



HISTORIC BRIGHTON NEWS

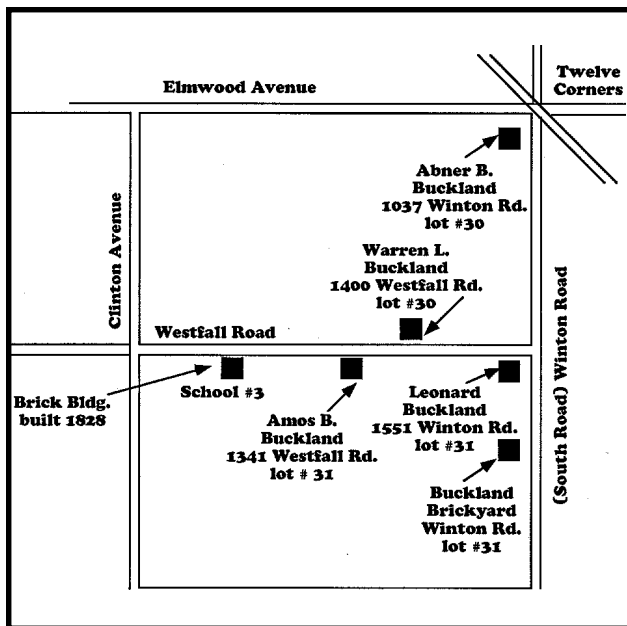
VOLUME 1

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BUCKLAND BROTHERS BUILT AND OCCUPIED 'BRICKS OF BRIGHTON'

THIS BRIGHTON MAP OF 1852, recreated by Leo Dodd, shows that four Buckland brothers lived within one mile of each other and within walking distance of the family brickyard on Winton (then called South) Road. Three of these "Bricks of Brighton" homes are still standing. The Abner B. Buckland house on Winton near Elmwood Avenue is now the Chabad Lubavitch of Rochester. The Leonard Buckland house is Brighton Volunteer Ambulance. The Amos B. Buckland house at 1341 Westfall Rd. became the farmhouse on the former Gonsenhauser property that is slated to become a Brighton park. Other Buckland brothers were James who died in 1832 and Curtis who moved to Albion, New York. For an update on the investigation into the brick industry of Brighton, see page 2.



HISTORIC BRIGHTON MEETS OCT. 24 AT NEW LIBRARY FACILITY

From Lost 'City' to Automobile Suburb: Selected aspects of Brighton History

A slide talk by Betsy Brayer is featured at the next meeting of Historic Brighton on **Tuesday, October 24 beginning at 6:45 p.m.** If you haven't seen the wonderful new auditorium in the renovated Brighton Library, this is your chance to experience this impressive and centrally located facility. Refreshments will follow the program.

Brighton's history is a lively one—from the days of the glaciers through eons of Algonkins, Senecas, and French fur traders passing through, to the arrival of settlers who became millers, farmers, shipbuilders, brickmakers, and canal merchants, and finally to Brighton's emergence in the 1920s as an automobile suburb of the boomtown of Rochester.

Neighborhoods such as Houston Barnard, Roselawn, Browncroft, Clover Hills, West Brighton and the like are the essence of Brighton today. For a sidebar on the early suburban era of Brighton history, see page 7: "Who was Houston Barnard?"



FEATURE: THE AMATEUR ARCHIVIST

By Monica Gilligan

Many of us have important historical artifacts in our collections. That is, many families have newspaper clippings of weddings, business events, sports competitions and other items of family history. Year by year, we accumulate more and more of these. But how do we preserve them?

Newspaper is made from the cheapest paper possible. It has an extremely high lignin content, which for our purposes means little chips of wood. With its ink, it rates a very high score on the acidity scale. It becomes yellow and brittle rapidly. Yet newspaper can be preserved.

The enemies of newsprint are the enemies of all paper and photographs: light, moisture, and to a lesser extent, heat. Adhesives and newspaper don't mix well. Pasting in a scrapbook will limit newspaper's life span. The best way to preserve any paper is to keep it in the dark in a cool, dry place. An acid-free newspaper box, readily available at Light Impressions or from a catalog, or online, is the proper container. The paper in the box should be stored, ideally, in a bedroom closet, not on an outside wall. At the very least, it should not be stored in a basement or attic because of temperature and moisture fluctuations.

If the article/picture is going to be consulted every so often, the best thing to do is to make one excellent photocopy on acid-free paper and put the original away forever. Rochester is the ideal place to make excellent photocopies. Acid-free paper is available in craft stores, specialty art and paper stores, large chain marketers, card stores, and sometimes drugstores. It is relatively inexpensive to buy in white, packs of 25 sheets. Unfortunately, the main sizes are 8.5" x 11", and 12"x12", which are not size of a traditional newspaper page. Some juggling may be required to get compatibility between the paper, the material to be copied, and the sizes the copier will accommodate. Newspaper should probably only be photocopied once, but the jury is still out on how much the heat of the copier affects a modern sheet.

To prevent, or slow down the acidification, yellowing, and increasing brittleness of today and

tomorrow's news, a de-acidifying spray is available. Sources in Rochester vary quite a bit in price, but this item is always pricey. Your correspondent's best coup in this area was buying Archival Mist, a non-toxic spray, at Michael's when they had a 50% off coupon. Under those conditions, it was under twenty dollars, and has lasted several years. Newspaper can be sprayed with this mist and then placed in scrapbooks.

If you have newspapers of great historic value, it would be worth talking to an archival expert before photocopying or spraying them. The boxes are always a safe idea.

De-acidification of newspaper can be done without the mist, at home, with tubs and water and certain chemicals, and don't. If you really, really want to know how to do this, email me and I will send you a dangerous looking procedure sheet. Happy preserving!

Mgilli4994@AOL.com

BRIGHTON BRICKYARD HISTORICAL PUZZLE

A COMPLICATED 200-YEAR HISTORY

By Leo Dodd

About a year ago, we identified a Special Interest Group (SIG) within Historic Brighton: "Brighton Bricks." Industry as a source of Brighton history may not be a rich mine to explore, compared with the great industrial establishments of 19th century America, but it was a major industry within our local history.

To date, 721 entries from more than 500 families have been recorded, with details from 63 text sources. Included are 40 individual Bucklands and 40 Cobbs. Data from 20 Brickyard Companies has also been collected. All entries are mainly brick-industry related. We are now positioned with a sizable data base from which to start our historic word painting, and establish a view of the Brighton Brick Industry. Look for future articles on the "Bricks."

FEATURE: A BRIGHTON TREASURE PART I

By Ruth K. Porter

“WHERE IS THE BRIGHTON CEMETERY?”

That is the question often asked when I mention that I have recently completed a survey of the burials in that historic burial ground. The answer is that the Brighton Cemetery is in the City of Rochester! It is located at the end of Hoyt Place, a short residential street off Winton Road South, opposite Norris Drive. Land on this hill was set aside in the early 1800's as a cemetery for the Village of Brighton which was centered at the intersection of East Avenue and Winton Road.

When the Erie Canal was completed in 1825 it flowed quietly past the cemetery on the eastern and northern sides. Today that quiet flow of water has been replaced by a never-ending flow of thousands of noisy vehicles as they speed through the interchange of Expressways I-490 and I-590 which were built on the bed of the old canal.

Most of the early pioneers to Brighton were pious Congregationalists from New England who soon organized a church which met in members' homes for several years. In the early 1820s they built a small brick church (40' x 55') on the high ground adjacent to the cemetery. Sunday services were from 10 AM to noon when there was an intermission for the noon meal. In pleasant weather the members would stroll through the cemetery reading the inscriptions and looking for a shady place to enjoy their picnic lunch. When the canal was completed they often spent the intermission watching the boats being pulled through the nearby lock. Then back to church they would go for another two-hour session.

In 1867 a flaming shingle blown by the wind from a burning Village tavern landed on the steeple of the church which was soon reduced to ashes. Many valuable items were saved by quick-acting church members, but the cemetery records which were stored in the church were completely destroyed. The only record of burials prior to 1867 was the information gleaned from the gravestones and the names of those persons buried in unmarked graves were lost forever. Therefore the records of the Brighton Cemetery are far from complete.



A larger and more beautiful church was built in 1868 on East Avenue in the Village, and the church and cemetery were now separated by the canal. For years the church was responsible for the cemetery. However In 1892 the Brighton Cemetery Association with a Board of Trustees was formed to manage the cemetery culminating in a complete separation of the church and the cemetery.

A wrought iron gateway at the end of Hoyt Place marks the entrance to the cemetery. The driveway is often blocked off by a chain, but to the left is a parking area accommodating three or four cars. It is suggested that one park and wander through this historic burial ground.

Just inside the gateway to the right is a large granite monument to the Bloss Family with a bronze plaque telling of the life of William Clough Bloss who was born in Massachusetts in 1795 and died here in 1863. In the middle 1820's when Brighton was a roaring canal town Bloss ran a lively tavern in the Village where the mule drivers were often found imbibing. In 1826 Bloss decided that “spiritous liquors” were evil and he carried all the liquor bottles in his tavern to the bank of the canal
(continued on page 4)



Detail of William Clough Bloss bronze memorial plaque in the Brighton Cemetery

A BRIGHTON TREASURE (CONTINUED)



THE BLOSS TAVERN was located at the Erie Canal lock east of Winton Road on East Avenue. Route 490 has replaced it.

4

where he emptied them one by one into the waters. He sold his tavern and began establishing Temperance Societies in every town in the county. Bloss was an early abolitionist and in 1843 published an anti-slavery paper, *The Rights of Man*, which made his name known nation-wide. When serving as a representative in Albany he made known his views on racial prejudice. While attending a communion service he rose from his seat, reseated himself with the segregated blacks, and took the Holy Sacrament with them. Bloss was vocal on many issues, especially the vote for women and unlimited immigration. Two sentences on the plaque seem to sum up Bloss's life: "He was a thinker in advance of his years" and "He boldly championed unpopular truths."

Down the driveway a bit farther is the burial lot of Enos Blossom, one of the earliest pioneers in the Brighton area. He built a house for his family in 1799 at the junction of two important Indian trails (now the junction of East Avenue and Landing Road where the new Brighton Fire Department building stands.) Enos was appointed School Commissioner in 1801 and helped to found Allen's Creek School. At the first town meeting in 1814 he was elected Town Constable. He was also my great, great grandfather. His daughter Eliza married Marshfield Parsons (also buried here.) Marshfield, an astute business man, recognized that the land in Brighton

was extremely fertile and that better mills would be needed to process the abundant crops. He became a partner with mill owner Isaac Barnes, a move that proved lucrative for both men. Parsons added a saw mill and farther downstream built the Parsons Powder Mill. The powder from his mill was used by local farmers to clear their land of stumps and by explosive experts to blast through the Niagara Escarpment as they enlarged the Erie Canal locks at Lockport. In the summer of 1848 a bit of sand blew into the rollers at the mill causing the mill to explode, killing one millhand. The mill was not rebuilt. Parsons was also a farmer and raised sheep on ninety acres on East Avenue at Elmwood Avenue where he had built a spacious brick home for his family. Many years later after the deaths of Eliza and Marshfield their son, Colonel Bloss Parsons, sold the property to the Country Club of Rochester. The gracious homestead became the clubhouse and the sheep pastures became the links. The Country Club of Rochester was one of the earliest golf clubs in the United States. (Five generations of my family lie in this cemetery lot that Enos Blossom bought in the early 1800's.)

A bit farther down the cemetery road is the Barnes family lot. Isaac Barnes built the first grist mill on Allen's Creek. The mill stones from the Barnes mill (originally from Indian Allen's 1789 mill on the Genesee) can be seen today in the Monroe County Office building, a reminder that Rochester was first known as the "Flour City" before it became the "Flower City." Just south of Isaac's grave is that of his son, Charles M. Barnes, known as "Squire" because of his 25 years as Justice of the Peace in Brighton. Charles had built a mill near his father's, but tragedy struck in December 1884 when Charles was killed in an horrendous accident. The string of a plumb bob which he was carrying in his pocket became wound around a moving shaft. He was drawn into the machinery and was smashed against the floor several times as the wheel rotated. In 1957 the Barnes mills, which had been in operation for over one hundred years but were no longer in use, were demolished to makeroom for the 490 Expressway and its ramps to Route 441.

In *The History of Brighton* by Henry J. Peck

A BRIGHTON TREASURE (CONTINUED)

Near the Barnes lot is that of the Stone family. Orringh Stone a true pioneer, arrived here in 1790 and built a cabin near the Seneca's Council Rock on the important Indian trail from Canandaigua, (now East Avenue). Orringh enlarged his cabin over the years and made it a tavern, a welcome stopping place for early travelers trudging westward. Aaron Burr, General Lafayette and Louis Phillippe (later to become King of France) were some of his guests. The first Town meeting was held in the Stone Tavern as was the organizational meeting of the Brighton Congregational Church. This house, the oldest in Brighton, is known as the Stone-Tolan House, owned and maintained by the Rochester Landmark Society. Orringh Stone died in 1839 at the age of seventy-three.

Two of the oldest graves in the cemetery are in the Stone lot; Elizabeth, first wife of Orringh Stone, who died in January 1814 and their son, Allen Theodore Stone who died just seven months later in July 1814.

Graveyards no longer contain rows of little stones, each with the name of a child dead from diphtheria, cholera, scarlet fever or measles, but in an old cemetery like this such stones are evident. Near the Stone lot lie the Stoothoff family who lost seven children each at a very young age: Ambrose 12 days, Harry 6 months, Sarah 6 months, Cornelia 2 weeks, Mary Ann 9 weeks, William 9 weeks, and George 10 days. The parents of these babies are buried near the children having died years later.

A child of other parents is listed in cemetery records as "Ester (sic) Lived one hour." It touched me that her parents had named their little one who had lived so briefly. Many children like these mentioned are buried here for doctors were scarce in the area, and immunizations and miracle drugs were unheard of. Stones telling of deaths of a mother and her baby are not uncommon in the cemetery. Reading the inscriptions of such stones makes one thankful for the incredible health care that is available for mothers and their children today.

Near the southern boundary is an area without any graves which was a mystery to me until an ancient map of the cemetery turned up with that sec-



tion marked "Potter's Field." Webster's New International Dictionary defines Potter's Field as "a piece of ground set aside for burial ground for criminals, paupers, and unknown or friendless persons." In as much as that area seems to be free of burials can one assume that Brighton had no criminals, paupers nor any unknown or friendless persons?

The names inscribed on gravestones are informative but not always conclusive for stone cutters were known to have made mistakes. And sometimes a family had several variations in the spelling of their surname leading to much confusion. One family from Holland, many of whom are buried here, illustrates this. Ameele, Van De Ameele, Van Der Ameele, Van De Meele, Van Der Meele, Van De Mallie, Van Der Mallie, and De Mallie are all members of the same family according to Harold De Brine, a Rochesterian who is researching the Dutch families who settled in this area. One wonders, what is the correct spelling of one's name? One of the foremost genealogists in America was Donald I. Jacobus who seemed to solve this in his book, *Genealogy as a Pastime* where he stated, "The correct way to spell your name is the way *you* spell your name."

Names are quite fascinating, especially old names. The name, Justus Yale, who is buried here in the Yale family lot, is a commanding name. In

(continued on page 6)

A BRIGHTON TREASURE (CONTINUED)



unpublished Blossom genealogy it states, “He brought with him the first family carriage seen in that new country which was substantially a dense forest, the women of the party in the carriage.” This emigration was in the early 1800’s when the Indian trails were anything but smooth! Another Blossom near Ezra’s grave is Benjamin Bangs Blossom, along time deacon in the Brighton Church and postmaster for thirty years. As postmaster he had to ride his horse to Canandaigua carrying Brighton’s out-going mail and return with eagerly-awaited letters from families left behind.



6 (also buried here) the author states, “Justus Yale was a notable figure in his Spanish cloak, low shoes, and very white stockings”. That description of him fits my mental picture of him perfectly, but I did wonder how Justus, who was born in 1808 and died in 1882, kept his stockings so white in those pre-Clorox days.

The old fashioned first names for women that I found on the stones were charming and sometimes quite challenging, such as Temperance, Obedience, Thankful, Charity, Patience, and Wealthy. However, the most common women’s names were much simpler: Jennie, Millie, Minnie, Fannie, Sarah and Anna. The most interesting men’s names were Orringh, Intus, Valentine, and Columbus, but Biblical names, Abram, Abraham, Isaac, Peter, Benjamin, Jacob and John, were most often bestowed on Brighton boys in the 19th Century.

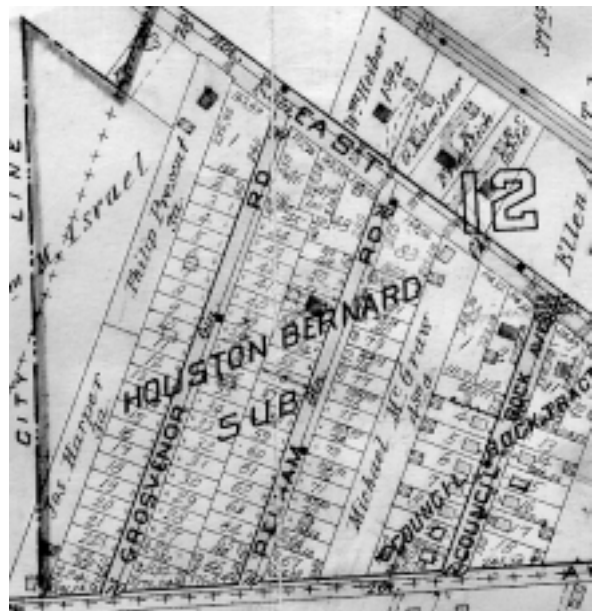
Amasa Drake, who had a distinctive name, rests here in the Drake family lot, high on the western edge of the cemetery. Amasa, an expert in masonry, superintended the building of the first Erie Canal aqueduct over the Genesee River.

Near the Drake lot many members of the Blossom family are buried. Ezra Blossom who was born in 1761 must have created quite a stir in this wilderness area when he arrived with his family. In an

The Watson memorial (above) is the largest monument in the Brighton Cemetery. Below, the grave of Arch Merrill, local historian.



This article by Ruth Blossom Kingston Porter, secretary of the Brighton Cemetery Association, will be concluded in the next issue of Historic Brighton News. If you save pages 3 through 6 of this issue, you will have the complete article in booklet form.



The Houston Barnard tracts as seen in the 1918 plat map. Note the misspelling: Bernard in place of Barnard.

WHO WAS HOUSTON BARNARD?

By Betsy Brayer

MANY OF US KNOW that there are two tracts in Brighton bearing the name “Houston Barnard.” But how many know who he was?

Houston Barnard (1871-1936) was a Rochester engineer, businessman, developer, and yachtsman. A graduate of the Rochester Free Academy, he studied civil engineering in various local offices, with the Buffalo, Rochester & Pittsburgh Railroad, and with Le Grand Brown. At age 21 he became the chief engineer of the trolley system known as the Rochester Railways, and is identified in the reconstruction of that system during its transition to electric operation. He also laid out the Summerville Railway line and boulevard.

Barnard was New York’s assistant superintendent of public works in charge of the western part of the state under governors Roosevelt (Teddy), Odell, and Higgins. He was the general contractor for the Cobbs Hill reservoir 1908-1911, the Utica and Tonawanda improvement of the New York Central Railroad, and contracts for the construction of the Barge Canal. As president of the New York State Dredging Co. he dug the first tunnel under the Hudson River, a project begun in 1902 and completed in 1908. He worked on the reclamation of Back Bay in Boston.

Barnard became identified with the physical growth of the Rochester area. He laid out numerous streets and tracts in the city and county. Some

of these were held in the name of his wife, Katherine Barnard. Realizing that the future belonged to the suburbs, the Barnard Development Co., with offices in the Powers Building and at East Avenue and Grosvenor Road, began developing, in the words of his ads, “important real estate enterprises of high character and residential purposes.”

About 1918 he acquired two tracts in Brighton: one bound by Gould Street, the Council Rock Tract, Highland Ave. and East Ave. He developed this tract first: By 1930 there were 21 houses on the new Grosvenor Road and 15 on the new Pelham Road. By comparison, in 1930 there were 12 houses on Ambassador Drive, 10 houses on Sandringham Road, and 6 houses on Trevor Court.

The second tract was part of the Emerson Babcock farm. At first the streets were named Orchard Road and Cherry Road. But Barnard opted for tonier designations. Their British connotations may indicate that he was aware of the Anglo-American roots of the planned garden suburb which thrived roughly 1870 to 1940. Orchard Road became Ambassador Drive, with lots of at least 100-foot frontages. Cherry Road became Sandringham Road with frontages of at least 100 feet on the south side and 75 on the north. Cornelia Street became Georgian Court, Morris Drive became Esplanade, and a new street, Trevor Court Road, was drawn between Georgian Court and Ambassador Drive with frontages of at least 60 feet.

EASTMAN BIOGRAPHY FILMED AT CORBETT'S GLEN



IN AUGUST A FILM CREW spent a week in the Rochester area filming a biography of George Eastman for the Arts & Entertainment Network. They needed an unspoiled, natural location with running water at which to stage Eastman's early experiments in the wet-plate photographic process. (Eastman's own first photograph was of the Genesee River, taken from the Main Street Bridge but that site looks like the year 2000, not 1877.) While there is no evidence that Eastman visited Corbett's Glen this early in his photographic career, there is much evidence of 20th century Kodak picnics in the glen. Other locations used for the A&E shoot were the Genesee Country Museum, George Eastman House, and Eastman Theatre. Left, the crew sets up; right, the actor playing Eastman ponders his future in photography.

BOARD MEMBERS SOUGHT

8 HISTORIC BRIGHTON ORGANIZATION is reaching out to add members to our board. Currently, the officers and the committee chairpeople attend an evening meeting once a month to decide the programs and direction of the group. We would like to expand the number of people who help with these decisions. We are fortunate this year that all of our committee chairs have agreed to serve for another year, so we can assure new board members that they have their choice of committee on which to assist, but no new onerous responsibilities. If you would like to nominate someone, including yourself, to a seat on our board, please call vice-president Monica Gilligan at 442-6275 and leave a message.

Historic Brighton

Founded 1999

Arlene A. Wright, Organization Founder

Leo Dodd, President

Monica Gilligan, Vice-President

Ken Grip, Treasurer

Janet Hopkin, Secretary

Maureen Holtzman, Program Chairperson

Diana Robinson, Membership Chairperson

Dee Dee Teegarden, Hospitality Chairperson

Josie Leyens, Hospitality Chairperson

Mary Kay Taber, Public Relations

Betsy Brayer, Editor, *Historic Brighton News*

Mary Jo Lanphear Barone, Brighton Town Historian

I wish to become a Member of "Historic Brighton. Enclosed is my check for \$20

Name: _____

Address: _____

Phone: _____ Fax. # _____ email: _____

Send check payable to The Landmark Society—Historic Brighton 133 South Fitzhugh St., Rochester, NY 14608
The Landmark Society of Western New York is serving as fiduciary agent until Historic Brighton Organization is registered as a "Not-for-profit Organization in its own right.

Walking directly down the slope from Deacon Benjamin's grave one will see a granite stone with an open book atop it. This is the grave of Celestia A. Bloss Brewster, a remarkable woman of the 19th Century when women were expected to remain in the home. Celestia began her career by tutoring the children of her brother-in-law, Isaac Moore (also buried here). Isaac became so enthusiastic about his children's advancements that he financed a school, The Clover Street Seminary, with Celestia as its headmistress. The school's reputation grew and soon youngsters from leading families in Rochester and from as far away as Michigan and Canada filled the school rooms. For thirty years Celestia Bloss, who had married Isaac Brewster but was always called 'Miss Bloss', headed this renowned school, the first private school in the Rochester area. Celestia died in 1855. Today the school building is a private home. For years there was a marker in front of 1550 Clover Street telling of the Seminary, but even historic markers deteriorate, and it is somewhere in Brighton awaiting repairs.

Three men who died on the same July day in 1909 are buried here. Abraham DeBrine, John DeBrine and John DeWinde were all Brighton residents, all family men, and all of Dutch descent. I called Harold DeBrine who knows so much about the Dutch families in the area and asked if he knew anything about this. He recalled the incident immediately and sent me a copy of the Sodus, New York newspaper relating the tragic deaths of these men. The three had taken the trolley to Sodus, rented a boat, and had gone fishing at night in Sodus Bay. The men were drowned when their boat overturned in deep water as they apparently tried to climb out of the boat onto the western pier. One man was found the next morning under the overturned boat near the pier with the anchor rope wound around one arm. The other two were found later in the day.

Veterans from every war from the Revolutionary War to World War II are buried here. Sergeant Joseph Bloss and Captain Ezra Blossom both served in the Continental Army in New England during the Revolution, and both emigrated to Brighton after their discharges. It is believed that Captain John Morse and Job Northrup and possibly others

who are also buried here are veterans of that war. Mr. Alexander Williams of the Sons of the American Revolution is researching the records of the Revolution to find the men who contributed so much to our country's freedom so that their graves could be so marked.

Captain Thomas Wild fought with the New York Volunteers in the War of 1812 and lies at rest in the Wild family lot. Also in that lot an inscription reads: "William H. Wild Drummer U.S. Army Died Jan. 10, 1839 at the age of twenty-six." The relationship of these two family members is unknown.

At least five Civil War soldiers who paid the supreme sacrifice are buried here: Cassius C. Bowen 21st Cavalry aged twenty, J. Martin Taylor 8th NY Cavalry age twenty-one, Major Caleb E. Moore 8th NY Cavalry age twenty-nine, Samuel Cogswell, NY Infantry age forty-two and Justus Wheeler NY Infantry age twenty-eight. Many Brighton men who survived that brutal war are at rest here: Henry J. Adams, William J. Armstrong, William R. Brown, Robert Bullock, Joseph H. Cogswell, William B. Cline, Quincy J. Drake, Intus B. Dryer, Philetus S. Fuller, George E. Howes, Walter V. Jump, William L. Manning, John McMann, Valentine Natt, George Norris, David Onderdonk (Surgeon), William Patchen, Winfield S. Richards, William S. Shelmore, and Jared P. Wheeler (Surgeon). All have gravestone inscriptions giving their units and dates of service.

Two Brighton soldiers, Theodore E. Camp 3rd NY Volunteers and Clarence F. Wombell 56 Co. Coast Artillery served in the Spanish-American War and rest here.

The 1840s and 50s saw a constant influx of immigrants arriving in America, many of whom were Hollanders. They came westward on the canal or later by railroad, and many of them disembarked in Brighton. Over three hundred of these Hollanders and their descendants are buried here. Two of these young Dutch men gave their lives in World War I for this country. Isaac Tierson of the 108th U.S. Infantry was killed in action on September 30, 1918

in the drive on the Hindenburg. Line, and Edward Bowman of the 310th U.S. Infantry was killed just four weeks before the Armistice was signed in November, 1918. These two inseparable boyhood friends who grew up in Brighton now lie side by side in the Tierson family lot. Two other Brighton men lost their lives in World War I: Charles Sipple of the 109th Field Artillery died in France in 1919 and Herman Scholtens, U.S. Army Medical Department died 1916 in France. He was just nineteen.

Several Brighton men survived World War I and rest here: Hartwell Almy, John DeVries, Abram DeWitt, Frederick L. England, Ceron E. Hebner, William Herman, Charles Kelly, George Kleiner, Raymond Menne, Harold MacMillan, William Mutch, and Porter Surgenor.

Five veterans from World War II also rest here: William H. Almy 872nd Ord. Ham Co., Elmer A. Myers 692nd Tank Destroyers, Clyde H. Porter Lt. U.S. Navy, Arch Merrill U.S. Army, the beloved author of many books on Rochester and its environs, and Frank W. Irving who has the distinction of serving in the U.S. Army Air Force in both World War I and World War II.

For over one hundred and fifty years burial services for veterans have been conducted in the Brighton Cemetery. Yet there are never any flags flying on Memorial Days on the graves of these men who gave us the security and freedom we celebrate today. The local Veterans Administration referred me to the American Legion, who stated that the American Legion Posts in Rochester can not afford to decorate the soldiers' graves. On Memorial Days in other cities I have seen cemeteries ablaze with American flags honoring their veterans. These Brighton men deserve our gratitude, respect, and remembrance. What a sight it would be to see flags flying on these fifty-eight or more graves on the next Memorial Day!

On Memorial Day 2000, red and white Brighton Fire Department flags graced the graves of several men who had served as volunteer firemen for the Town of Brighton. I was moved to see such a flag flying on the grave of my father, Harry H. Kingston who had helped found the Brighton Fire Department and had fought fires with them for over forty

Who was Houston Barnard?

Houston Barnard, engineer, businessman, and yachtsman was born in Rochester in 1871. He died in Nice, France, in 1936 at the age of 65. His father, who came from New Hampshire, was a famous '49er of the California gold rush and one of the few who was successful. The elder Barnard retired to Rochester and died in 1907 in his 80s. The mother died in 1888 when Houston Barnard was 17. Her family, the Houstons, conducted a tavern on the Ridge Road which was the first stage stop between Rochester and Lewiston. Houston Barnard's maternal grandfather was a prominent area politician.

Houston Barnard attended the Rochester Free Academy, graduating in 1889. He studied civil engineering in various local offices, with the Buffalo, Rochester & Pittsburgh Railroad, and with Le Grand Brown. At the tender age of 21 he became the chief engineer of the trolley system known as the Rochester Railways, and is identified in the reconstruction of that system during its transition to electric operation. He also laid out the Summerville Railway line and boulevard.

He was New York's assistant superintendent of public works in charge of the western part of the state under the administrations of governors Roosevelt (i.e. Teddy), Odell, and Higgins.

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New York State Dredging Co. he dug the first tunnel under the Hudson River, a project begun in 1902 and completed in 1908. He also worked on the reclamation of Back Bay in Boston.

As a yachtsman in Lake Ontario and the Thousand Islands, he donated his cruiser *Qui Vive* to the U. S. government at the beginning of World War I. *Qui Vive* sailed to Norfolk under the command of Charles Van Voorhis and a Rochester crew and served as dispatch boat for the fleet at Hampton Roads.

As early as 1895 Houston Barnard became identified with the physical growth of the Rochester area. He laid out numerous streets and tracts in the city and county. Some of these were held in the name of his wife, Katherine Barnard. Realizing that the future belonged to the suburbs, he formed the Barnard Development Co., with offices in the Powers Building and at the corner of East Avenue and Grosvenor Road and began developing, in the words of his ads, "important real estate enterprises of high character and residential purposes." About 1918 or before he acquired two tracts in Brighton: one bound by the existing Gould Street and Council Rock Tract to the east and west, and by Highland and East Avenues to the north and south. He developed this tract first: By 1930 there were 21 houses on the new Grosvenor Road and 15 on the new Pelham Road. By comparison, in 1930 there were 12 houses on Ambassador Drive, 10 houses on Sandringham Road, and 6 houses on Trevor Court Road.

Barnard's ad in the 1930 Suburban Directory states, "Exclusive residential sites carefully restricted." While this may sound politically incorrect to modern ears, it seems evident from the variety of ethnicities represented in that 1930 directory that the developer was more interested in restricting the heights and setbacks of the houses than the race, color or creed of the purchaser.

The second tract (i.e. Ambassador et al) was originally part of the Babcock farm. Emerson Babcock was then supervisor of Brighton. The main Babcock house, which was famous in the last century as a stop on the Underground Railroad, is the brick house where the Edward Harris family lived for many years. In among the apple and pear orchards was a lime kiln, probably to make mortar for the brick factories which lined Monroe Avenue in Brighton from Cobbs Hill to the Twelve Corners. Barnard removed the kiln, and by the time the 1918 plat book had been printed, he had laid out curving roads with curbs, sidewalks, and street lamps. The roads went off of Clover Road and what was then called Morris Drive and Cornelia Street (now Esplanade and Georgian Court) in the Abraham Nellis Tract.

Barnard first named the new streets of his new tract Orchard Road and Cherry Road. At some point he opted for tonier designations. Their British connotations may indicate that Barnard was aware of the Anglo-American roots of the planned garden suburb which thrived

from roughly 1870 to 1940. Under Barnard, Orchard Road became Ambassador Drive, and was extended to East Avenue, with lots of at least 100-foot frontages. Cherry Road became Sandringham Road with frontages of at least 100 feet on the south side and 75 on the north. Cornelia Street became Georgian Court, Morris Drive became Esplanade, and a new street, Trevor Court Road, was drawn between Georgian Court and Ambassador Drive with frontages of at least 60 feet.

Houston Barnard died in Nice France in 1936 at age 65. His wife had predeceased him and apparently there were no children. He had four unmarried sisters who survived him and lived together on Calumet Street. His residences included 7 Strathallan Park (in 1918), the Powers Hotel, and 68 Avondale Park. His Reynolds Street home was sold to the General Hospital.