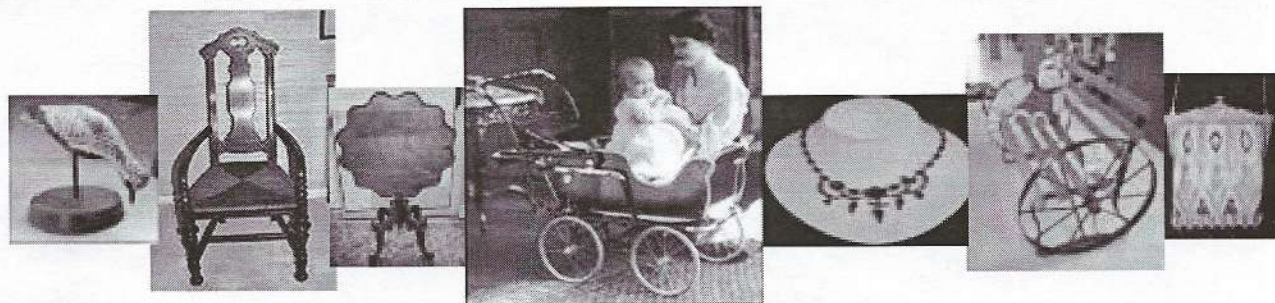


HISTORIC BRIGHTON NEWS

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NUMBER 4



Mark your calendars for this premier event!

Antique Roadshow Historic Brighton Style

Saturday, September 29 - 1:00 - 4:00 PM

(Doors will close at 3:30 PM)

LOCATION: BrightonTown Hall Main Auditorium
2300 Elmwood Avenue

Our antiques experts **Jack Wanderman** and **Yvonne Jordan** will answer your questions about your antiques and collectibles.

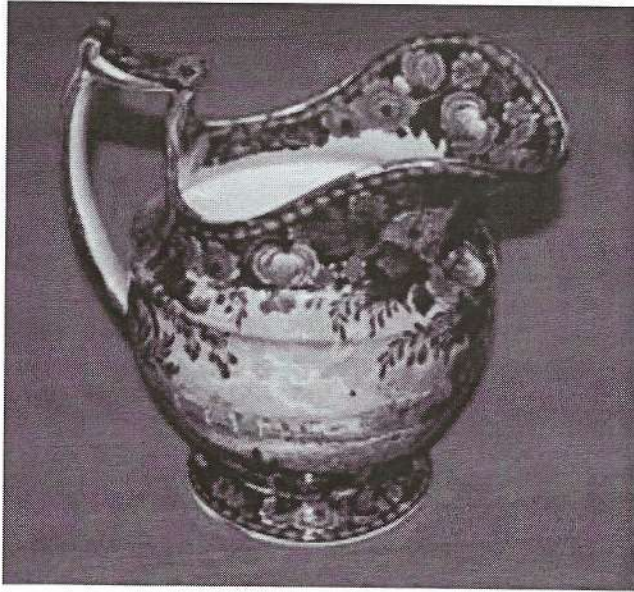
Singly, Jack and Yvonne are experts on a wide variety of antiques and collectibles, from glass and ceramics to furniture to silver to books. Together, they form the "College of Collectible Knowledge" which gathers together to answer listeners' questions on antiques during the first hour of WXXI's 1370 Connection on the first Thursday of each month. They're a group of friends dedicated to carrying on the work of spreading knowledge about antiques and collectibles, begun on the air and in the community many years ago by our good friend, the late Ed Cornwell. They're also active as appraisers and marketers of antiques in Rochester

Each attendee may bring two treasures for appraisal at a donation of \$5 per item.

Historic Brighton members will receive one free appraisal

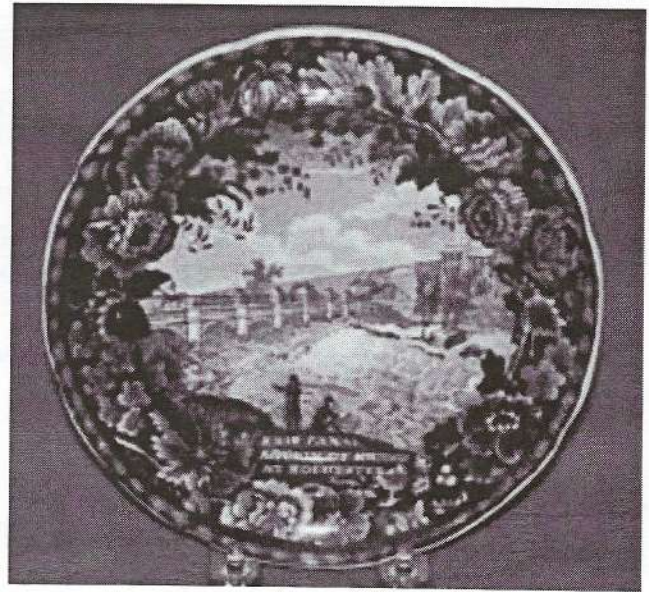


Erie Canal Pottery



Rochester pitcher

By David Shuttleworth



Rochester plate

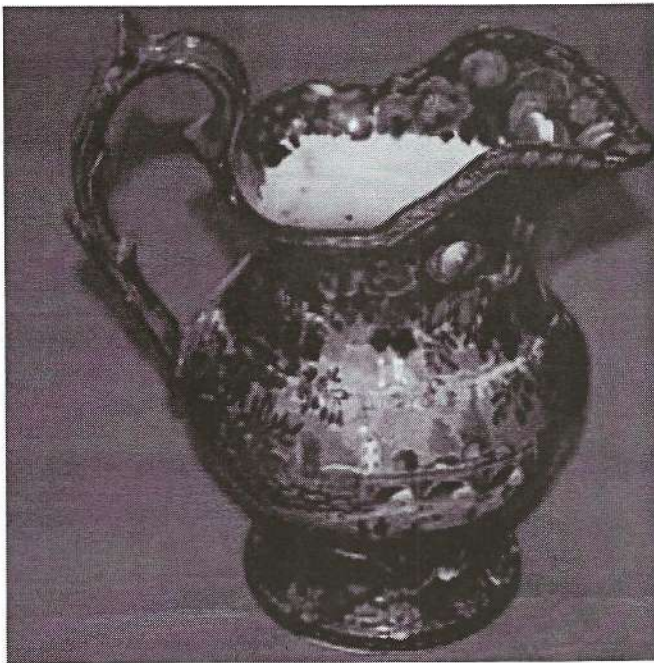
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We began collecting Erie Canal Historic Blue Staffordshire some years ago as a way to connect our longstanding love of English pottery with our newer interest in New York State History. Building a collection this specific required considerable study, many visits to museums and collections, and a bit of good luck. Beginning with a sense of confidence, and a modicum of competence on the subject prior to buying, reduced our “novice” collector’s risk of making a hasty and occasionally costly mistake. That these magnificent deep cobalt blue wares ever came into being was a happy confluence of an early 19th century westward expansion in New York State and a simultaneous peaking of commercial success within the pottery trade in England.

Our new nation began to develop plans to improve transportation into the Great Lakes region around the natural barrier of the Appalachian Mountains, the goal being a link between Lake Erie with the Atlantic coast through a canal. A survey was completed in 1816 which established the route for the proposed new canal. Entering the Mohawk River from the Hudson at Albany, NY, it would flow, through a series of locks, past Rome, Syracuse, and

Rochester, ending in Lake Erie at Buffalo. Then New York City mayor, DeWitt Clinton, fortuitously became governor in 1817 and oversaw the construction of “Clinton’s Ditch,” which began at Rome on July 4, 1817. More than a few politicians considered this project insane, impossible, and too expensive. The construction then proceeded both east and west, and on October 25, 1825, the entire length of the canal was completed. It sported eighty five locks to manage the 500 foot rise in elevation from the Hudson River at Albany to Buffalo.

Where the canal crossed an existing river or stream it was necessary to build it on an elevated aqueduct, a bridge designed to carry water. Many of these aqueducts were amazing structures for their time. Most were constructed on stone arches while others were built with stone pillars supporting trough-like structures which carried the canal across the natural waterway. The canal was 363 miles long, forty feet wide, and four feet deep. At a cost of about seven million dollars, it was immediately able to reduce the cost of shipping one ton of goods from Buffalo to New York City from \$100.00 to a mere \$10.00. Express passenger service sped along at about a hundred miles a day to make the trip from New York City to Buffalo in about four days.



Little Falls fancy pitcher

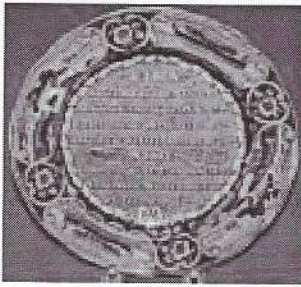


Utica pitcher

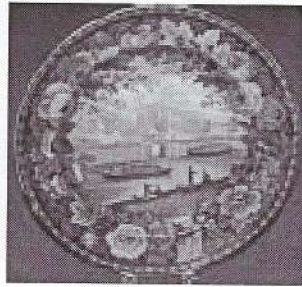
Following the end of the War of 1812, British potters were anxious to resume trade with the American market. The history of British pottery making spans thousands of years; their ultimate success moving from utilitarian wares for the individual to a world class export business peaked in the mid to late 1700's. The region of England known as the Staffordshire district was the heart of manufacturing for the products. Their goal of "keeping up with the Joneses" was staying just one step ahead of the Chinese export porcelain market. Moving from English delft, salt glaze stoneware, creamware to pearlware with their transfer printed images, the English were able to do just that. These more durable white wares were harder and whiter and held up during the long process of exporting the products to many parts of the world. Patriotic feelings in America were so high that British potters were convinced that any ceramic wares depicting American scenes and patriotic portraits would appeal to the American consumer's growing national pride. The potters themselves went to the trouble of sending "scouts" to America to bring back drawings and paintings of the latest architectural achievements and scenic wonders. As a model for most subsequent canals, the Erie Canal was the perfect subject for these hungry British potters.

The range of pieces that comprise these wares is really quite simple. There are three printed scenes, "The Entrance of the Erie Canal into the Hudson at Albany", "View of the Aqueduct Bridge at Little Falls" and the "View of the Aqueduct Bridge at Rochester". These plates all shared a similar border made up of large flowers. There were, as well, three written tributes: the eulogy to Governor DeWitt Clinton, the "late" governor DeWitt Clinton, and the so called Utica tribute. These plates had a unique canal boat alternating with locks border. The hollow ware or "potted pieces" comprised creamers, pitchers, and wash bowls that used these three scenes and inscriptions in various combinations. These hollowware pieces revealed an underglaze base label "Views of the Erie Canal". Some of the plates were labeled by their manufacturers and others were not. Some had just an underglaze letter, a number, and/or a maker's mark. Enoch Wood and Sons of Burslem, Staffordshire were among those producing these wares in 1825. Undoubtedly, there were other factories in production in the district, but Enoch Wood's name most often gets the attribution. The plates came in a range of sizes from the rare 4 3/4" cup plate through the 9" full size plate. Soup plates were 10" and 10.5" in diameter and washbowls 13" diameter. Pitchers ran from 7" to 9.5" in height. It is well known that certain scenes or

Erie Canal Pottery



Utica plate



Albany plate



Dewitt live plate



Dewitt dead plate

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tributes are seen only on certain sizes of the plates and pitchers. For instance, the Rochester scene not only appears on medium sized plates but also on all ranges of potted pieces. Therefore, based on the similar border patterns, it appears that a "set" would be of similar border, but with different central scenes. The reason for this remains unknown. It should be emphasized that all of the pieces in this series show the intense deep cobalt blue color. Several later examples were created as commemoratives and have other colors or a lesser intensity of blue.

The actual scenes as printed in the transfers were based upon original early 19th century watercolors by James Eights which can be seen in the collection of the Albany Institute of History and Art. I have a full size period etching of the Rochester scene and can attest to the high quality and precision with which these prints represented the original watercolors. The English potters held their standards very high indeed. One medium sized "Utica Tribute" plate in my collection has an underglaze mark of the Utica firm as the importer of the piece. This meant that they sent the actual metal die with their name and city on it to England for use on their pieces. The Utica Historical Society knows much about this Utica based firm but has no similar example in their collection.

What about the Erie Canal today? Within a few decades of the canal's completion in 1825, the steam engine was introduced and ironically their tracks were laid down near

the edge of the rapidly fading canal system. The train was yet again cheaper and faster than the canal boat.

On your next trip east from Rochester look for the many remnants of this once proud canal. It still supports an active "trade" of pleasure boats and barges and probably always will.

One can only imagine the large number of these wares that were produced for the American market and in this particular case the limited range of interest to those who lived and or worked along the canal. As with any collection, the hunt never ends, and the find is always sweet.



Little Falls plate

Home Acres Celebrates Centennial

By Mary Jo Lanphear
Town of Brighton Historian



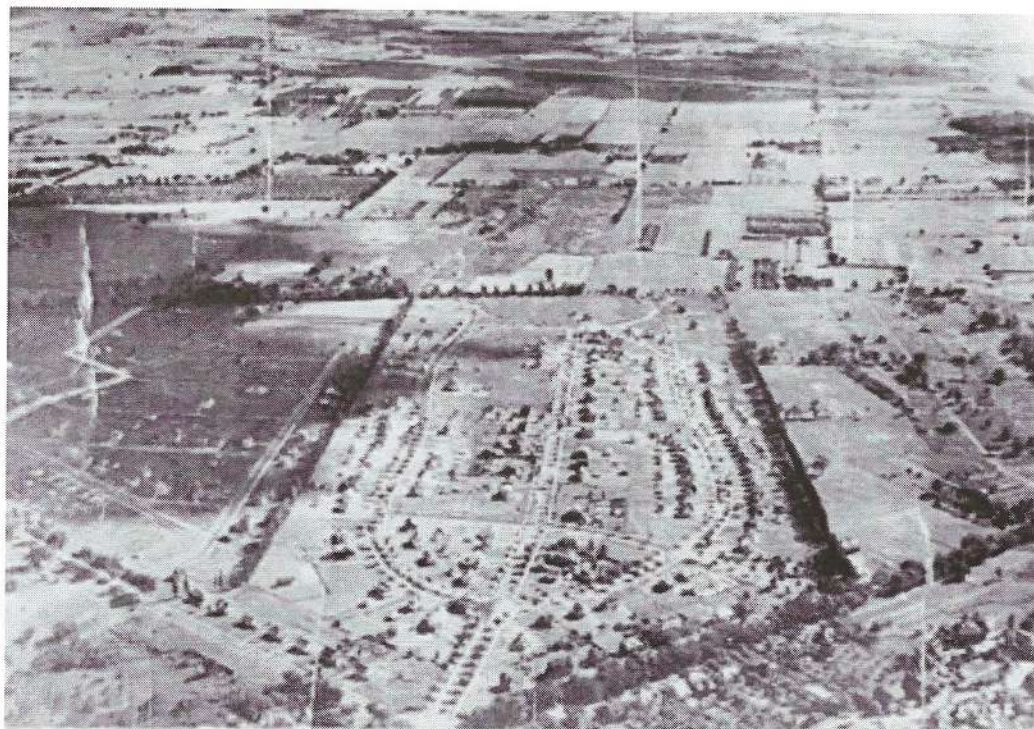
Home Acres is celebrating its 100th anniversary this year! Brighton's first residential subdivision traces its roots to the Rochester area's premier nursery company, Ellwanger & Barry, who acquired 129 acres of land in 1871 from William Cobb, son of Gideon Cobb. Forty years later, in December of 1911, real estate developer Charles F. Garfield purchased the 129 acres south of Highland and Monroe Avenues and immediately formed the Home Acres Company of Rochester, New York, at 1 Exchange Street in the Garfield Building. Garfield laid out a unique neighborhood plan with curving streets, parks, sidewalks, and modern utilities. The sales brochure touted the fact that the new subdivision was only fifteen minutes from the Main Street retail district via Rochester's "best car line." The availability of clean, convenient, and regular transportation offered by the interurban line, completed in 1902 and running along Monroe Avenue from the city through Brighton and Pittsford, spurred development of residential subdivisions on its route.

Home Acres is significant because it marked the beginning of the town's evolution from a nineteenth century agricultural and manufacturing community to a twentieth century residential suburb. Lots were laid out with ample private green space, evoking a rural appearance that departed from the more common urban street plan of small houses on narrow lots. Home Acres architects built mod-

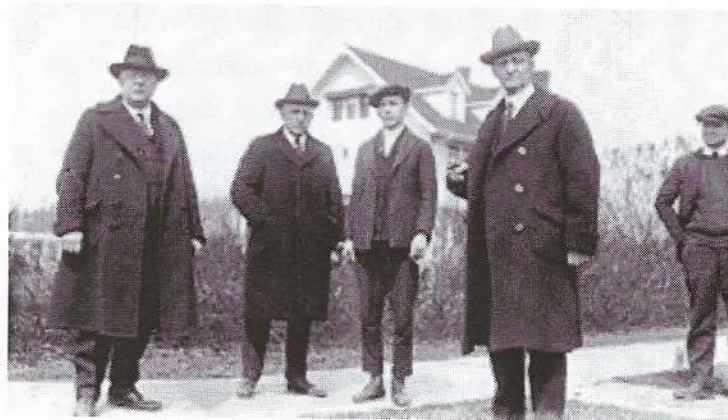
est bungalows and spacious estate-sized houses, reflecting the wide span in taste and income of the buyers.

Many houses were constructed on Eastland and Westland Avenues, Fonthill Park, and Edgemere Drive in the first few years of the development, but in 1922, Home Acres' main street, Southern Parkway, was not completely built up, leaving large houses interspersed with vacant lots and neighbors separated by a good distance. For visitors on foot or in automobiles, the Parkway offered a scenic route between Monroe Avenue and Elmwood Avenue. On April 1 in 1922, it was an auto from the city that brought visitors who changed forever the tranquility of Southern Parkway.

John and Irene Dodson Bott lived on Cole Street in Rochester. Married at fifteen, Irene Bott was a twenty-five year old wife and mother of two children aged five and six. Newspaper interviews with the mothers of John and Irene Bott painted divergent pictures of the couple. Irene's mother said that her daughter "was too good for John," while John's mother described a self-indulgent daughter-in-law who spent her son's earnings on clothes and shoes for herself. Irene was said to have been captivated by the movies, spending afternoons and evenings "at the picture shows." The Botts had frequent separations and reconciliations during their ten-year marriage but, by March of 1922, John Bott was determined to learn more about his



*Top to bottom,
counter-clockwise:
aerial view, street
view, John Bott
with sheriff's
deputies*



wife's activities. He enlisted the help of a mutual friend, Fred Trombley to take Irene Bott to an April Fool's party. John concealed himself in the back seat of the car in order to listen to the conversation. Apparently what he heard enraged him for, when the car stopped on Southern Parkway, he confronted his wife, causing her to become frightened and run from the car into a nearby house. In the vestibule of that house, John shot Irene in the head six times, mortally wounding her. The occupants were upstairs at the bedside of a sick relative, but ran downstairs when they heard the shots, discovered Irene's body, and called an ambulance. Monroe County sheriff's deputies arrested John Bott after a brief investigation. At his trial in January of 1923 he pleaded insanity but was sentenced to die in the electric

chair in Sing Sing prison. The discovery in July of 1923 that one of the jurors was an alien brought about a second trial in June of 1924 at which time John Bott received the sentence of twenty years to life in Auburn Prison after pleading guilty to second degree murder.

Ninety years later, the unfortunate happening is part of the interesting history of Brighton's first neighborhood. Congratulations to the Home Acres residents who work hard to maintain the beauty and livability of Brighton's centennial neighborhood!

Sources: Rochester Democrat & Chronicle, Medina Daily Journal, Auburn Citizen, Rochester Images, United States census, suburban directories, and historian's files.

Dust Between Our Toes At Allens Creek Settlement

By Jeff Vincent
With Jim Weller and Ellen Beers Adams



At the turn of the 20th century one of the most picturesque locations in Monroe County was the area between East Avenue and what is now Linden Oaks. The dominant features were the soft, rolling hills bisected by an old trout stream we now call Allens Creek. The unspoiled acreage and waters became the stage on which the children of the neighborhood played, learned, and matured into valuable members of the community. This September, many of those who were the children of the 1940's and '50's and attended the old District #6 school at Allens Creek, will be reuniting in Corbett's Glen to share memories and stories from this era.

One of those present to share memories will be Ellen Beers Adams.¹ Ellen, who has lived almost all her life in this neighborhood, first arrived at 66 Glen Road in 1926 at the age of two, when her family moved to "the country" from Rochester's 19th Ward. Glen Road was then a dirt road. In her words: "Walking home from school was delightful. Linden Avenue was a narrow road with only an occasional vehicle to stir up the dust. It was canopied by

shade trees. Visible from the bridge over the creek [Allens] on one side was the mill dam and pond. On the other side was the still-in-operation grist mill. One day a black-and-white cat followed me home from that point. Naturally, he became my pet and I named him 'Figaro' after the black-and-white cat of that name in the animated Disney film Pinocchio."

Another of Ellen's memories was captured in a letter to the Brighton Town Board in 2000. Ellen wrote: "Many were the winter days when the neighborhood children, my brother and I pulled our sleds to the top of the Astor Drive hill. We slid down Astor and along Linden to the top of Glen Road, made the turn, and flew down the Glen Road hill, never stopping till our runners struck sparks from the gravel just inside the entrance to the tunnel!"

Everybody in this neighborhood, known for many years as the Settlement at Allens Creek, knew and depended on each other. Where the trailer park now sits there was a large chicken farm. When the chickens needed feed, the late Charles Barnes, fourth generation miller at the 82



SCENE ON ALLEN'S CREEK, ROCHESTER, N. Y.

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Linden Avenue grist mill, would rise from his rocking chair, engage the water wheel, and grind corn for the hungry chickens. We lost the mill in 1957 when Route 490 pushed over Linden Avenue at Allens Creek. Although we had earlier lost the gunpowder mill, the saw mill, and the woolen mill—all of which used the creek and the mill pond, the arrival of Route 490 irrevocably changed the settlement. What had been a cohesive community joined by narrow roads and populated with children walking to and from school had become just another exit number on an interstate highway.

Symbolic of the change was the disappearance of the 18-foot wide stone bridge that carried Linden Avenue over Allens Creek. The idyllic quality disappeared in 1990 when that bridge became the core of the new, 160-foot-wide bridge on Route 441 over the creek between the firehouse and the senior living facility at 81 Linden Avenue. Perhaps we can take solace in knowing that the bridge built in 1909 is still there, even if hidden under tons of concrete.²

In 1957 miller Charles Barnes told the *Democrat & Chronicle* about the days when the mill ground all day long! Farm wagons, laden with grist for the stones, would be lined up at the door. In his father's time,³ the mill kept four men busy, two of whom were brothers of Charles.

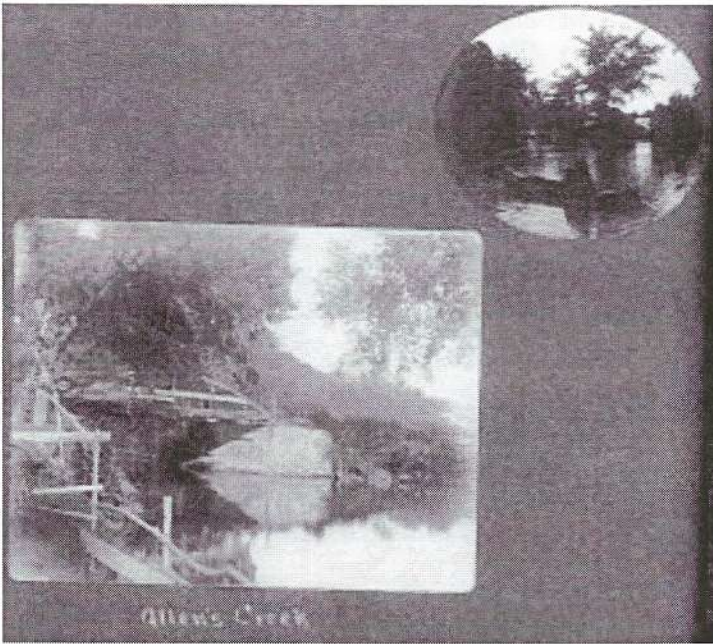
Charles also told of a pond he dug between Allens Creek and the tailrace. This pond was the source of water for a decorative fountain behind the main mill building. Barnes remarked that over the years, hundreds of artists came

by with easel and oils to capture the essence of the mill and stream. He recalled that on one particular day a score of student artists from R.I.T. set up their easels around the mill to paint the pastoral setting. It was considered one of the most picturesque locations in the region. Today, their artistic heirs can be found painting the waterfalls of Corbett's Glen.

The late Robert (Bob) Beers, brother of Ellen Adams, also recalled his walks home from school in the 1920's-'40s. Like all boys, he was drawn to the power of the mill. When the grinding was underway, he said, the old building shook and shuddered as the long leather belts spun the stones and trap doors opened and closed behind loads of grain and clouds of dust.

Another neighborhood boy, also drawn to the mill, grew up across the street from the Beers family. John Stam recalls going into the old mill and standing on his tiptoes, nose pressed against a window, watching the 20-foot waterwheel. Although the mill is gone, John is still with us.

Prior to 1880, the mill was powered exclusively by a waterwheel. The wheel received its power from a mill-race which drew from a mill pond located behind the present firehouse. Although the mill did have a small supplemental steam engine, in 1912, a new neighbor, unhappy with the flooding from the millpond onto his land, broke the dam which held the millpond. The mill was then out of power. Mr. Barnes remedied the situation by installing a newfangled gasoline engine and filing an old-



fashioned lawsuit for trespass! Although it took a few years, he won the lawsuit, the dam was rebuilt, and the mill pond was refilled. Bob Beers recalled that the dam “backed up water to about the first house on the left on East Avenue [3144 East Avenue], just before the East Avenue bridge over the creek. We used to pole rafts on the pond, as it was a couple hundred feet below the old two-room schoolhouse⁴ which was the original Allen Creek school I attended in second grade.”

The father of Ellen and Bob Beers was LeRoy F. Beers. LeRoy was an hydraulic engineer by profession, dealing in water pumps and tanks. It is not surprising that he located his family on Allens Creek and proceeded to turn his 11 acres on Glen Road into “his little slice of heaven.”

By the end of World War II, the big farms in the area and the huge picnics in Corbett’s Glen, enjoyed by Rochesterians for over 40 years, were becoming a thing of the past. Beers had enhanced and improved his waterfront land and he wanted to preserve and share the beauty of the Allens Creek valley. In a 1954 letter to the Monroe County Parks Superintendent, he began: “Have you heard of the proposal to make a new county park using the valley of Allens Creek?. . . Allens Creek flows down, we mean down, for in a mile it drops 75 feet. . . making a scenic feature which many think should be better known. It drops in a series of cascades and rapids and the south

bank rises steeply for fully 100 feet. The creek and banks make a wildwood study which no other county park has.” He continued. . . “The vacant lots which once made good playgrounds are almost completely filled with homes. Soon the Thruway connector will pass through the populated area. This highway will remove the play space provided by the old Rochester, Syracuse & Eastern Trolley line. Further, this new highway will cut off part of the already too small playground at Allen’s Creek School #6. This park and playground space is needed and it is nearby.” As an aside, the adjoining house and two-acre lot on East Avenue is presently for sale if anyone wants to bring this to the School District’s attention.”

Forty years later, in 1994, LeRoy’s son Bob sent another letter to the county revisiting his father’s proposal. In it he states LeRoy “built a dam to make the creek navigable by canoe and raft for one-quarter mile. This dam also provided a wonderful swimming hole which was enjoyed by the whole neighborhood. He built a waterwheel which pumped water to our lawns and gardens as well as fountains in two separate ponds. A lovely arched foot-bridge gave the place a truly park-like effect.”

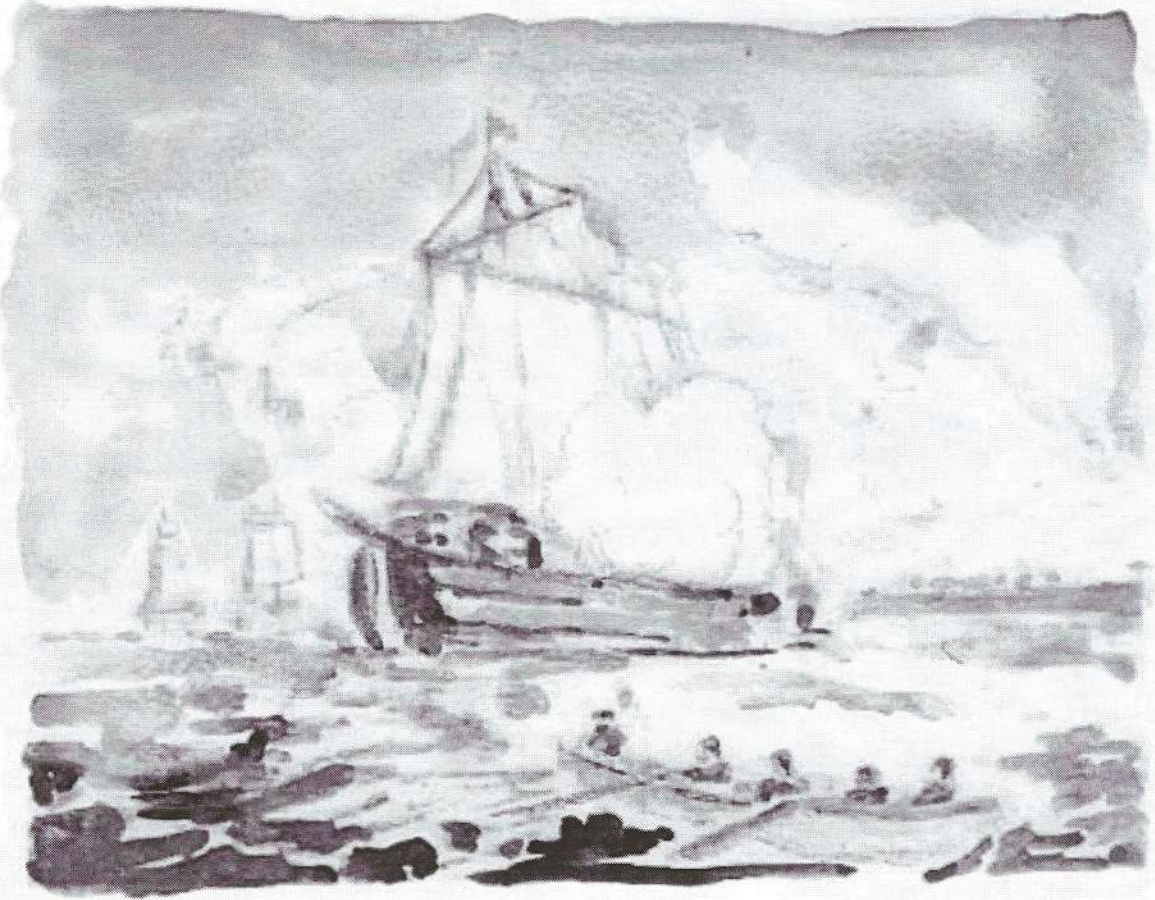
One other noteworthy playground for the neighborhood kids was located just downstream from the Corbett house/picnic grounds. This was the Stanley Burroughs farm where the Burroughs Hill tract is today. This was part of the area LeRoy and Bob asked be made into a county park. According to the 1895 book, *Landmarks of Monroe County*, “Henry E. Stanley,⁵ in 1870, purchased and removed to the farm of 75 acres on the same stream in Penfield, which his heirs now own, and which is situated about two miles northeast of the old homestead off East Avenue. This he greatly improved and beautified making it one of the best farms in the county.”

These stories and memories are just a taste of what’s to come. The upcoming reunion of the early children of Allen Creek Settlement will undoubtedly bring to life many more great stories from this nearly bygone era.

Endnotes for this article are found on page 15.

The War of 1812

By Elizabeth Brayer



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The war of 1812, whose bicentennial we are noting, was in many ways the strangest war in the history of the United States, leaving many to wonder what was at stake in the conflict and what was accomplished.

Some called it the war of faulty communication because the battle of New Orleans, bloodiest of the conflict, would have been avoided if the participants had known the peace treaty was signed two days before it started. This was a time before telegraphy, photography, or Xerography had come—all of which were early arrivals in Brighton.

Two days before the United States, lacking both money and military to fight, declared war in June 1812, Great Britain repealed laws that were a chief excuse for the conflict. Indeed, Britain and Europe were at a critical juncture of the Napoleonic wars (think Tchaikovsky's *1812 Overture*).

The war had its roots in the maritime practices of France and Great Britain, which had been at war with each other since 1793. The dictator Napoleon, head of the French government after 1799 and Emperor after 1804, had made himself master of continental Europe. Napoleon had long wanted to invade and conquer Britain but in 1805 his navy was destroyed at the battle of Trafalgar. Thus he had to give up dreams of taking his army across the English Channel.

Napoleon then turned to destroying British trade with blockades and barring British ships from ports under French control. Britain in turn blockaded French ports. Both countries overrode the rights of neutral nations like the United States. Neither country overtly targeted the United States, a country of farmers who wanted to sell their foodstuffs to every nation. But the effects of the blockades were disastrous to United States shipping.

Ship owners along the Atlantic coast and the sailors they employed lost trade and jobs because of the blockades. What really outraged the American people was the impressment or forcible seizure of 10,000 seamen by the British between 1802 and 1812.”

Many deserters from the British navy found work on United States ships. A ship bound for France had to stop at a British port for inspection and payment of fees. The British would board the ship, seize British deserters and impress, or force them back into British naval service. Britain ruled the seas, stopping neutral ships on the high seas to search for deserters, 10,000 of whom turned out to be naturalized or native-born Americans.

President Thomas Jefferson objected in 1807 after the British fired upon the frigate *Chesapeake*, removed four men and hanged one of them. Jefferson then ordered all British vessels out of American harbors. Anti-British feeling rose sharply as incidents continued. In December 1807 Jefferson imposed an embargo.

But the embargo did not have the results Jefferson hoped. It did little to hurt the French or British. American overseas trade came to a standstill. New England ship owners were ruined. Shipyards closed and goods were put in warehouses. Sailors were out of work. Those hurt by the embargo started to spell that word backwards. They called it the O GRAB ME act.

Boatbuilding in Brighton and elsewhere along Lake Ontario initially grew with the war but in the end made lake traffic so dangerous that support for an inland canal grew.

After 15 months Congress gave up the embargo and tried other devices. It permitted American ships to trade with all countries but Britain and France and kept those countries out of United States ports. Other avenues were tried over the next three years without much success.

The New Englanders never wanted war. War would completely wipe out their already damaged overseas trade. And there was much sympathy in New England for Great Britain’s struggle against the dictator Napoleon.

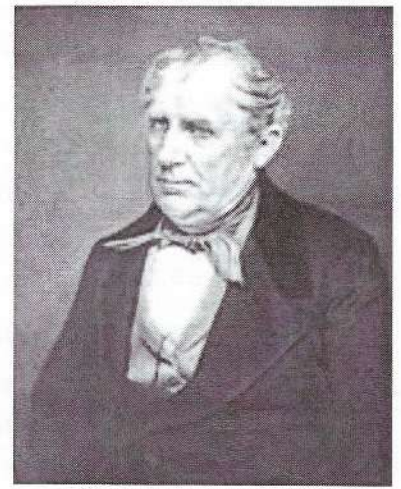
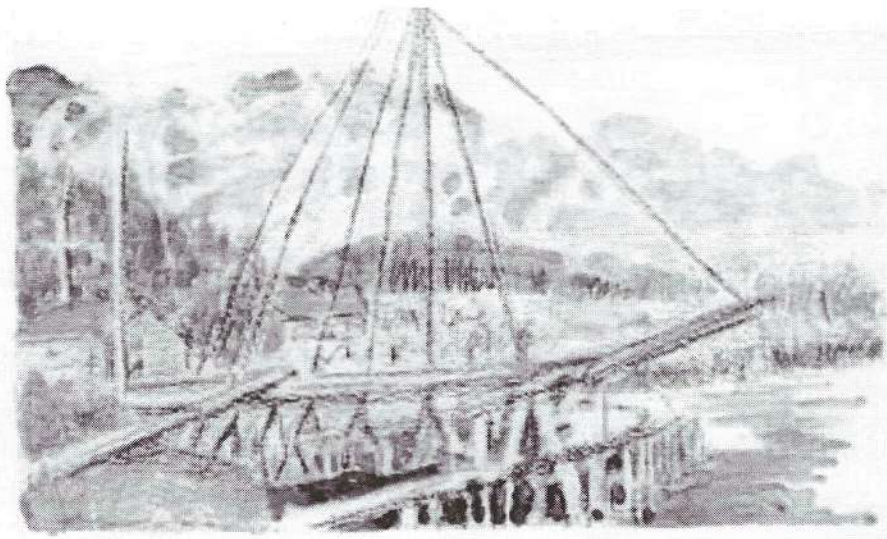
The demand for war came mostly from the South and West where Henry Clay and other congressmen wanted more land for settlement. These “war hawks” resented Britain’s support for the Indians, who under Shawnee Chief Tecumseh opposed American westward expansion. The war hawks also wanted to annex Florida, held by Britain’s ally, Spain. Thus, on 1 June 1812, President James Madison asked Congress to declare war on Great Britain for impressments of United States seamen and interference with United States trade. Seventeen days later, Congress declared war.

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Synopsis

The War of 1812 was fought in three theaters. (1) *at sea*, warships and privateers of both sides attacked each other’s merchant ships; the British blockaded the Atlantic coast of the U.S. and mounted large-scale raids in the later stages of the war; (2) both land and naval battles were fought *on the U.S.–Canadian frontier*, which ran along the Great Lakes and Saint Lawrence River; and (3) *the American South and Gulf Coast* saw major land battles in which the American forces destroyed Britain’s Indian allies and repulsed the main British invasion force at New Orleans. Both sides invaded each other’s territory, but these invasions were unsuccessful or temporary. At the end of the war, both sides occupied parts of the other’s land, but these areas were restored by the Treaty of Ghent.



James Fennimore Cooper,
photo by Matthew Brady

The War on Lake Ontario

12

Part of the War of 1812 was fought on Lakes Ontario and Erie. It takes imagination to picture today's peaceful waters between Manitou Beach on the west and Nine Mile Point on the east of "the beautiful lake," as the Iroquois called it, plowed by hostile fleets. Yet as one naval historian wrote: "Pioneers of Monroe County witnessed naval maneuver, heard the sound of enemy guns, and gathered to resist the invasion of their country."

Even before war broke out there was military activity. In June 1809 six men from the first American man-of-war to enter these waters spent the night on an Ontario beach that would become Brighton five years later. The year before, with relations already strained with Great Britain, a brig of sixteen guns was commissioned in Oswego to serve on Lake Ontario. The *Oneida*, as it was named, was the first regular armament ever made on the country's inland water. Commanded by one Lt. Melancthon Taylor Woolsey with Midshipman James Fennimore Cooper and four crew members to row when becalmed, the *Oneida* sailed on its maiden (vacation) voyage from Oswego to Niagara. Since peace still prevailed, the voyage was by nature of a holiday to visit the famous falls.

"Four nights were passed on the boat, two on the beach and one in a hut on the Genesee, near the present site of Rochester," the celebrated novelist Cooper wrote in 1846 in his two-volume *Lives of Distinguished American Naval Officers*. "The boat entered by an inlet into a large

bay that was familiarly called Gerundegutt (Irondequoit) and was hauled up for the night. The whole party bivouacked supperless." The next morning they found a house a mile or two inland—perhaps in Tryon—and bought a sheep for a half eagle. Woolsey made mutton stew and the *Oneida* set out again westward into foul squally weather. In the Genesee Bay, the boat filled with water so the "party passed another night in a solitary log cabin" where "a little bread was got in exchange for some mutton and milk was purchased." The next morning against strong head winds they beat up three times to a headland called the Devil's Nose (near today's Hamlin Beach) before they could pass it. They arrived in the Niagara River on the Fourth of July as the first movements by American men-of-war on the Great Lakes. Woolsey and his party remained for some time in Niagara and sailed back to Oswego without incident in two days. But tales like this one, which James Fennimore Cooper immortalized in his vivid pictures of Lake Ontario in his story of *The Pathfinder or the Inland Sea* gave great impetus to building a canal from Albany to Buffalo.

The Battle of the Carpenters: At the beginning the British had more vessels but lacked experienced officers, at least until May 1813 when Captain Sir James Lucas Yeo of the Royal Navy arrived with four captains, eight lieutenants, 24 midshipmen, and about 450 seamen. Earlier, Captain Isaac Chauncey, U. S. Navy, had replaced Woolsey. Although Chauncey and Yeo held the actual rank of captain, by custom and courtesy they were called commodore from having command of their squadrons. The

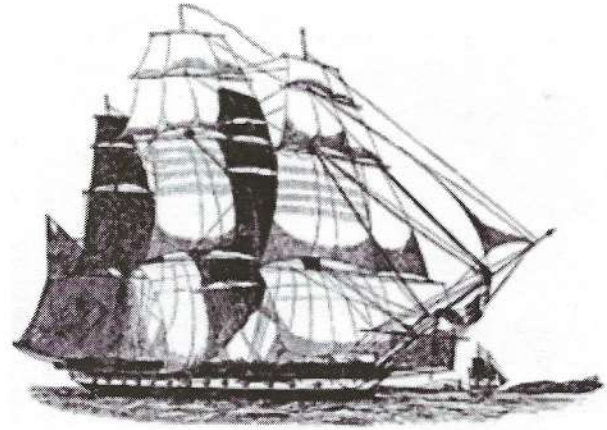
headquarters of the Americans was at Sacketts Harbor and of the British at Kingston, Ontario. During the three-year naval contest for control of the lake that ensued, few actions were fought, none of which had decisive results. The contest essentially became a naval building race or the "Battle of the Carpenters."

The British appeared four times off the Genesee River to Irondequoit Bay shore. Three times they put men ashore. Twice they raided supply depots. Once they traded shots with the U. S. fleet.

On 16 June 1813 British troops under Commodore Yeo fired on troops at Charlotte. When they fled, 150 British troops landed from six vessels and captured two schooners and provisions including 600 barrels of pork and flour and 1200 bushels of grain. Eighty militia arrived the next day from Penfield but by then the British were gone. Legend says the warehouse clerk was given a receipt by the ever-proper British officer. The fleet went on to Sodus where they stole 600 more barrels of flour and pork.

Later the British fleet was becalmed off the Charlotte shore. Residents feared another attack but a rising breeze brought the American fleet under Commodore Chauncey. After a running fight of three hours, the British escaped by out-sailing the Americans. The longer range of the American guns allowed them to harass the British without risk. The fight ended as the British took cover in Amherst Bay. The Americans dared not follow because they were without charts for the bay. British losses were a midshipman and three seamen killed, seven wounded. The Americans suffered no losses.

On 14 May 1814, as Smallwood was splitting to become Brighton and Pittsford, residents heard of an attack on Oswego and prepared for another attack. They built an earthwork called "Fort Bender" on River Road (Lake Avenue) just above the Lower Falls to prevent the British from crossing Deep Hollow. Thirteen British ships approached Charlotte and sent an officer in a boat threatening to send a force of 400 Indians unless public property was surrendered. The 33 local militia under Col. Isaac Stone, Captain Francis Brown, and Captain Elisha Ely



cleverly faked a larger force by marching in and out of the woods giving the appearances of a huge army gathering. The bluff worked and no British were allowed to land. But several cannon shots were fired from a small gunboat. General Porter arrived the next day with 600 militia and refused a second demand for supplies. The British fleet departed.

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In October of 1812, Donald McKenzie, a Scottish pioneer who had settled in Caledonia, was walking on the Ontario beach. A messenger announced that the British fleet was approaching the mouth of the Genesee River. When cannon reports were heard, "we soon discovered the fleet sailing towards us, from the direction of Braddock's Bay. Not anticipating any danger, we remained on the spot until it approached quite near us. We were shortly saluted with a 24-pounder, which whistled through the bushes near where we stood, and entered the bank of the lake in our rear. This shot was in rather too close proximity to us to be agreeable. I afterwards dug the ball out of the bank and used it to grind indigo for my woolen factory."

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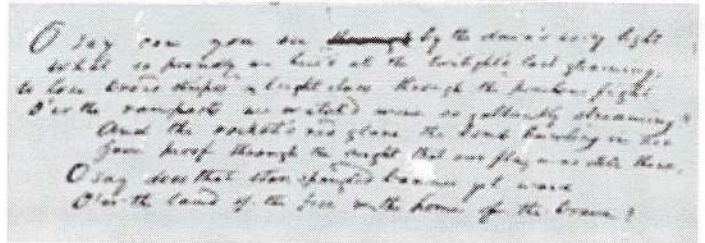
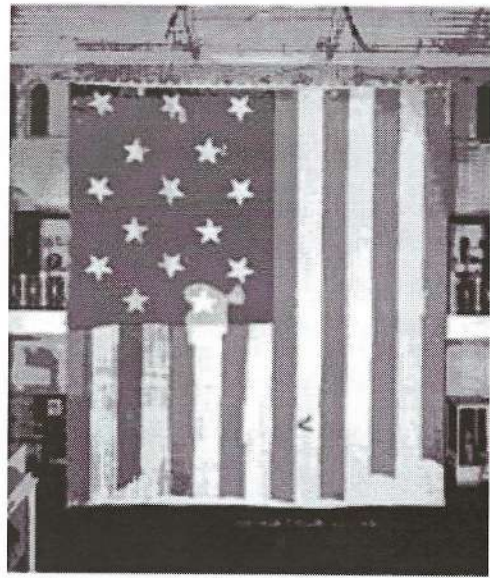
His Majesty's squadron under Sir James Yeo then retreated without doing any more damage. In 1822 the Charlotte lighthouse was built on this spot. The house was built in 1865.

War of 1812 was factor in demise of Tryon

Three factors led to the demise of the "Lost City of Tryon," according to Margaret McNab, Brighton Town Historian in her 1975 publication, *Tryon in Brighton*.

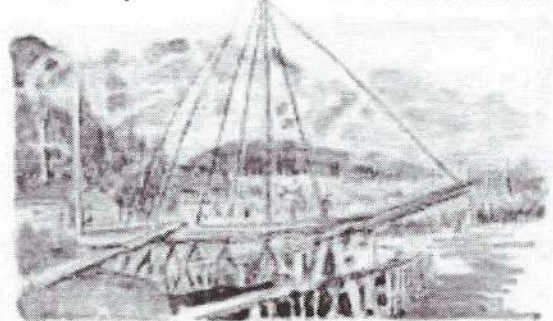
The first blow was the 1807 death of the absentee owner/founder of Tryon village (it was never a city, although its aspirations as an eighteenth century "planned urban development" were higher than those of the typical frontier village).

The second factor was the War of 1812, according to Mrs. McNab. "While the war contributed to ship-building at Tryon," she wrote, "it diminished civilian commerce on the lakes, so that the ultimate result was a decline."



On the night of 13-14 September 1814, the British bombarded Fort McHenry off Chesapeake Bay while marching to Baltimore. The little fort repulsed the assault and the British fleet withdrew. Francis Scott Key was on an American truce ship held by that British until after the bombardment. When he saw the country's flag still flying in the "dawn's early light," he wrote *The Star Spangled Banner*.

The third and probably overriding factor was the fact that the Erie Canal went through Rochesterville rather than Tryon. However, as the sign notes, Tryon was abandoned in 1818, five years before the canal reached Rochester.



Boatbuilding in Tryon increased while commercial traffic on Lake Ontario came to a standstill during the War of 1812

Brightonians and the War of 1812

Gideon Cobb (1791-1864), arrived in Colonel Rochester's One Hundred Acre Tract (population 15) in 1812. Cobb and his brother enlisted in the army during the War of 1812 when volunteers were recruited to take Fort Erie. Assigned to the Aurora area and made an officer, Gideon erected defenses to protect a settlement from Indian attack. He returned to this area to operate a cattle and hog yard. With his older brother, William, and Francis Brown, Cobb moved an axe and scythe factory from the Rome area to a site in what became Rochesterville in 1817.

Looking over the tombstones in the old Brighton cemetery, one sees a number of familiar Brighton names who fought in the War of 1812. Among them is **Enos Blossom**, whose family name lives on in Blossom Road. Blossom was born in 1779 in Lenox, MA and obtained the rank of unit captain in the War of 1812 before dying in 1830 at age 51.

Abner Buckland Sr. (1767-1819) was captain of a unit in the War of 1812. The Bucklands moved to Brighton from Phelps in 1815. where they had a successful farm

for fifteen years. The family in 1815 consisted of Abner and his wife Alice and seven children under age 18. After the father's death in 1819, Abner Buckland Jr. and Siblings started a successful brick company dsathat was responsible.

Other Brightonians involved in the War of 1812 include **Samuel Olmstead Cogswell**, who was born in 1791 in Richmond, MA and died in 1844 aged 53. **Thomas Wild** (1794-1878) obtained the rank of unit captain of the Casic Company in the War of 1812.

Harriet Stone Hagaman (1806-1895) daughter of **Orringh Stone** was born in Brighton in what is today the Stone-Tolan house. Harriet told of hiding during the War of 1812, when her father went off to fight the British on Lake Ontario. By 1844 both her husband and her father had died and the responsibility fell to her to manage 80 acres of farmland in Brighton. (The Hagaman farm and the part of the Stone farm that had not been sold off.) She also cared for her invalid brother-in-law and four daughters. Harriet prospered raising grain, apples and producing dairy products.

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Sir James Lucas Yeo



Isaac Chauncey



HMS St. Lawrence

Endnotes to "DUST BETWEEN OUR TOES..."

¹ Ellen is a member of the board of Historic Brighton as is Jeff Vincent.

² The blueprints for the eminent domain taken by the NYS DOT show the mill building, the fountain, barns and the Barnes house just north of the old stone bridge.

³ Charles Barnes operated a grist mill in the 1870s and 1880s valued at \$7000-\$8000 employing 2-3 men who worked 12 hour days from May to November and 18 hour days November through May. A skilled workman was paid \$2 an hour, an unskilled \$1. The mill ground 2,000 bushels of wheat and 10,000 bushels of other grains per year. It produced 400 barrels of wheat flour, 50 barrels of rye flour, 12,000 lbs. of buckwheat flour, 51,000 lbs. of corn meal and 50,000 lbs. of feed.

⁴ This two-room schoolhouse was replaced by the present one in 1928-29.

⁵ The Stanley farm house was located near the corner of East Avenue and Allens Creek Road with a sawmill opposite Creekdale Road. The farm had more than 50 acres with 600 feet of frontage on East Avenue plus frontage on Elmwood Avenue up to Elmwood Hill Lane. The farm later became the Brookside subdivision, the Elmwood Hill Lane subdivision, and the Country Club of Rochester golf course.



Historic Brighton
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Photos courtesy of Jeff Vincent, illustrating his Tom-Sawyer-style childhood memoir, "Dust between our toes at Allens Creek Settlement," see pp. 7-9

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