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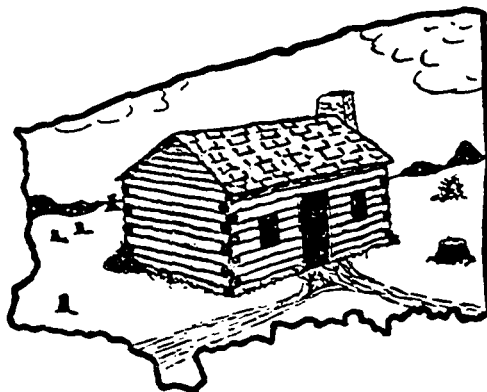
The Streets of Lockport

with

NOTES ON THE EARLY
HISTORY OF THE CITY

By

MRS. CHARLES A. KAISER



No. 1

PUBLISHED BY THE
NIAGARA COUNTY HISTORICAL SOCIETY
LOCKPORT, N. Y., NOV. 1948

PRICE 35 CENTS

NOTE

It is the plan of the Niagara County Historical Society to issue with the maximum frequency permitted by funds set aside for this purpose, pamphlets dealing with the general history of Niagara County. Contributions for the continuance of this work will be gratefully received. Those wishing to have private documents of historical interest printed under the imprimatur of the society may do so under special arrangements and with the understanding that such material must meet with the approval of the Society's Board of Directors.

MONTHLY MEETINGS

Monthly meetings, between September and May, are held in the Auditorium of the Lockport Public Library with the public cordially invited to attend free of charge and without the need of membership. Adult membership \$2.00 annually. Junior membership \$1.00 annually.

NIAGARA COUNTY HISTORICAL SOCIETY, INC.
Lockport, New York

December 6, 1948

Dear Fellow Member:

As we mail out this first of our publications, your Society marks another step in its effort to serve the people of Niagara County.

We confidently expect that this will be the first of a long series of papers on the county and its separate communities.

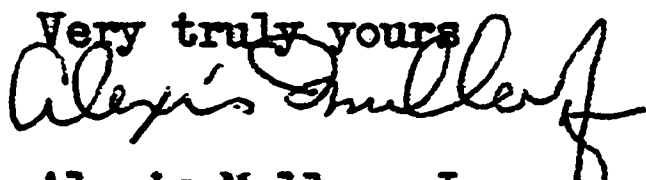
Publication of this booklet has been made possible by our increasing membership and through the generous cooperation of the author, Mrs. Charles A. Kaiser.

Your membership in the Society entitles you to this copy. However, should you wish to contribute its cost to the publication fund you will thus speed the issuance of our next paper.

Additional copies for yourself or for gifts may be secured at Walker & Sons Book Store in Lockport.

We wish to remind you of our next meeting at the Lockport Public Library at 8:00 P.M. on December 13th. Mr. Raymond Yates will tell "Tavern Tales of the Frontier". Mr. Wallace Doubleday will direct the choir of Lockport High School in a program during the meeting.

Your friends are always welcome. Please invite them.

Very truly yours

Alexis Muller, Jr.
Secretary

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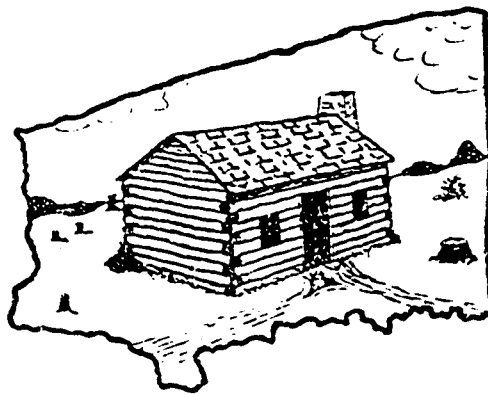
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THE STREETS OF LOCKPORT, NEW YORK

A fly was walking with her daughter on the head of a man who was very bald. "How things change my dear," she said, "When I was your age this was only a foot path." The same can be said about the streets of Lockport: they are now wide open spaces whereas years ago they were only forest footpaths.

In 1802, there was no Lockport, no streets. Settlers were just beginning to cut their way through the forests from the east. Gradually, as these pioneers converged on the site of what was to emerge as Lockport, a tiny settlement was born.

But it was not until Esek Brown arrived that things began really to happen; he was the original "go-getter." He had made a large purchase of land from the Holland Land Company, and put up a log tavern west of what was to become Transit Street. When the course of the Erie Canal was finally decided upon, there sat Esek near the right of way. He boarded the Canal Commissioners and Contractors in his tavern and began to sell off his lots. And so was born the first real estate boom in Lockport.

At this time, 1821, the settlement was still nameless. On the day it got its name, Esek Brown had ridden to Lewiston to get a license for his tavern. Upon his return, he found quite a few friends gathered at his tavern waiting for the fire water to be turned on and also discussing a name for the settlement. Both Locksborough and Lockport were suggested. But even in those days there were legal technicalities and Esek was told by one Ebenezer Mix, Holland Land agent that he couldn't keep a tavern without a sign. Just imagine the consternation of all those thirsty souls waiting there. At any rate, Ebenezer Mix rose to the occasion. He took a door-sill Esek had ready for his bar-room door, wrote on it with a coal, "Lockport Hotel, by E. Brown," stuck it between the projecting ends of the logs of the bar-room, and Lockport Hotel and Lockport village were soon christened by something like immersion.

A Main street began to weave through the settlement. In 1815, it was called the Mountain Road, and was hewn out from Cold Springs to Cambria. It was also called the Batavia Road in its eastern portion. Then, in 1819, Nathan Rogers "improved" this primitive Main Street by chopping off a strip 19 rods wide from about where Transit Street is to Locust Street. Stump-filled and full of mud, it was still a Main Street. A year later, it had a Quaker Church on it in the triangle later formed by Main, Market and Elm Streets. In 1822, Main Street

had a Post-Office, a blacksmith shop, a shoemaker and a bakery. Also three other stores; one an imposing edifice 25 feet square and one-and-a-half stories high, run by Morris Tucker as a grocery. The same year, on Main Street, appeared the first newspaper, the Lockport Observatory.

From this tiny settlement, plank roads soon struck out in every direction. One was called the Akron and Batavia Road, one the Lockport and Transit Road, one the Lockport and Clarence Hollow Road. One went to Cold Springs, one to Niagara Falls and one to Warrens Corners. Those plank roads would be worth a fortune today.

The first map of this then infant village was made in 1829 by Jesse P. Haines, and at this time, the village trustees let it be known that the Old Niagara Road, running east and west, was to be called First Street. The old map also shows these principal streets; East Second Street, later to become Pine Street; West Second Street, later to become Church Street; West Third Street, later to become South Transit Street; East Third Street, later to become Locust Street; East Fourth Street, later to become Elm Street; East Fifth Street, later to become Washburn Street; East Front Street, later to become Cottage Street; West Front Street, later to become Lock Street. There was not much imagination shown in those days regarding street names. There were also on this old map Buffalo, Canal and Saxton Streets, and a road from Main Street to the Canal without a name.

The first bridge across the Canal at Main Street was formed of two log stringers reaching from bank to bank, across which split logs were placed, bark side up. It was wide enough for only one team. The present bridge over the canal on Main Street is said to be the widest in the world with possibly one exception. This first bridge was called the Niagara Street bridge because it went from Niagara Street to the northwest corner of Cottage Street. A terrible tragedy was recorded in 1831 because someone lost \$35.00 in bank notes between this bridge and Ward Park's store.

The Eagle Tavern, built in 1832 by John Witbeck, succeeded Sam Jennings' first frame tavern, built on the same site in 1821. This is the site of the present Lox Plaza. The Eagle Tavern certainly was convenient for travelers, the records say, with stairs leading directly down to the canal, which were under cover and lighted during the night. An interesting news item appeared on November 28th, 1947 in the Buffalo, N. Y. Courier-Express. A letter, written in 1828, was

sent to the paper from the collection of a man in St. Louis, who sent it because it contained interesting comments on the villages of Buffalo and Lockport. Of Lockport the letter said, "I left Lewiston at 10 o'clock, for Lockport, 28 miles, where I arrived on a very bad road at 3 P. M., and took dinner and supper at the Inn called "The Lay Cottage," a log house of most forbidding exterior, but a most inviting interior. It is furnished with the most superb articles of luxurious food and excellent wines, being the quarters of Governor Clinton and the Canal Commissioners, and the rest of the genteel travelers. Still, it's nothing but a log house and homely as any other log house. There are, within a half mile, three elegant inns, but fame has rendered this the most frequented by the best company." This traveler no doubt, refers to the Cottage Tavern at the corner of Main and Cottage which at that time was managed by Dr. Seymour Scovell, assisted by John Gooding.

Lockport became a village in 1829, and streets began to stretch out in all directions. Center Alley vied with Main Street at this time, for it contained a first class boarding house, 17 boarders being comfortably lodged upstairs in a small yellow house. Center Alley is also distinguished for having the first pavement laid in the city in 1864. It was made of stone which was later torn up and replaced with brick. The village business section at this time was all to the west, everything centering around Prospect, Hawley, Transit, Canal, Buffalo, Niagara, Lock, Church, Saxton, and of course, Main Street.

In 1825, wheat was selling in Lockport's business section for 37½ cents, and Rogers and Brown advertised 3500 gallons of whiskey, 500 bushels of oats and 200 bushels of corn for sale. The large amount of whiskey for sale was necessary to overcome the menace of the numerous rattle snakes abounding on Rattle Snake hill, now Gooding street, St. Patrick not being available at that time. Lockport village was booming at this time and naughty capitalists were foreseeing the probable importance of the place and were investing their money. It was veritably a land of saw mills and flour mills.

Many believe that Lowertown is the oldest part of Lockport, but this is not so. In 1826, a law was passed establishing a State Road from Rochester to Lockport along the canal. This road became Market Street in 1827, and the village trustees in the same year adopted measures for building up what became known as Lowertown or East Lockport. Nathan Comstock sold three hundred acres of land in that vicinity to Joel McCollum, Otis and S. R. Hathaway and

Seymour Scovell, who had it laid out in village lots and streets. Scovell and McCollum Streets took their names from these gentlemen. From then on, there was intense rivalry between Upper and Lowertown, which were almost two distinct places. In the course of 30 years, between 1838 and 1868, Lowertown seemed to become more and more the center of wealth and of the business and social life. Market Street became practically lined with flour and grist mills, and a man named John Whyman built organs in a small building on Market Street.

Since 1868, the process has again been reversed and today old Market Street with its quaint and stately appearance, speaks of a past more than a future. Outstanding on lower Market Street, is Christ Church on the corner of Vine. Built in 1854, it is a perfect example of Gothic architecture. The Land office on lower Market, built in 1829, was occupied by Lot Clark as Land and Law office. Washington Hunt, a prominent Lockport citizen who became a New York State Governor, entered the Law office of Lot Clark in 1830. This building is now the property of the Niagara County Historical Society. The lovely old homes on Market Street which look so abused now, recall the names of the former owners, Governor Hunt, Henry Walbridge, Doctor Skinner (whose house was haunted for years they say), Lyman Spaulding, Charles Peterson and others. Sad to relate, one of those homes today has a fine old mahogany railing painted sky blue and a sink in the front hall.

Gradually, as time passed, Main Street began to deck itself out. Kerosene lights, watering troughs, and hitching posts appeared. Plank sidewalks and crosswalks were constructed. Woe to anyone who stepped off a crosswalk in those days, he would be apt to leave both boots in the mud. An item 30 years later from the Common Council proceedings ordered that the superintendent of streets cause the crosswalks on Main Street to be cleaned on Tuesday and Friday of each week during the muddy season, "when the same in his opinion shall be necessary." Plank walks consisted of oak, pine or hemlock at least two inches thick, laid crosswise and spiked down upon oak stringers on a firm foundation. The expense involved in 1841 for making a plank sidewalk on the north side of Main Street from Market Street to Elm Street, was \$12.91. It was apportioned among the store owners. R. S. Wilkinson paid 3.60, C. H. Dutton 3.50, J. C. Morris 2.00, O. North 1.00, J. T. Bellah 1.90, and J. P. Smith and Company .91 cents. The Lockport Democrat-Journal commented a few years later that the crosswalks and sidewalks constructed by our Corporation

were superior to those adopted in any place. Main Street had a traffic jam in 1845 according to the Niagara Courier of December 10th: "We took the trouble to have the teams counted that were hitched at one time in front of the stores and shops and from the Main Street bridge to the American (the American used to be a Hotel at the corner of Locust and Main Streets), the count stood 221, saying nothing of the large number of sleighs that were moving to and fro. For hours Main Street could only be passed with much difficulty. The whole county seemed to have poured in, and scarcely a sleigh that was not freighted with turkeys, chickens, ducks and geese at prices that seemed to place them in the power of the most humble."

In 1851, Main Street had its first anti-noise campaign. "The ringing of a large auction bell through Main Street when citizens most do congregate in the thoroughfare, is a just cause of complaint. Can't our enterprising auction and commission merchants invent some other means of notifying the public of great bargains?", the newspaper asked.

In 1852, the tenants of the county jail broke stone and paved Main Street in the west end where the plank road ended. The same laborers also commenced the improvement of Locust Street, being disposed to distribute their favors with as little impartiality as possible. This same year, Main Street acquired a reservoir for fires. It cost ten dollars to fill it and William G. McMaster was custodian. It leaked badly. This was the era of much building on Main Street and many blocks were erected, some with iron fronts and pillars from the iron foundry of G. W. Hildreth. This foundry was located on Church Street and Mr. Hildreth's old home is still standing on the site.

Canal Street began to perk up about this time. According to the Lockport Journal, in 1852 the Messrs. Steele rebuilt the back end of their livery stable on Canal Street in a style far superior to the old and the workmen also started to remodel the front. Murphy's block was reported to be already roofed and Stahl's rapidly progressing. A year later, Mr. Steele had adorned his livery stable on Canal Street with a splendid new gilt sign extending across the entire front. Canal Street, obviously named for the canal, was one of the busiest early streets. The street possesses all the requisites for an extensive, busy, thoroughfare, except capacity, say the records. And that holds good for it today, with its fancy name of Richmond Avenue, which it received in 1899. Which reminds one of the current agitation in New

York City to give the Bowery a new name. But somebody said, "You can put a new suit on a bum, but he is still a bum."

Another old thoroughfare, Hawley Street, was formerly called Bond Street, named from Colonel William M. Bond, great-grandfather of Mrs. Kate Chase Seymour of Lockport. Colonel Bond gave to the village two acres of land for a Court House and a County Clerk's building. This constituted the village square.

In 1823, there was a clearing on Saxton Street and a log house kept by Jared Comstock. Later, when Saxton Street was about to be opened, a man named Howe and his shop were in the way. After some litigation, with the village the loser, the street was finally opened in 1854. Buffalo Street, a short-cut street from Main to Transit, enroute to Buffalo, was, in the early days, a convenient dumping ground for huge piles of stone from the Canal excavation. The first St. Mary's Church erected on Buffalo Street in 1860 was a frame edifice.

Elm Street was originally East Fourth Street. It was changed to Elm in 1831. In 1845, Mr. Biddle from Asa W. Douglas' farm, ploughed up Elm Street with two span of horses and two men, about a half-day's work. Biddle received \$1.50 for the job. In 1904, Elm Street was curbed, graded and paved with brick. A sewer was put in in 1870 at a cost of \$1149.

It seems reasonable to assume that Lock Street was named for the Canal locks, but some say that a man named Lock seems to think that it was named for his ancestors. At any rate, it was an early important street. At its northerly end, it was known as Pioneer Hill, as many of the pioneers settled in that section, notably the John Gooding family and the W. W. Whitmore family. Deacon John Gooding owned stock in the Pioneer stage line running to the Niagara Frontier, and the stages stopped near where he resided at Washington and Gooding Streets. Gooding Street took its name from him. West Jackson Street, which runs off Gooding, used to be called the Hickory Corners Road. W. W. Whitmore came in 1829 and developed a sandstone quarry on the brow of Rattlesnake Hill, now Gooding Street. Mention of Pioneer Hill reminds one of the old gang warfare which existed up to 20 years ago. There was, indeed, a Mason and Dixon line between the north side and the south side of Lockport.

Any south side fellow daring to call on a north side girl was apt to be set upon and driven back across the canal. The same code of ethics existed between lower and upper town for a long time. In fact, not too long ago, a boy who was tormented by his own gang

because he wouldn't fight back paid the lower town gang money to come up and beat up his tormentors.

One must mention Chapel Street, because Lockport's first historian, Joshua Wilber, had a Drug Store at the corner of Chapel and Market Streets. Opposite his store, was the Chapel Street Bridge over the Canal. One day, in 1898, the bridge collapsed, and remained collapsed for a long time, all bound up in red tape. Through the prodding of Joshua Wilber, the State Government at Albany finally came through with an appropriation for a lift bridge. Soon after the bridge was in place, two canal boats drawn by mules, hit the bridge squarely. It had *not* risen; the mechanism had stuck, but no serious damage was done to the boats, bridge or mules.

Lake Avenue received its name in this manner: William Norman and others petitioned that the road theretofore known and called the plank road and leading from the so-called Dayton Bridge, and running north, thereafter be known and designated as Lake Avenue. In 1866, the petition was granted.

Niagara Street had a sewer as early as 1838, and was also leveled and graded the same year. The old Niagara Hotel on the corner of Niagara and Transit Streets was built in the early fifties by Dr. Alexander Chase. In 1866, W. Trowbridge, Hiram Gardner and other residents on Niagara Street petitioned that the name be changed to Niagara Avenue. The ordinance was adopted in April 1866. The name was changed back to Niagara Street in 1871.

There have been two Franklin Streets in Lockport. The first one crossed the east end of Green Street near the brow of the hill and was laid out on the 16th day of May in 1828. That street has become deceased and there is now another Franklin Street in the east end of Lockport. That was formerly called Griffin Street.

Locust Street, a very important street in the city, was named for the abundance of flowering locust trees which, at one time, made the corner of Locust and Main very fragrant. A carriage road was made on Locust Street in 1870. The contract was awarded to W. W. Whitmore for \$9644.35, the lowest and only bid. A 14-foot bed of flat stones placed in layers, and having a lap of not less than four inches and uniform depth of four inches was laid. Upon this was placed screened gravel to the settled depth of one foot. No gravel was used that would not pass through a ring an inch and a half in diameter nor was any used that would pass through a screen with a quarter inch mesh. The gravel extended one foot past the stone on each side. Clearly the gravel inspector must have had a difficult job watching the rings!

Horse-cars and trolley-cars used to be seen on Locust Street and before telephones appeared, Dr. C. N. Palmer, who lived at the corner of Locust and Ashley Place had a unique system of communication between his home and his office on Main Street near Pine Street. This was called an acoustiphone. A wire was strung from his home to his office, attached to trees and roofs. Mrs. Palmer would tap on a black box at home, and it would be heard in the office. The number of taps signified the message. For instance, one tap might mean "dinner is ready," two taps might mean "return to the house for a message." Dr. Palmer finally had to remove the wire. Residents who lived underneath it were positive they would be struck by lightning.

Locust Street today is partly a business street and also ranks as one of the finest residential streets in Lockport. The intersection of Locust, Main and Market is the busy corner of Lockport. In 1823, on the site where the Hodge Opera House stood and now the Bewley Building stands, was the residence of M. H. Tucker. This building was moved and is now part of the Professional Building on East Avenue. Where the American Hotel stood on the southeast corner, there was originally a log tavern. On the southwest corner was the home of L. A. Spaulding, a one and a half story frame house. And on the northeast corner was the Quaker Church. Later on, this immediate section around the northeast corner of Market and Main and east on Main Street, was Lockport's worse slum district. For years here a row of shacks braced each other up. In 1903, the last of these buildings finally came down and now we have an amazing three-cornered piece of architecture on that corner, with protuberances sticking out over the street. In 1866, Main Street east of Elm Street was changed to East Avenue, but not without a controversy. A large delegation wanted the whole street running east from the big bridge to the city line, to be called Main Street. But the East Avenuers won out.

This same year, a culvert was built on the south side of East Avenue to support an embankment over the Eighteen-Mile Creek. A Hotel stood on the northeast corner of East Avenue and Washburn Street, with a watering trough in front of it. East Avenue, in its western end, is really the Civic Center of Lockport, with Post Office, Library, Y.M.C.A., and High School. The rest of the street is residential and an important artery in the east.

Pine Street in the early days was important because it lead down to Race Street or Reserved Road, as it was first called, where there were several stores and mills. Our present City Building on Pine

Street was originally an old mill. Now, Pine Street is one of our finer residential streets throughout nearly its whole length. Pine Street above High Street was opened up in 1852, and one-quarter acre lots sold for \$200, with ten years to pay.

Transit Street, an early street, is also an old historic road, running from Lockport almost due north and south into the state of Pennsylvania. It was a public highway before the construction of the canal. When the first Transit Street bridge across the canal became dilapidated, the Common Council recommended to the Canal Commissioners that a good and sufficient bridge be maintained by the Canal authorities. For said street said the Council, was the only street in the city which runs in a straight line in any direction across the entire city. They got the bridge two years later.

Lincoln Avenue, the southerly boundary of the city, once had an old Episcopal cemetery on it, just west of Pine Street. In June 1866, Lincoln Avenue was named such in a petition of William H. Creagh and others, and the Common Council immediately opened Lincoln Avenue from Transit Street to the City's east line. Eliza Galusha was in the way, so they paid her \$144.87 for a perpetual right of way, and Lincoln Avenue became a through street. Newhall Street, named for the great-grandfather of Elizabeth Babcock Roberts, was the southern most boundary of the city in April of 1866, being south of Willow Street so say the records. Evidently, Eliza Galusha was in the way again, for when they widened the street she was refunded \$55.13 in taxes. One is led to think, from the records, that Newhall Street was the early name of Lincoln Avenue. As further proof, on April 30th, 1866, Alderman Brazee, chairman of the Committee on Streets, presented this ordinance to the Common Council; "that Newhall Street shall be extended easterly to the easterly city line of the City on the same line produced." The assessment for opening and the extending of Newhall Street was confirmed. On August 20, 1866, the Council adopted an ordinance that the *highway* leading from the Transit east along the southbounds of the city, to the southeast corner thereof, be *hereafter* called and known as Lincoln Avenue.

Summit Street, also a southerly boundary line, extends from South Transit Street west to the Canal. Mike Roger's old stone house stands at the west end of the street and the city filtration plant is towards the easterly end. The old Mike Roger's house is over a hundred years old and was built by Mr. Hitchins, from whom the bridge over the Canal at that point was named. Mike Rogers was, at one time, Gov. Hunt's coachman. His estate was finally settled in 1947, having been

in litigation for many years.

Railroad Street, near the northerly boundary of the city, was laid out in 1851 and ran from Gooding Street to the west line of the village along the Lockport and Niagara Falls Railroad track. In 1871, Railroad St. was changed to Glenwood Avenue as far as Niagara Street. From there on, it became Railroad Street again. The Old Niagara Road is the north line of the city and is bound up in early history.

Davison Road, eastern boundary of Lockport, was formerly Lover's Lane, and it was certainly used as such in the horse and buggy days. At the request of the inmates of the Infirmary, that Lover's Lane be changed as their place of address, Superintendent of the Poor Bigelow conferred with the late Mr. William Shapleigh, who owned considerable land in that section, about changing the name. Mr. Shapleigh suggested Mrs. Shapleigh's father's name, Mr. J. L. Davison, an eminent ornithologist who had spent much time studying birds and their habits in the Lover's Lane section.

Toward the easterly line, is the Hyde Park Section. This land was once owned by Mr. Charles Cook, father of Mrs. T. J. Hildreth, of Lockport. Mr. Cook had difficulty deciding upon a name for the new street as many had been suggested. He put all the names in a hat and said to a friend, "draw", and the result of the draw was Hyde Park.

Lockport became a city in 1865 and a few years before that, in 1856, these were the streets in the village. Adam, Ann, Allen, Bowery, (since changed to Harvey Avenue), Cave Street (named for the cave opening from the street), Charles Street, Chapel Street, Charlotte Street, Church Street, and Cottage Street which was named for a tavern which used to stand on the corner of Cottage and Main Streets, and which was called the Cottage.

Also of note on Cottage Street, is one of the oldest houses in Lockport, the present Y.W.C.A. This house was built over a hundred years ago by Gillette Bacon and later sold to G. W. Merchant of Gargling Oil fame.

It is obvious that such streets as Pine, Spruce, Walnut and Maple were named after trees, a practice very common in the newly-born villages of America as the population of the country moved westward. The names of national heroes and local families were also used. Oftentimes a street might be named after the first family to live on it. In Lockport many streets were named after families. Among these are found Saxton, Spaulding, Price, McCollum, Phillips, Washburn

(Daniel Washburn was an assemblyman in 1826), Minard, Nichols, etc.

Chestnut Street was named from the tree family and Clinton Street named for Gov. Clinton. Then there was Corinthia Street, Columbia Street, Caledonia, Center Alley (named from Joseph Center an upper town lawyer), Dayton Street, Erie Street, (obviously named from the canal), Elm Street, Exchange, East Alley, Fayette, Gardner (from a family of that name), East Genesee, West Genesee, Green, Grand, Gooding (named for John Gooding), Hawley (named for Jesse P. Hawley, a surveyor), High Street (named from its location, Jackson Street (named for James Jackson), John St., LaGrange Street (named from a family of that name). This latter street used to run through to Waterman Street but was closed by the village board in 1866.

Lewis Street was named from Elliott Lewis, who came to Lockport in 1822. There was also Locust Street, Lock Street, Old Main, New Main, East Main, and West Main, Market Street, formerly North Street. It is thought that Market Street got its name because it was the road to the uptown market on the bridge where everything from loads of hay to live animals were sold.

Margaret Street, is now Price Avenue and the widest street in town. Royal Lane, off the Akron Road, is the narrowest being twelve feet wide.

McCollum Street was named for Joel McCollum, who resided in that section. Mulberry Street was named for a tree but this name was later changed to Elmwood Avenue, Monroe Street (named for a president), Niagara, Olcott, Orchard and Ontario Streets are all obviously named. Ontario was and still is a beautiful Street. It has on it several of the oldest houses in the city. Mrs. Kate Chase Seymour's and the stone house next to the Presbyterian Church are two of them. Mrs. Seymour's was built in 1825. The huge elm trees on this Street were brought from Keene, N. H. in a covered wagon.

Pearl Street, does not appear to offer any suggestion as to how it got its name.

Pine Street, Phillips, Prospect, Saxton St., named for a family, Spaulding Street, a family name, Spring Street, from a spring in that section, South Street, which at the time it was named was the southerly border of the village, Spruce Street, another tree, North Transit and South Transit Streets, Union, Vine, VanBuren Street, named from another President, Walnut Street, another tree, and they say, that on Walnut Street at one time, in 1841, one of Brigham Young's wives

lived, her name being Ann Eliza Young. Washburn Street named from Daniel Washburn, who was an assemblyman in 1826. Washburn Street was the first street in Lockport to be paved with asphalt and then just a strip down the middle.

Before there was any pavement on Washburn Street, there was a big hump of dirt at the corner of Washburn and High. It kept the water from running down Washburn Street, but made a beautiful mudhole out of High Street. The city finally sent a man to plough it up, but a Mr. Mapes, a resident on Washburn Street, objected. A woman from High Street got onto the plough with the man, carrying a shotgun and High Street lost its hump and Washburn Street became muddier.

Years ago, when the circuses used to unload at the foot of Washburn Street, it was often necessary for the elephants to haul the circus wagons up through Washburn Street mud to the Fairgrounds. The Fairgrounds used to be bounded by the south line of Grant Street, Washburn, Willow and Beattie Avenue. At present, Regent Street and Morrow Avenue run through the former grounds. Washburn Street used to extend right through to Lincoln Avenue, but was changed to Locust Street at the intersection in 1876. On lower Washburn Street, near the railroad, there used to be two widely known taverns, The Green Lantern and The Bucket of Blood.

Washington, another Street in the 1856 class, was named for a president. Waterman St. is another old Street. The late Mr. Cleland Ward told me how he got mired with a wagon and a team in quicksand on Waterman Street near Genesee. Somebody came along and rescued him before he completely disappeared. In those days everyone had a fence around his property to keep in the live stock. Between Waterman Street and Locust Street at that time, was a plot of ground extending from High Street to Orchard Street. It was surrounded by an iron fence and Lyman Spaulding had built a fine old sandstone house on it, facing Orchard Street. This house was sold to Mr. Minard and finally became the Mack property. Some of the primeval pine trees from this plot, still stand on Park Place. Park Place was cut through in 1868 and took its name from the park-like surroundings. The old house mentioned was torn down in 1911.

Speaking generally of Lockport Streets, our city fathers apparently followed the obcession that all city fathers seem to have—that is, putting most streets in three classifications, namely; names of early settlers, names of trees and names of Presidents. Lockport has be-

sides its early settlers names, its own special forest of Pine, Willow, Maple, Spruce, Walnut, Locust, Mulberry (deceased), Chestnut, Sycamore, Oak, Elm, Cherry, Plum and Juniper. And these Presidents are sprinkled here and there throughout the city, Lincoln, Harding, Harrison, Wilson, Cleveland, VanBuren, Monroe and Washington.

Our city fathers just had to find more names for the growing city, so they began on names of cities, girls' names and the names of states. In the city class we have Elmira, Passaic (which was named by Mr. Henry Thompson from his home town, Passaic, New Jersey), Washington, Lincoln, Cleveland, New York, Dayton, La Grange, Erie, Utica and Buffalo. The State names are Ohio, New York, Massachusetts and Michigan. At present, in the feminine contingent, we have Charlotte, Amelia, Roby, Pearl, Myrtle and Ann. Roby Street used to be a lane on a large farm in that section, owned by a Mr. Chubuck and operated by a man named Johnson. Roby was the name of Johnson's wife. It seems there have been two Ann Streets in the city. The first Ann Street went from Chestnut to Union Street. However, that Ann was declared deceased in 1831, by order of the Village Board. But "she" staged a resurrection at some unknown later date, and now extends from Chestnut to the railroad tracks, at about the same location as her early interment.

Gaffney Road is one of our latest Streets running west from Pine Street. It was named, from Lockport's first World War Hero, Thomas Gaffney.

There has been a great variety of coverings on our streets, starting out with mud. In fact, the wagon roads were not all that they should be, so said the Niagara Courier in 1845. And it suggested that the stone from the canal should have been used to form a track where the native earth did not answer. This process was called macadamizing after a Mr. McAdam. Plank, block, cobblestone, asphalt and concrete have all appeared on Lockport streets over the course of time. Even today though, riding on some of Lockport's streets is an experience in motion in any kind of a vehicle. No matter when or where a pavement is put down, it is almost immediately dug up in spots, and everyone has to satchet around a picturesque arrangement of red lanterns. But as far back as 1852, Main Street had its hazards, as reported in the current newspaper. "PEDESTRIANS WILL DO WELL TO BE ON THEIR GUARD WHEN PASSING IN FRONT OF THE VACANT LOTS ON THE NORTH SIDE OF MAIN STREET. WE KNOW OF ONE PERSON WHO CAME VERY NEARLY FALLING INTO ONE CELLAR THERE BY THE TIP-

PING UP OF THE PAVING STONES. THOUGH THE TUMBLING INTO ONE OF THESE PITS MIGHT NOT BE DANGEROUS TO THE BONES AND SINEWS OF THE TEMPORAL MAN, IT WOULD HURT HIS FEELINGS AWFULLY." So ran a newspaper item in the 1850's.

We also have a variety of things under our streets. Steampipes full of live steam crawling around in all directions, water mains, gas mains, sewers and cables, plus a cave and a perfectly good creek. The cave starts near Cave Street and extends northwesterly under the south side of East Avenue. Years ago, intrepid adventurers attempted to explore this cave, but no one got much for his efforts except dirty clothes. One story about this cave is typical "Ripley." A man who built one of the oldest houses on East Avenue, noticed a hole in his backyard that seemed to have no bottom. He dropped things into it and everything disappeared. Finally, he decided to box in the hole, and thereafter use it as a garbage chute. It is agreed that this is the first instance of anyone having a private cave in his backyard to use as a garbage disposal, a really unique receptacle.

The Eighteen Mile Creek which is under our streets, gets its start out near Randleigh Dairy and meanders towards town. Culverts and bridges were built over it on Walnut, East Avenue, Chestnut and some other streets. But the State finally boxed it in under the streets. It now goes under the canal and comes out about 200 feet west of Mill Street. Most citizens fail to notice it until it is seen alongside of Gooding Street Hill, Lockport's famous "Scenic Drive."

Winter horse-racing seems a unique sort of sport today but Lockport had it at one time. Walnut Street was the favorite street but the residents soon objected. The very diplomatic Fire Chief ordered the practice stopped, but suggested that the racers try East Avenue. He knew when he suggested this that the wind in the wide open spaces on East Avenue would most effectually stop them. And it did. East High Street then became the last racing course.

There seems to be an urgent desire in everyone to dress up and march. The Streets of Lockport saw some wonderful political and firemen's parades. Red flares lined the streets and the line of march generally followed the few improved streets. Most uncomfortable were some of the city fathers, making their annual appearance on prancing horses directly behind The Citizen's Reed Band. And Jack Few (weight 300), driving his beautiful grey team on the Hook and Ladder truck, was a never-to-be-forgotten thrill. Another kind of

a parade seen on Lockport Streets in the 1890's, was of a strictly personal character. It involved a father and two sons, one a deaf mute, who lived in the Third Ward. They always walked in a single-filed solemnity as though they were following an Indian trail. Another parade originated on the north side of town and consisted entirely of two brothers and a sister of ancient vintage who, also, always walked in procession. It has never been determined whether the hero of the family walked ahead so the others could admire him, or whether the villain had to march in front so the others could keep an eye on him.

People did not always walk, or drive oxen or horses on the streets of Lockport. Of course, the lumber wagon and the fringed-topped surrey had their days. But as time went on, horse-cars became standard equipment on Main Street, East Avenue, Locust Street, Market and Hawley Streets. A Mr. Hosmer, who lived on East Avenue, didn't want tracks on his street, so he pulled the rails up one night. He did not "get away" with it.

When horse-cars were first used in Lockport, some of the company heads couldn't conceive of a team of horses being hitched up to a car without a wagon tongue. However, it was demonstrated to them when the first horse-car went down Market Street hill, with the horses held only with hames. Tom Stratton was driving and there was a perfectly good hand brake on the car so the car never did overtake the horses. The officials were convinced.

A first magnitude thrill was given to the riders on the last car down Market Street after a Hodge Opera House performance. The horses were removed to permit the car to coast down the hill!

One would be surprised to see a beautiful fountain bubbling away on Main Street. At one time, Main Street had a fountain on a bit of land between the Big Bridge and the Cottage Street Bridge. But when the Big Bridge was widened and the Cottage Street Bridge torn down, that little piece of land was in the path of progress. So the fountain that Dr. Bristol had given the city, was moved to the "bum's lounge" in West Avenue Park. At least, part of it is there. An active, clean, beautiful fountain makes a rather incongruous background for the sprawling bench population of the park.

The village board in early days must have had some hectic times. They battled with everything. Their proceedings listed such items as this: On December 9th, 1836, the village trustees ordered leather fire buckets suspended in every building where fires were kept. They

ordered the clerk to procure candle sticks and candles for use of the board before the next meeting. They appointed Mark Hopkins, Clerk, because his writing was so beautiful, and they paid N. Leonard, book seller, 44 cents for quills. They audited C. Leonard's bill for materials for building a house for the hearse and engine. Amount: \$17.10. They also ordered the sidewalks on Main, Canal, and Buffalo Streets cleaned of snow, etc., by 9 A. M. every day, Sundays included. The penalty was \$2.50 per day. In 1849, they passed an ordinance against the running at large of hog and geese.

One of their most important occupations seemed to be the opening up and naming of new streets. When Julius Frehsee, father of Julius Frehsee of Lockport, was city surveyor, he seemed to "query" his way through every meeting as follows: "Does East Main Street extend from the Big Bridge to Elm Street or Washburn Street?" There is in the Fourth Ward, one Minard Street and one Maynard Street. Is there to be any change in these names? On motion, Maynard Street was thereafter directed to be called Bacon Street. QUERY of Julius Frehsee, "What is the name of the street branching off southerly from High Street about 1150 feet east of Beattie Avenue, and known as the Akron Road, and by some called Clover Street?" It was moved to call it Akron Street in July 1871. Mr. Frehsee still asked questions, "High Street west of Transit is called West High. Is High Street east of Transit to be called East High?" It remained High Street. At this same meeting, permission was granted to High Street residents to gravel the road at their own expense! (Right decent of the trustees!) QUERY by Mr. Frehsee "There is in the Fourth Ward, one John Street and one St. John Street. Is there to be any change in those names?" On motion, the street called St. John was changed to Amelia, from one gender to another. Amelia was the wife of Mr. Oliver Nichols who owned considerable land in that vicinity. Nichols Street was named after him. Mr. Frehsee continued QUERYING. He asked, "How wide is Frost Street?" He was directed to lay it down as a four rod street. Thus the village trustees were all powerful and named and renamed streets by resolution. The trustees resolved to change East Second Street to Pine Street and East Second Street became Pine Street in the twinkling of an eye. They often got into trouble, for occasionally someone had to be moved out of the way. Line or "squabble fence" fights were the order of the day. The Porter Street fight is one example. Mr. McMaster tried to prove that Mr. Hathaway never had a barn on the street. Jesse P. Haines said he did, for he had put his horse in that barn. One and eighty-four one-hundredths acres were

involved. Mr. McMaster was ordered to move his fence so Porter Street could be three rods wide in its entirety. Jesse Haine's map settled the controversy.

A story is told about Robert Stevens, a lawyer, who was president of the village board in the early forties. A visiting evangelist called on him in his office one day. He told Bob Stevens that he was engaged as president of the village board on the Lord's side, too. Mr. Stevens sat with his feet up on the box stove, smoking his cigar. He finally said, "Yes, Mr. Burchard, that is true. But I am compelled to say I have received a retainer from the other party."

Many streets have vanished from Lockport, such as Wharf Street, Edwin Street, North Street, Baright, Griffin, Newhall and Margaret Streets, but there are still many others that cannot be mentioned. On a City map one may hunt for Euclid Avenue, Heath Street. Mt. Pleasant Street, Edgewood, Short, Alexander, Cherry and Holly Streets as well as the alleys in our city, Rushmore, Macks, Church, Works, Devereaux, Center and Bellah.

Today, Lockport has eighty-five miles of streets, about fifty of which are paved. There are concrete curbs and walks. The streets are well lighted by electricity, and the principal streets are lined with parking meters for automobiles, a far cry from kerosene and gas lights, watering troughs, hitching posts, horses, oxen, plank sidewalks and mud roads. Also gone and but a memory are the men and women who pioneered a log settlement into a city with fine residential streets canopied with shade trees. New people have taken the places of the old and a look at the telephone book finds these people now residing on the **STREETS OF LOCKPORT.**

There is a Mrs. Whybrew, a Mrs. Grundy and a Miss Tredolyn Shallow. Among the "jawbreaker" names appearing are Hibschwiler, Tinklpaugh, Nighswander and Oderkirk. In the "zoo" are found two Wolves, four Craines, Two Crows, six Hawkes, two Baers, one Koon, one Beaver, four Lyons, one Buck, three Bulls, two Burroughs, a Badger, a Lamb and a Stork.

There are Thistles and Bushes, and Potts and Plants, Roots and Sprouts, Pecks and Pounds, Old and Young, Redheads and Whiteheads, Silks and Spinners, Parsons and Soules, Little and Petty, Strong and Tall, Short and Long, Steins and Sauerwein, Blacks and Whites, Greens and Greys, Spies and Savages, Staggers and Shadows, Sharps and Singers, Sickles and Slayers, Schillings and Pence, Storrs and Townes, Sand and Stones, Snow and Winters, Darlings and

Swains, Gruntz and Hollers, Hills and Dales, a Judge and a Justice, Jack and James, Fords and Frasers, Klocks and Dialls, Millers and Bakers, Hams and Butts, Ryders and Walkers, Taylors and Weavers, Houses and Shedds, a Whiteman and a Blackman, Lanes and Fields, Horns and Bells, Fountains and Watters, Lakes and Pooles, Boggs and Marshs, Nickol and Gold, Oates and Hay, Gays and Graves, Upson and Downes.

There are also Hatts and Suits, Kramps and Paines, Whissell and Hum, Strongs and Weeks, Days and Knights. Also, Pils and Plasters, Reid and Wright, Pickles and Pease, Pies and Sweets, Pencilles and Penns, Cook and Fry, Cole and Wood, Muck and Mudd, Earls and Lords, Kings and Kaisers, Easts and Wests, Keyes and Latsches, Meahls and Jelley, High and Lowe, Witte and Wise, and a whole Mann, from Hare to Foote, including his Hyde and Hart.

This is a good place to stop with people on our STREETS, for after all, it is people who bring to life inanimate things like Streets.

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