontario. The Genesee River cut a deep gorge on its way to the lake. Resistant, durable layers of older rock deposits were left by the ancient seas some 350 to 400 million years ago. This included Lockport Dolostone and Red Medina Sandstone that support three waterfalls as the strata below and above these units were worn away by the rushing Genesee.

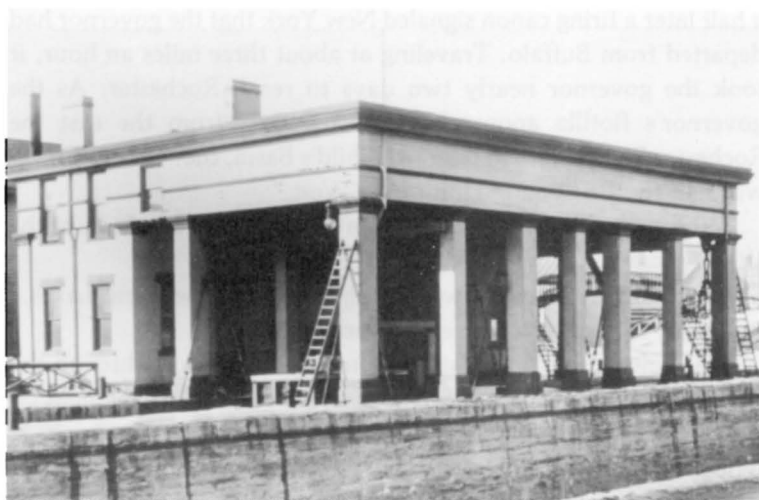
When the glacier paused briefly just south of the city, it created the glacial moraine we know as the Pinnacle Range of hills that include Mt. Hope Cemetery, Highland Park, Pinnacle Hill and Cobb's Hill. This range controlled the route of the canal from the Genesee River east to Brighton. The glacier not only indirectly formed the falls as it diverted the Genesee river from its preglacial location, it also created an ideal support for the Erie Canal. What might the future of Rochester have been if the canal had skirted the city to the south as it does today?

Edwin Scrantom was the son of the first settler on the One Hundred Acre Tract. He lived near the canal on the site of the Powers Building. He wrote in his reminiscences, the Old Citizens Letters,

Within the city, Child's Basin was the busiest point on the canal. Passengers boarded and those going farther west sometimes disembarked to take the stage coach for it was a shorter trip before the canal was straightened and the stage could travel faster. Scrantom described the Basin. He wrote, the 'Runner' is picking up passengers, running from face to face with a quick and anxious inquiry; telling facts that are never realized-that the boat will go so fast, will arrive at such a time, and that 'there's no mistake in the line,...

The ice man goes from boat to boat offering his 'cold comfort,' and tempting the foolish to freeze themselves in these hot times. You will see him retailing his winter weather by the pound- hear him praise its cooling quality. Then comes the bread and cracker peddler, the radish or vegetable merchant... then comes the posy-girls, with their two-penny bunches of pinks, roses, geranium and asparagus....

The measure is only filled up by the din of horns, the profanity of boatmen and drivers, and the orders of the 'captains,' whose voices loom up amid the general confusion.



The weighlock was located just south of Court Street on the east side of the river. Canal boats pulled into the building to be weighed. Their empty weight was subtracted from their actual weight to determine the toll.

Clinton's Ditch or The Grand Canal?

Skeptics may have scoffed at Clinton's Ditch when it was first proposed, but they were soon quieted by its unexpected success.

Construction began on July 4, 1817 and the canal between Rome and Rochester was in use even before the official opening of the canal in 1825. In 1817 construction began to build the canal west to Lake Erie and east to the Hudson River. Businessmen were anxious for the completion of the canal to the Hudson river at Albany to open the large New York City market. Before the canal, grain often rotted in the fields for lack of an economical transport to market. The canal reduced shipping costs by 90% and its use was not as dictated by the weather as lake shipping was.

By its official opening in October of 1825, the canal was unquestionably a successful enterprise and one of the largest projects ever ventured by the whole people of a state in this young country. New Yorkers were rightly proud as they stood in the rain to watch for the arrival of Gov. DeWitt Clinton. When he left Buffalo aboard the "Seneca Chief," a canon was fired. On hearing the thunder, canons stationed all along the route and down the Hudson river fired in response one after another, until an hour and

a half later a firing canon signaled New York that the governor had departed from Buffalo. Traveling at about three miles an hour, it took the governor nearly two days to reach Rochester. As the governor's flotilla approached the aqueduct from the east the Rochester Band began to play. At Child's Basin, the "Seneca Chief" was met by the "Young Lion of the West."

"Who goes there?" called the man from the "Young Lion of the West."

"Our brothers from the west on the waters of the Great Lakes." answered someone from the governor's boat.

The crowd quieted and strained to hear the voices through the rain. "By what means have they come so far?" asked the man on the "Young Lion of the West."

"By the authority and energy of the patriotic people of the State of New York," answered the "Seneca Chief."

Gov. Clinton and other officials made speeches about the importance of the canal and prayers were offered at the First Presbyterian Church near the canal. That night they feasted at the Mansion House. There were fireworks displays and parties. Rochester was growing and the markets to the east were open, but probably no one realized just how important the canal was.

So great was the demand for canal shipping that in 1836, the Erie Canal had to be enlarged. This first enlargement of the Erie was completed in 1862-63. The old wedge-shaped Clinton's Ditch was 40 feet wide on the surface, 28 feet wide at the bottom and only four feet deep. The enlarged Erie Canal was 70 by 52.5 by 7 feet. The greater depth allowed the enlarged canal to carry 210 to 240 tons, triple the tonnage carried over the earlier Erie Canal. Seventy-two double locks were built 110 by 18 feet all along the canal, replacing the 84 locks that measured 95 by 15 feet.

By straightening the canal, the route became thirteen miles shorter. Widewaters formed where the old canal weaved in and out of the straighter enlarged canal alignment. The four larger widewaters basins in the Rochester area were at the Ox Bow, Fullam's Basin at Fairport, the Eastern Widewaters (now Lake Riley at Cobb's Hill) and the Western Widewaters on the site of Rochester Products Division of General Motors on Lexington Avenue.

The sandstone construction of the first aqueduct in Rochester leaked badly less than a decade after its construction. Its narrow 17 foot width was complicated by a tight turn that created a backup as canal boats waited to cross it. A new 45 foot wide aqueduct was

built a few feet north of the old one. Unlike other aqueducts, merely wooden structures supported by stone, the Rochester aqueduct was made entirely of Onondaga Limestone. The Canal was enlarged a second time in 1896.

A third improvement was undertaken in 1905. This third enlargement created the Barge Canal which followed rivers, lakes and navigable streams wherever possible. The Barge Canal followed the path of the old Erie Canal except in Rochester where it bypassed the city to the south. Had Clinton's Ditch taken this route in 1825, Rochester would not have grown as it did.

So the old Erie Canal passed out of existence, carrying with it the laker, the snub-nose scow, the towline, the tandem team, the canal grocery, the canal tavern- a way of life. Today the scaling concrete of the present Barge Canal strikes a glaring contrast to the surviving locks and magnificent stone aqueducts of the old Erie--an immortal tribute to the men who built it.

The canal not only supported Rochester's manufacturers, it created an industry of its own--boat manufacturing. The old Erie--Canal is gone from the heart of the city. Rochester is no longer a canal town. Its industries no longer depend on water-powered mills and canal boats. Most of the reminders of the old Erie Canal are either gone or unrecognized by people passing busily through the city's streets. What was the city like along the route of the old canal?



The Erie Canal feeder as it appeared in the last century in this undated photograph. Many of the houses backed onto the feeder and boats often used it to bypass heavy canal traffic. (Rochester Historical Society, RPL)

Rochester's Canal Boat Industry

The flour-milling industry was a substantial ingredient in early Rochester's economy. However, it was by no means the only one. A large supply of logs floated down the Genesee River and Genesee Valley Canal (1837-1878), augmented by that brought in from the vast forests of Canada, across Lake Ontario, fostered a lucrative and flourishing lumber industry including boat building and furniture manufacturing. To supply the city's growing demand many lumber yards appeared on both sides of the river south of the Court Street dam. One of the later ones, in the late 1800's, was the G.W. and C.T. Crouch Lumber Yard located on the Genesee Feeder southwest of the Old Stone Warehouse.

Rochester's ready access to lumber attracted woodworking artisans and craftsmen that soon led to the city's preeminence in boat building. Rochester was famous for its canal boats as builders constructed the very best and finest boats on the canal. Rochester far outdistanced other competitive ports in the trade. The Buffalo papers called Rochester boats "fairy palaces in miniature," a testimony to the quality of the industry in Rochester.

By 1827, eight basins were in existence in Rochester many of them serving as boat yards throughout the year, where boats were repaired as well as built (see Maps 1 and 2). From west to east these basins were:

Warehouse - in front of the old Whitney Warehouse at Broad and Brown Streets.

Washington - on the northeast side of the canal, just north of Allan Street where Ajay Glass and Mirror are presently located.

Fisher's Screw Dock - on the south side of the canal at Main Street and I-490 today.

Fitzhugh's - on the north side of the canal between Plymouth and Washington.

Ely's - on the north side of the canal at Broad Street just east of Plymouth Avenue.

Child's - at the northwest end of the aqueduct where the Central Trust Bank is located today.

Hill's (Johnson's) - just south of the weighlock.

Gilbert's - at the old Stone Warehouse where the feeder joined the canal.

The boat-building industry was never centered in the downtown area. Child's, Ely's and Fitzhugh's Basin served primarily to load and unload cargoes from commercial craft and passengers from packet boats. The possible exception to this may have been Child's Basin where Jonathan Child (Rochester's first mayor, who also married Nathaniel Rochester's daughter) may have built a few canal boats for a short time, early in the canal's operation. However, this is not known with certainty, although the 1851 map shows a Child's Saw Mill on the basin.

The early boat building industry (late 1820's to 1840) was concentrated at three primary sites on the canal. West of downtown there were two, at Fisher's Basin and the basins north of Allan Street (Washington and Warehouse primarily). The third district was south (east) of the weighlock at Hill's and Gilbert's Basins and possibly that stretch of canal in between. Later the industry expanded outward along the canal west and east of the sites listed above. The Ohio Basin, where the Genesee Valley Canal joined the Erie Canal, was an obvious exception. Toward the end of the canal boat-building era in the 1880's, the principal sites were along the canal (I-490) from just west of the Alexander Street Bridge to the Meigs Street Bridge.

By the late 1830's Rochester was supplied with six year-round boat yards: Seth C. Jones (Warehouse Basin), Walter Barhydt (Washington Basin? but earlier perhaps at the Buffalo Basin), J.P. Milliner (basins just west of Smith Street), Lars Larson (Fisher's or Screw Dock Basin), Jeremiah Hildreth and Co. (Hill's Basin) and W. W. Howell and Brother (early at Gilbert's Basin). W. W. Howell's home was located on the southeast corner of South Avenue and Jackson Street (now Capron) where the Morris Rosenbloom and Co. building now stands.

One of the earliest boat builders, and perhaps the best, was Seth C. Jones. He eventually built a home on the northeast corner of Warehouse and Erie Streets, across from his boat yard. Seth was apparently a superior craftsman as Jeremiah Hildreth, William Howell and a later boat builder, Ambrose Cram, all learned the trade with Seth C. Jones. Ezra Jones was associated with Seth until his retirement in 1848 when Ambrose Cram was then taken in as a partner.

From the stocks of Seth C. Jones, who specialized in fine packets, came the 15 to 20 ton "Superior" launched in 1829. It was equipped with washrooms, a bar and a cabin 7 feet high decorated with scenic paintings by Daniel Steele. Blake McKelvey describes this boat in his 1949 Rochester History article entitled "Rochester and the Erie Canal" and further states: "this palatial boat set a new standard for travelling comfort and elegance". The "Walk-in-the-Water," hailed in 1831 as the lightest and most elegant boat of her size ever upon the canal, weighed only a little more than 10 tons.

Later, with the first enlargement of the Erie well under way, Seth Jones began to launch some giant canal boats with a capacity of 1,000 barrels of flour or 4,000 bushels of wheat. Jones must have also constructed large line boats which were operated by companies that hauled passengers and freight. In 1839 there were approximately sixteen such companies in Rochester. A line boat would be the type of canal freight boat with which most people would be familiar. It had a single large cabin extending nearly the entire length of the craft and a large hatch on the side located midway between bow and stern.

Forty-two of the new large canal boats were launched at Rochester in the spring of 1844 and one of them set a record in April for the largest load carried on the canal up to that time, 75 tons.

W. W. Howell built the beautiful packet "Triumph" that quickly gained notoriety because it was constructed "without stimulus of ardent spirits or liquid poison." The thirty workmen who built her had not been allowed a single drop on the job.

Other early day boat builders included Charles Magne who built boats on the small basin just west of Brown Street. In fact Broad Street from Brown Street to Lyell Avenue was once known as Magne Street. General A.W. Riley had a boatyard at the east end of the Court Street Bridge (1834, 35, 36) and Colonel John Histed, located nearby, was bought out by the state to make room for the new aqueduct (1836-42).

The enlargement of the Erie Canal (1836-1863) was a stimulus to boat building in Rochester. The six yards of the late thirties grew to eleven by 1846 when 210 boats, averaging \$1,300 each in value, were launched. By 1852 fourteen boatyards were in existence, and in 1855 the industry employed 261 men who turned out a product valued at \$341,500. By 1857 thirteen yards were launching boats of various types and dimensions.

Also in that year, Henry Knapp took the place of Ezra Jones, in the partnership of Jones and Ambrose Cram, which then became Cram and Knapp. This new partnership continued for another ten years. Their yard was located on the Ohio Basin near West Main Street with offices at Canal and West Main Streets.

At the Milliner yard, in 1850, a steamboat was constructed for service on the California coast. It was made in two sections with a 22-foot beam. Joel P. Milliner advertised in 1845-46 that "Line Boats, Packets, Lake Boats, Tow Boats, Steam Boats or Propellers" will be done according to specifications and that he could do up the ship carpenter business in perfect order.

Robert Barret succeeded Mr. Milliner some 10 years later and the year 1857 found his boatyard on the Ohio Basin where it remained until 1874. Later he moved his operations to Lock 66 (I-490) just west of the Monroe Avenue Bridge, opposite Adwen Street (now Rutgers and became Barret and Son Boat Builders until 1890.

Another builder of some repute was Zina H. Benjamin, who started out in the middle to late 1840's on the Ohio Basin, thereby preceding Barrett at this location by almost ten years. His advertisement of 1845-46 extolled the virtues not only of his boat building abilities but that of the basin as well which "is large and commodious for boats to winter in." In 1857, he moved his business up the Genesee Valley Canal to Lock 1 just north of Troup Street. Zina H. Benjamin died in 1865, no one carrying on his business thereafter.

On the east side of the river Frederick Silence operated a small yard of the canal fronting on South Saint Paul Street (South Avenue) between Marshall and Howell Streets. When yards such as this were located on the canal and not a basin, boats were launched sideways into the canal not "backward down the ways" as commonly envisioned. Silence owned a home on the southeast corner of South Saint Paul and Howell Streets. The I-490, South Avenue, Inner Loop interchange now cover the site.

John Thompson and Co. turned out canal boats in a yard on the Genesee Feeder, in 1857, just north of Mt. Hope Avenue and Alexander Street. Four boat yards were located on the canal east of the feeder. John F. Montgomery (1869-70) operated a yard at the corner of Holley Street (now Byron) and Cayuga Street (now Clinton Avenue). H. Billingham and Company built canal boats on Cayuga Street just south of the Montgomery yard in the late 1850's. At about the same time George Silence launched boats from his yard which fronted on Cayuga Street (Clinton Avenue) between the Alexander Street and Averill Street Bridges. Lastly there was George Watson's yard located on the north side of the canal and just east of the Meigs Street Bridge (Broadway at Meigs).

At the time of the Civil War the boat-building industry began to decline as Buffalo, coming of age, began to cut into Rochester's lead. This may have actually started as early as 1842 when Van Slyk, a boat builder from Rochester, moved his business to Buffalo. However, boat building still remained a speciality in Rochester, although with fewer boat yards.

By 1863 nine boatyards were in operation in Rochester. However, the total value of their products exceeded \$100,000. In 1880 five yards employed 90 men, who constructed scows valued at \$2,600 and lakers at \$4,200 each. That year Rochester builders produced a greater total value of canal boats than any other city in the country.

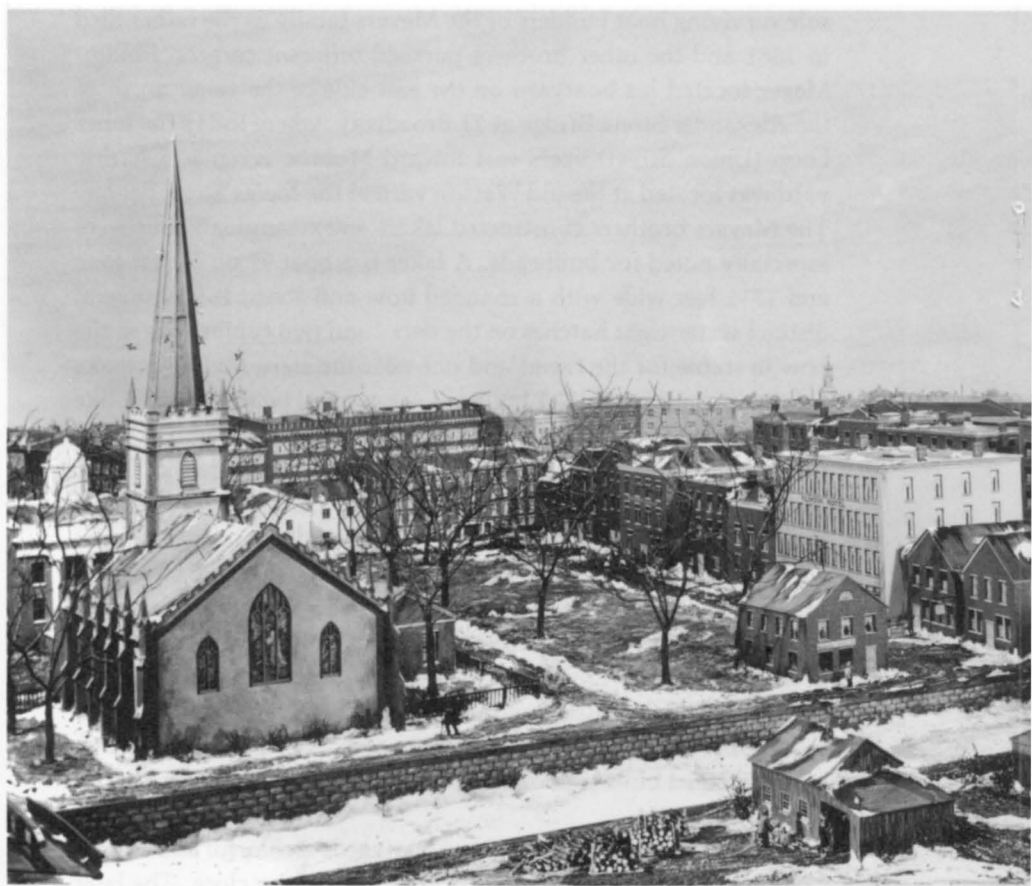
The last of the famous builders and perhaps the heirs to Seth C. Jones' earlier reputation for quality and workmanship were Phillip J. Meyer and his brother Charles C. Meyer. Phillip and Charles were two of four sons (the other two being Frederick and John) born to Andrew and Frederica Meyer from Baden, Germany, on the Rhine. There, Andrew and his eldest son, Phillip, were in the ship-building business. The Meyer family emigrated to the United States in 1836 and came to Rochester from New York City via canal boat. The father continued in the boat-building trade shortly thereafter, training all his sons in the business. In their early years

the Meyers had boatyards just west of Jay Street and south of the weighlock building. Eventually, Phillip and Charles emerged as the sole surviving boat builders of the Meyers family as the father died in 1861 and the other brothers pursued different careers. Phillip Meyer located his boatyard on the east side of the canal north of the Alexander Street Bridge at 71 Broadway, where today the Inner Loop (Union Street) veers east toward Monroe Avenue. Charles' yard was located at the old Watson yard at the Meigs Street Bridge. The Meyers brothers constructed lakers and steamboats, but were especially noted for bullheads. A laker is a boat 97 or 98 feet long and 17½ feet wide with a rounded bow and stern. It had several distinct water-tight hatches on the deck, and two cabins, one at the bow (a stable for the team) and one near the stern (living quarters for captain and family). A bullhead was a canal boat, well built like a laker, but with a cabin-like cover running the full length. One of the most expensive boats to build, it was used for cargoes of flour, grain and other products requiring a dry cargo hold. These boats were generally 97 or 98 feet long, 17½ feet wide and drew 6 feet of water when fully loaded. Like the lakers, they could be towed across large bodies of standing water such as Cayuga Lake.

The P.J. Meyer boat-yard ceased operating in 1890 upon Phillip's death. In 1887 C.C. Meyer moved his business to the eastern widewaters (Culver Road and I-490) near where the Armory stands today. A few years earlier it became known as C.C. Meyer and Son and continued building boats until 1892. Charles C. Meyer died on April 7, 1918.

With the passing of the Meyers' boatyards a colorful and significant chapter in the history of Rochester drew to a close. The later years of the boat-building industry was a microcosm of what was happening to the Rochester canal trade on a larger scale. Fewer and fewer boats stopped in Rochester towards the later part of the 19th century, as through traffic became the rule rather than the exception. Rochester had outgrown the canal, its shipments comprising a dwindling percentage of the city's economy. The old Erie Canal declined and with it the many ancillary businesses it fostered.

The demise of the boat-building industry in Rochester might therefore tempt some to relegate it to an unimportant role in Rochester's economic development. However, Rochester's boat-building greatness lies in the fact that it thrived for a long time, approximately 75 years, and during this interval manufactured a superior quality product. A product that set a standard of excellence sometimes, and perhaps frequently, emulated but rarely surpassed. Seth C. Jones would have been proud.



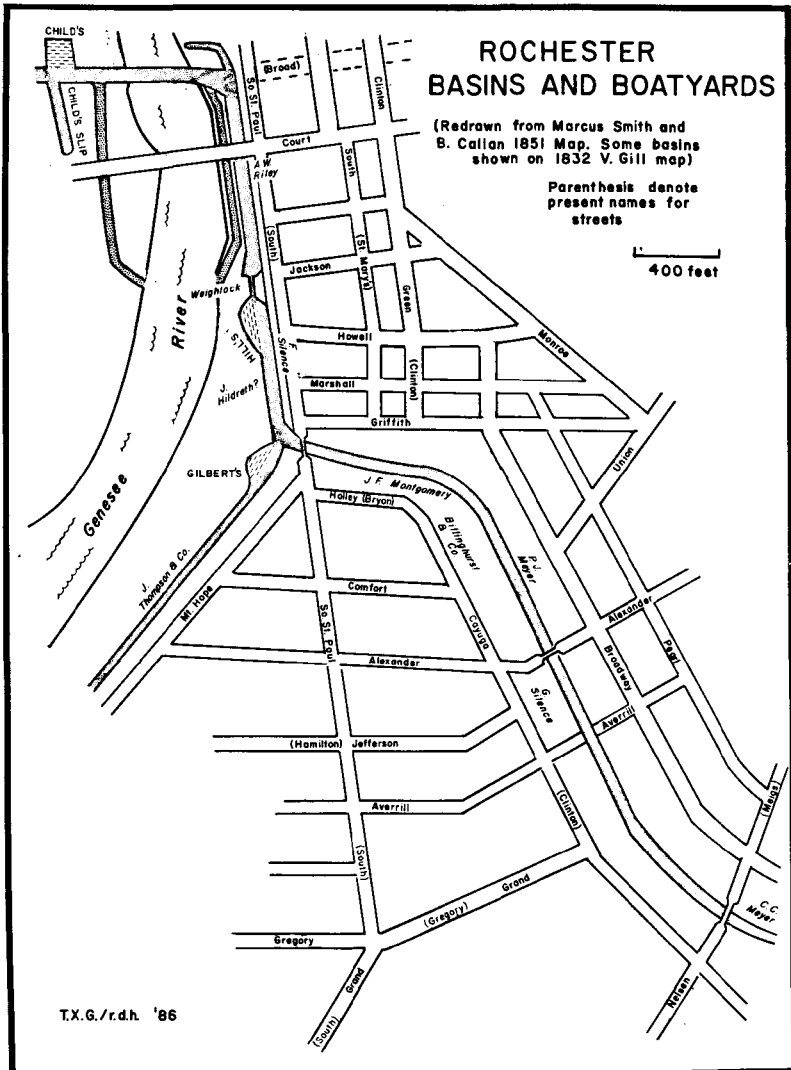
Rochester was a canal town, and by mid-century it was already a factory town. A realistic view is possible in this diorama from the mid-19th century.
(Photograph, courtesy of the Rochester Historical Society)

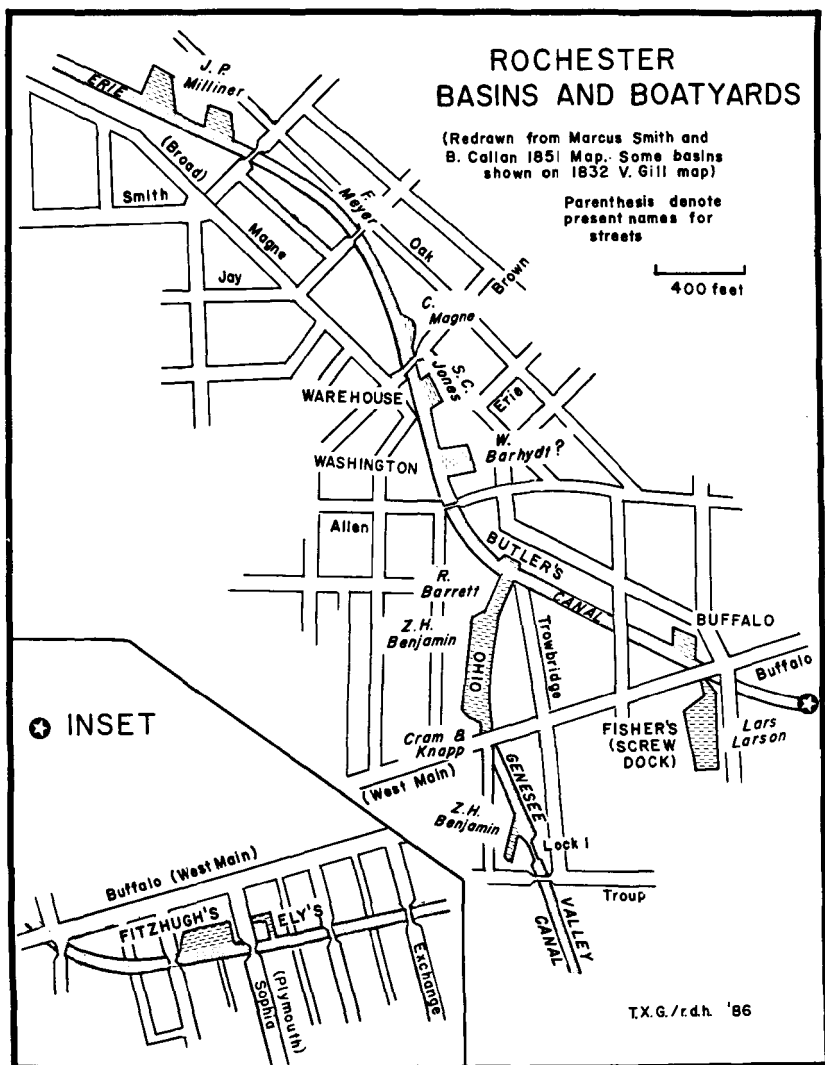


*milling town, the flour city.
town of more than 40,000 people.
in the Rochester Museum and Science Center.
ster Museum and Science Center).*

(Redrawn from Marcus Smith and
B. Callan 1851 Map. Some basins
shown on 1832 V. Gill map)

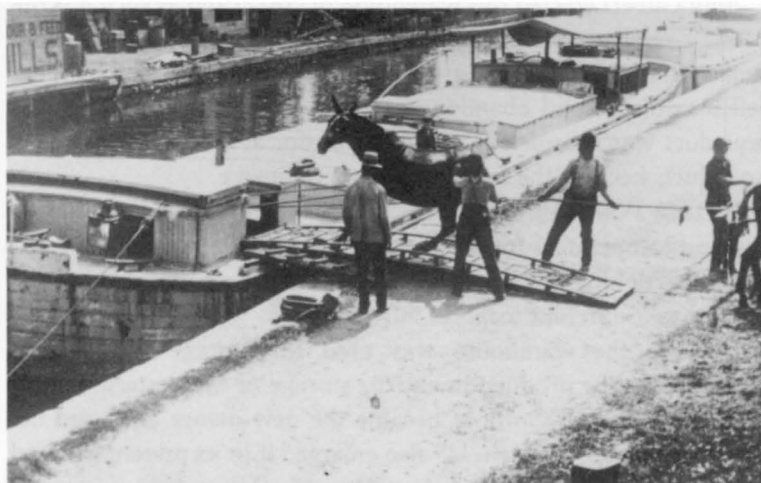
400 feet







In the winter the canal boats were locked in ice until the early thaw, but many traveled by sleigh over the canal and the busy mill town continued to ship by wagon. There were many wonderful skating parties on the canals. (Photograph, courtesy of the Rochester Museum and Science Center).



Mules pulled the packet boats slowly along a tow path a little more than four miles an hour. Teams were changed frequently. Mules were paired and sometimes mules four abreast pulled several boats at once. Today the tow path is used for walking and biking. This canal boat is pulled over in Fairport.

Traveling the Old Erie Canal Today

Road Log

Miles From Last Point	Cumulative Miles	
0.0	0.0	Beginning at the junction of Broad
0.1	0.1	Street and South Avenue and moving south on South Avenue, stay in far right lane to enter I-490 eastbound.
0.1	0.2	Jct. Court St.-proceed south. Enter ramp for I-490 eastbound.
0.1	0.3	Entrance ramp laid in bed of canal
0.2	0.5	Gilbert's Canal Warehouse (1821-1822) at Jct. of Genesee Feeder and Erie Canal- above x-way on right

This building was the second warehouse constructed in Rochester; the first being built in 1821 by Jackson, Leavitt and Hill and subsequently removed to make room for the weighlock building. From Hill's Basin the first canalboat of flour was shipped by Hervy Ely and William Atkinson east to Little Falls in October 1822.

John Gilbert erected this warehouse in (1822) and as such it is the oldest complete canal warehouse still standing in Rochester. David Evans and William Griffith were its first merchants. The building fell into disuse and abandoned shortly after 1823 when the first aqueduct was completed, as Child's Basin, at the west end of the aqueduct, became the focal point for commerce.

In 1838 William Cheney rented the building from Dr. John B. Elwood to operate a foundry and furnace where he manufactured the first cooking stove cast in this part of the country. He later moved to a different location in Rochester.

In 1856 the warehouse was used for storage and shortly thereafter in the production and/or storage of tile pottery.

In 1864 Samuel Oothout became the new owner and used the building to store his malt. He also enlarged it to its present size and in 1869 moved his entire brewing operations here.

The building was purchased by Bartholomay Brewing Company in 1889 and sold to the Rochester Carting Company in 1905 under whose ownership it remained until at least 1968. It is now an official Monroe County Landmark.

1.9	2.4	Jct. I-490 & I-590 (Can of worms) proceed east on I-490
0.7	3.1	Lockport Dolostone in road cuts on I-490
1.1	4.2	NY 441 Penfield Exit-proceed east on I-490
1.1	5.3	East Rochester Exit-proceed east on I-490
0.4	5.7	NY 31F Fairport Exit-proceed east on I-490
2.9	8.6	Exit from I-490 at NY 31 Pittsford-Palmyra Exit
0.3	8.9	Jct. NY 31-turn right (east)
1.2	10.1	Cross Barge Canal
1.1	11.	Jct. NY 250-proceed east on NY 31
1.9	13.1	Egypt
0.5	13.6	Lollypop Farm-Egypt Park on right
0.4	14.0	Westside of White Brook Valley
0.2	14.2	Cross west branch of Parting Brook of Geddes (1808) to Irondequoit Valley
0.1	14.3	<u>STOP 1</u> East branch of Parting Brook of Geddes (1808) to Mud (Ganarqua) Creek and Oswego

With \$600 appropriated by the legislature in 1808, Judge James Geddes of Syracuse was commissioned to survey the streams and rivers along the usual route to Lake Ontario and “such other routes that the Surveyor-General might deem proper.” In the summer of 1808, Geddes set out to survey the Lake Ontario route. Then, as a result of the obscure wording of the resolution, he also decided to survey a more southerly interior route, despite the general ignorance of the terrain and stream patterns in the Genesee River region. Geddes wrote:

Where was the water to be got for locking over the high land that was supposed to rise between Genesee river and Mud creek? All knowledge of an interior route was incomplete, while this piece of country remained unknown.

In December of that year I again left home for the above project, and after discovering at the west end of Palmyra that singular brook which divides, running part to Oswego and part to the Irondequoit bay, I levelled from this spot to the Genesee river, and to my great joy and surprise found the level of the river far elevated above the spot where the brooks parted and no high land between.

(Canal Laws v.1, 1825, p. 43)

The point where the brooks parted was located just south of NY 31 at approximately where the second power line tower is presently located.

Proceed east on NY 31

- | | | |
|-----|------|--|
| 0.2 | 14.5 | Turn right at Pannell Circle and turn around-return west on NY 31 |
| 3.3 | 17.6 | Jct. NY 250 -proceed west on NY 31 |
| 1.0 | 18.8 | Jct. Kreag Rd.-turn left (south) |
| 0.9 | 19.7 | Bridge carries I-490 over Kreag Rd. from this point to NY 96 (Jefferson Rd.)
Clinton's Ditch took a large loop just south of I-490 coming very close to the North side of Kreag Rd. |
| 0.3 | 20.0 | Jct. NY 96 (Jefferson Rd.) at Bushnell's Basin-turn right (west) |
| 0.1 | 20.1 | Jct. Marsh Rd. -proceed a few hundred feet on Marsh Rd. |

STOP 2 Richardson's Tavern

Bushnell's Basin known first as Hartwell's Basin was the western terminus of the canal while the Great Embankment was being constructed. Richardson's Tavern was built on the towpath in 1818-1822. Monroe County Historian Shirley Husted remarked,

... it stood so close to the canal that the boat driver could race their horses on the towpath and create waves which would wash into the barroom, to pique the irate tavern-keeper...

Proceed west on NY 96 (Jefferson Rd.)

0.3	20.4	Barge Canal on right
0.3	20.7	Start of Great Embankment
0.3	21.	<u>STOP 3</u> Culvert 30 and Great Embankment over Irondequoit Creek

Walk down dirt road to site of Mann's Mills. The arches of the Barge Canal's concrete culvert may be seen from the base of the dirt road. It was built in 1916 replacing a single stone arch culvert on the Enlarged Erie (#30) which was 324' long, 23' span and 9' high.

In 1794 Capt. Simon Stone, pioneer settler of Pittsford, built a sawmill on the large oxbow loop in Irondequoit Creek, south of the present culvert. John Mann later purchased the mill in 1805 rebuilding Stone's Mill and enlarging it in 1812. The mills burned in 1813 and were rebuilt shortly thereafter. Mann's Mill passed through several owners the last of whom sold it to the state. They were probably dismantled shortly after 1916.

Proceed west on NY 96.

1.3	22.3	Jct. Mitchell Rd. on right-proceed west on NY 96
0.1	22.4	Jct. South St., Pittsford-proceed straight on South St. Clinton's Ditch followed the northside of South St.-the houses on the north side are on the line of the ditch.
0.4	22.8	Jct. NY 31 (State St.-Monroe Ave.) turn left (west)
0.3	23.1	Jct. NY 96-proceed west on NY 31
0.4	23.5	Cross Barge Canal
0.8	24.3	Jct. French Rd.-proceed northwest on NY 31

- 0.2 24.5 Pittsford Plaza-turn left-follow parking lot to the left behind Edwards Dept. Store, along road that curves behind the shops in Pittsford Plaza
- 0.3 24.8 STOP 4 Lock 62 Pittsford (lift 9.22'W). Behind Johnny Antonelli's Firestone Store

Lock 62 was constructed here as a single Enlarged Erie chamber by Jesse Petersen. The old Clinton's Ditch Pittsford Lock was located just SE of where Mitchell Rd. crosses the Barge Canal. The table below gives the pertinent facts relating to the history of Lock 62.

First Constructed

Contractor	Contract Let	1st Payment	Last Payment	Cost of Stone Masonry	Total Cost
Jesse Petersen	3/22, 1855	12/1, 1855	7/11, 1857	\$12,000	\$26,260.77

Doubled

James Wiltsey	8/25, 1869	Oct., 1870	Nov., 1873	\$18,171.81	\$34,269.19
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Lengthened

B.T. Smith	7/7, 1887	Aug., 1887	May, 1888	\$15,094.20	\$25,021.26
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Install Machinery at Head of Lock

Nicholas & William Wewple	—	—	2/3, 1890	—	\$1,100.00
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- 0.1 24.9 Turn right to exit from plaza at NY 31
- 0.4 25.3 Turn left (northwest) on NY 31
- Spring House Restaurant on left- Built 1820-1821 on Clinton's Ditch as a hotel and/or spa. Springs were located on the north side of Monroe Ave.
- Return southeast on NY 31
- 0.8 26.1 Jct. French Rd.-turn right (west)
- 0.3 26.4 Cross bed of Enlarged Erie
- 0.2 26.6 Jct. NY 65 (Clover St.)-turn left (south)

0.7	27.3	<u>STOP 5</u> Barge Canal Lock 32 (lift 25' west)-turn right into Canal Park. Return to Clover St. (NY 65)-turn left (north)
1.4	28.7	Jct. NY 31 (Monroe Ave.)-turn left (west)
0.3	29.	Jct. I-590 (Outer Loop Expressway)- turn right (north) onto ramp for Downtown Rochester
1.9	30.9	Exit at I-490 - westbound-Downtown Rochester.
0.1	31	Site of Lock 63
0.3	31.3	Site of Lock 64
0.6	31.9	Lock 65-only the north wall of towpath chamber still standing on north side of expressway
0.9	32.8	Site of Ditch Lock 78
0.1	32.9	Monroe Ave. Bridge
0.2	33.1	Site of Lock 66
0.8	33.9	Exit at Clinton Ave., Downtown Exit
0.5	34.4	Jct. Broad St.-turn left (west)
0.2	34.6	Cross Broad St. Bridge over Genesee River-built over Enlarged Erie Aqueduct
0.2	34.8	Jct. Exchange St.-turn right (north) The Central Trust Bank (right) is located on the site of Child's Basin

Child's Basin was the busiest packet dock in the city. Young boys stood among the crowds of people loading and unloading from the boats, watching with great interest for pickpockets, fights among the boat crews or races for right of way across the aqueduct. Edwin Scrantom found himself among a crowd of boys who stood on the deck to watch the departure of the crowded packet boats. He recalled, "the steersman would sing out in a shrill voice 'bridge!' when the crowd on deck would fall down in a general mixture, some of them presenting the most comical attitudes, and when out on the other side, scrambling up from their crawling position. There was usually an explosion of laughter, in which all on shore joined, amid hand and handkerchief waving."

Child's Basin was a stopping point for all packet lines. There was fierce competition for passengers there. Sometimes in order to appear to have more passengers, a captain allowed many of the young boys to take a ride to the next stopping point. The brass band played as the loaded packets pulled out of the basin. Opposition lines usually offered cut rates to attract away passengers. Frederick Whittlesey recalled, "The packets of either line started at the same hour, and immense crowds would cover Exchange Street Bridge and line the banks to witness the departure, every means being employed to stimulate excitement. They had for motive power three horses tandem, and would start at a round trot. Great was the strife for precedence in getting off, for once ahead it was difficult to pass the other boat until it made some landing. Sometimes, however, the forward boat was overhauled and then the only way in getting the better of it was to take in his mainsail, that is, to cut his towline, which is accomplished with cheers from the aggressive boat and hisses and remonstrances from the other, often accompanied by knock-down fights in which much bad blood was conspicuous. It was high jinks for the boys particularly if the last boat by these means became first and they happened to be with the victors."

0.1 34.9 Jct. Main St.-turn right (east)
 STOP 6 Rochester Aqueduct and
 Aqueduct Park

The original aqueduct was started in the fall of 1821 by William Britton who also built the state prison at Auburn. He used a work force that included 28 convicts, seven of whom escaped that year. His sudden death in December brought the first contract to an end. A renewed contract was issued the next year to Alfred Hovey who completed the structure in September 1823 for \$83,000. Constructed of Grimsby (Red Medina) Sandstone quarried at Carthage, now northern Rochester, with a coping of Onondaga Limestone from Union Springs, it carried a trough 17' wide.

The present aqueduct of Onondaga Limestone, quarried at Syracuse, was begun in 1837 by Josiah Bissell and completed in 1842 at a cost of \$445,347. Much of the red sandstone blocks of the original aqueduct were removed to his home at 630 East Avenue, now the Upton Court Building of the Rochester Methodist Home.

The Broad Street bridge deck above the second aqueduct was originally built in 1924 and rebuilt as it stands today in 1973-1974.

		Proceed east on Main St.
0.1	35.	Jct. South Ave.-turn right (south)
0.2	35.2	Jct. Broad St.-proceed south on South Ave.
0.25	35.45	Jct. Court St.-turn left (east)
0.15	35.6	Jct. Clinton Ave.-turn left (north)
0.2	35.8	Jct. Main St.-proceed north on Clinton Ave.
0.2	36.	Jct. Franklin St.-turn left (northwest)
0.1	36.1	Jct. Inner Loop and St. Paul St.- veer right onto St. Paul St.
0.1	36.2	Pass beneath NYC RR Viaduct
0.1	36.3	Parking lot for Housing Project-turn right into parking lot <u>STOP 7</u> Upper Falls of the Genesee

Walk across St. Paul St. to new River Front Park. View falls, the point of land from which Sam Patch made his final leap in 1829, and mills on west side of gorge along Brown's Race.

0.1	36.4	Return to St. Paul St. from parking lot and turn left (south)
0.1	36.5	Jct. Inner Loop-turn right (west)
0.2	36.7	Exit from Inner Loop at State St. Exit
0.1	36.8	Jct. Mill St.-turn right (north). Many of the mills that fronted on Mill St. and located on Brown's Race can still be seen on the east side of Mill St.
0.1	36.9	Jct. Platt St.-proceed north on Mill St. Note the old Phoenix Mill on right, now the Lost and Found Tavern, where Platt St. crosses the Genesee River.
0.2	37.1	Jct. Brown St.-turn left (west)
0.02	37.12	Jct. State St.-proceed west on Brown St.
0.28	37.4	Jct. Broad St.-Whitney Canal Warehouse on left

This fine canal warehouse was built by Warham Whitney around 1828, probably to store grain servicing the mills along Brown's Race. The building fronted on Warehouse St. and the back on Warehouse later Mumford's Basin (now Broad St.). The basin was located closer to the Brown's Race Mills than the Child's Basin at the aqueduct. W. Whitney invented and constructed the first grain elevator on or near this site around 1830.

The warehouse appears on the Vallentine and Gill Map of 1832.

George Whitney rebuilt the old warehouse for a malt house and sold it in 1871 to E.B. Parsons thereafter known as Parsons Malt House for many years.

		Proceed west across Broad St. and enter ramp for I-490 westbound
0.3	37.7	Road cuts in Lockport Formation.
1.2	38.9	Mount Read Blvd. Exit-proceed west on I-490
1.0	39.	Jct. I-590 (Outer Loop)-take north-bound exit
1.4	39.9	Lexington Ave. Exit. Proceed north on I-590
0.9	40.8	Ridgeway Ave. Exit-exit off I-590
0.2	41.	Jct. Ridgeway Ave.-turn left (west)
0.4	41.4	Bed of Enlarged Erie marked by line of trees on right
0.6	42	Jct. Long Pond Rd.-proceed west on Ridgeway Ave.
0.3	42.3	Cross line of Enlarged Erie and immediately turn left onto towpath- stop at gate across towpath.
		This is the site of 6 mi. grocery. Walk west on towpath.
		<u>STOP 8</u> Perkins Culvert and Junction Lock

Perkins Culvert #43 was a single stone arch 175' 3" long, 7' 4" span and 6' 2" high

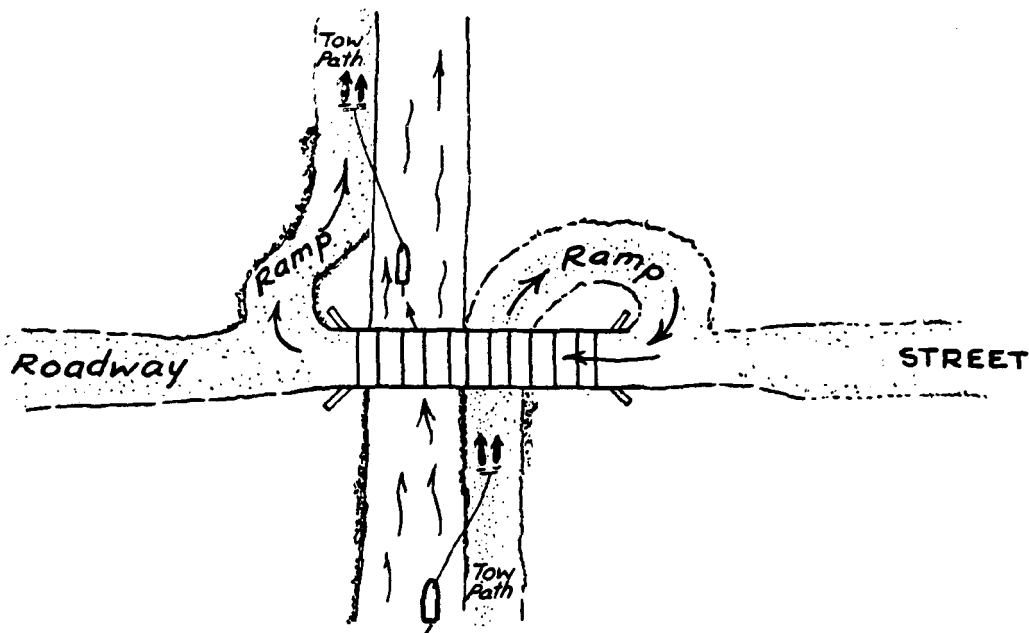
Proceed walking west on towpath to the junction of Enlarged Erie and Barge Canals

Junction Lock (1918-1920)

Return to Rochester via Ridgeway Ave., I-590, and I-490.

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ROAD & CHANGE BRIDGE

The change bridge was similar to a clover leaf on an interstate. The team of mules pulled the boat along the tow path, then crossed the bridge to the other side of the canal. The towline had to be brought from one side of the boat to the other while the driver keeps the lines from tripping the team. (Map adapted from "The Godfrey Letters", Canal Society of New York, edited by Arnold Barben, 1973.)

Back page: Indian Allan's mill never had the business that artist E.N. Clark imagined in this painting of the mill site in 1789. Allan's mill was on the west side of the river between the Broad Street and Main Street Bridges.

