

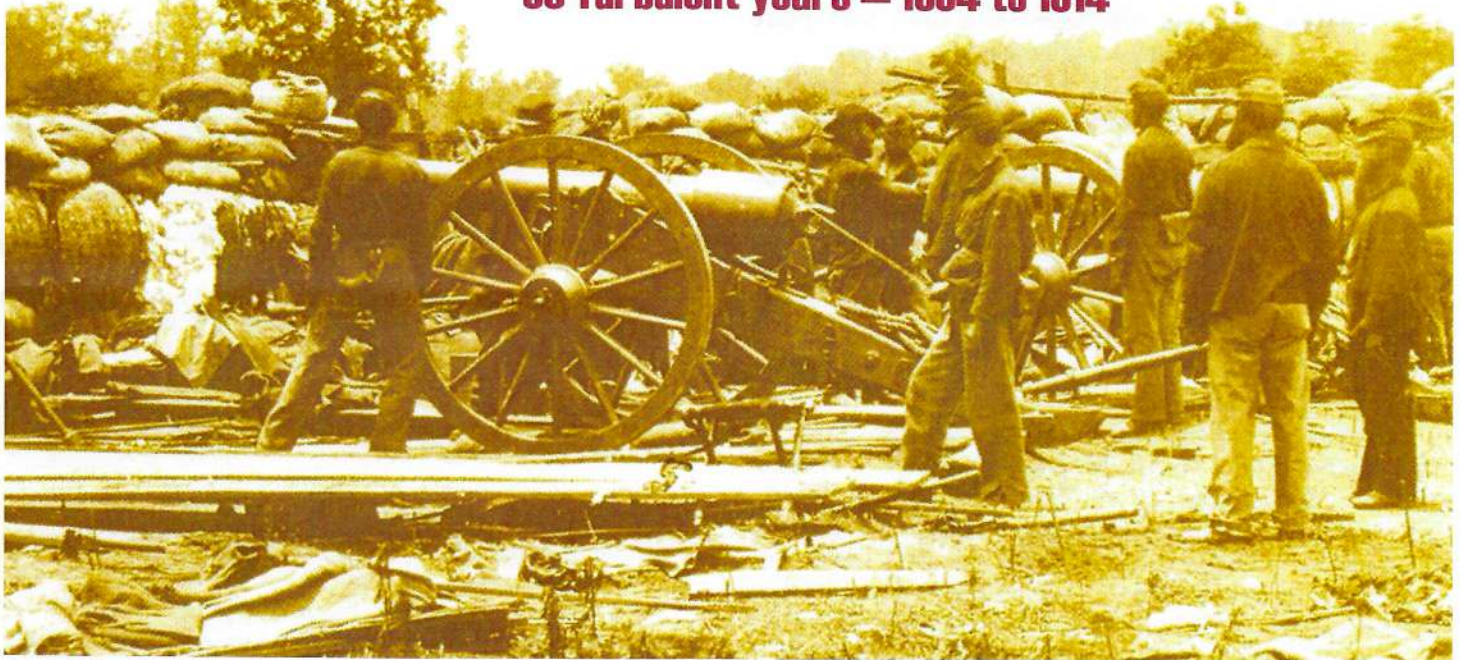
# HISTORIC BRIGHTON NEWS

VOLUME 15

SPRING 2014

NUMBER 2

## from **Civil War** to **Civil Aviation** **50 Turbulent years – 1864 to 1914**



A Rochester Unit in battle, Mack's Battery with 20-pounder Parrott rifles

Image: from *Where They Fell*, 2002, by Robert Marcotte

A Special Meeting of the Town Board was called in **1864** to float a bond to raise money to induce town residents to join the Union Army, \$400 for 1 year, \$500 for 2 years, \$600 for 3 years. The town needed to create an extra incentive so it could meet its quota of enlistees.

**1864** Camp Hillhouse at the West Brighton Fairground, 255 Crittenden Blvd., was not only a Civil War recruiting station, but a training ground as well. Camp Hillhouse sponsored the annual Agricultural Fair for the whole county, the highpoint of the year for many.

**1864** Francis Herschel Coley enlisted in the 21<sup>st</sup> NY Calvary at 14, was captured and became a prisoner of war at Andersonville where he died, unable to endure the wretched conditions, all before he reached the age of 20. Source: Raymond Keople and Elizabeth Coley-Capson, *The First and Last Smithy of Brighton*, typed manuscript, no date.



Lincoln Beachey leaving the ground for his first flight at the Aviation Meet of **1911**, Crittenden Park, West Brighton

Photograph by Albert Stone



# Editorial Page

## Brighton...1864-1914

by Mary Jo Lanphear....Town of Brighton Historian

Brighton's second fifty years as a town took place during a period of many technological advances and demographic changes in the country. Steam-powered vessels replaced sailing ships, enabling an increase in immigration to the U.S. The Industrial Revolution continued, altering the methods of factory production and requiring large numbers of workers. The amalgamation of the small brick works in Brighton into the Rochester Brick & Tile Company brought workers from Germany and Ireland to the Twelve Corners area. A settlement of Hollanders made their homes and found work in the nurseries in the north part of Brighton near North Avenue (Winton Road).

Railroad and interurban traffic through Brighton displaced the Erie Canal as the principal means of distance travel. The decline of the Canal in turn altered the occupations of Brighton villagers. Caley & Nash, for example, who began as blacksmiths, shoeing mules and horses and repairing harness, evolved into the manufacture of horse-drawn vehicles. Sleighs, wagons, and Tally-Hos provided mobility to an up and coming population. The advent of the automobile age in the early 1900s saw the company change its production to auto chassis.

Flour milling gave way to flower growing, with vast stretches of Brighton acreage devoted to the production of seeds, bulbs, and plants. People named Ellwanger & Barry, Vick, Clare, Brown, and Hooker supplied nursery stock to a world-wide market.

Just before the close of this second fifty years of the Town of Brighton came the development that would shape the town's history for the next century – Home Acres was established in 1912 on the former Elwanger and Barry Nursery land between Highland and Elmwood Avenues. Farmland would give way to the housing tracts that characterize the town to the present day. A quiet revolution had begun.

## Historic Brighton President Speaks!

by: David Whitaker

History is defined as “the study of the past, specifically as it relates to humans. It is an umbrella term that relates to past events as well as the discovery, collection, organization and presentation of information about these events.” [Wikipedia]. Our mission at Historic Brighton is “celebrating our town's history and educating our community about Brighton's past.”

The Town of Brighton is celebrating it's 200th birthday throughout 2014. Historic Brighton is directly involved in the bicentennial committee and several of the town's events. Visit our website, [www.historicbrighton.org](http://www.historicbrighton.org) and the town's bicentennial website, [www.brighton200.org](http://www.brighton200.org) to keep up with the latest news about all the events.

On January 26th the 15th Annual Meeting of Historic Brighton was held at Brighton Town Hall. In addition to the formal meeting, we enjoyed a presentation by Dr. Preston Pierce titled “Out Postal Heritage – Collecting, Researching and Preserving”. His informative presentation was followed by a presentation by acclaimed photographer, Andy Olenick, showing his photos of some of the historic WPA post office murals from towns along the Erie Canal and giving us a sneak peak of a future book by Andy.

We have welcomed two new board members: Christopher Brandt and Peggy Weston Byrd. Chris and Peggy both possess a love of history and will continue the work of the organization with energy and a deep sense of commitment.

Finally, I wish to express our gratitude to the many contributions of past-president, Arlene Wright Vanderlinde. Without her initial and continuing efforts Historic Brighton would not be the exciting organization that it is today. Thanks Arlene!

Correction: In the previous newsletter [Vol. 15 No. 1. P. 5.] we said that the aqueduct built by Amasa Drake in the 1820s “is still being used as a bridge today.” It has come to our attention that the current Broad Street bridge was a replacement built in the 1840s by Josiah Wolcott Bissell.

## Historic Brighton

Founded 1999

### Officers:

David Whitaker, President  
Janet Hopkin, Vice-President  
Sally McGucken, Secretary  
Rome Celli, Treasurer



### Board of Directors:

Ellen Adams, Christopher Brandt, Elizabeth Brayer,  
Peggy Weston Byrd, Leo Dodd, Monica Gilligan,  
Beth Keigher, Phil Lederer, Gary Lehmann,  
Sally McGucken, Marjorie Perlman,  
Ron Richardson, Jeff Vincent.

Arlene Vanderlinde -  
Past-President & Nominating Chairman

Mary Jo Lanphear - ex-officio.  
Town of Brighton Historian



# The Family Farm

Upon his death in 1864, Gideon Cobb's stage coach tavern was closed down after many years of service. It had been located in his home, and, in his later years, he had come to a strict belief in temperance.

In 1865, the Town Board organized a Board of Health for the town and appointed Dr. Elisha Miller as its first Health Officer.

On March 17, 1865, St. Patrick's Day, the Genesee River flooded its banks causing \$1 million worth of damage. This is roughly equivalent to \$14 million today. Luckily, no lives were lost.

In 1865, William Gleason began the manufacture of machine tools.

In 1867, the Brighton Presbyterian Church burned down in a fire that took Israel Blossom's tavern as well.

1868 The Clover Street Seminary reopened as St. Mark's School for Boys.

1869 Samuel A. Hart set up a steam sawmill which produced a much wider variety of wood products and was not dependent on the unpredictable flow of a stream. Source: *Child's Gazetteer and Business Directory of Monroe County, 1869*

By 1869, West Brighton had grown to contain two hotels, a wagon shop, two blacksmith shops, about 20 houses and several factories. Nearby the County maintained a penitentiary, an almshouse, an insane asylum, and Mount Hope Cemetery. A 20-acre County Fair Ground was also located there with a racetrack, stables, a large

grandstand and a parking lot for carriages.

In 1869, Brighton contained 9 school districts, with a total budget of \$3,540, employed 11 teachers who taught 770 students out of a total school age population of 1,292. 40% of children did not attend school at all, and, of those who did only 40% or 300 attended daily. Overall, Brighton offered a year's education for just \$10.73 per student or \$181 in today's dollars. Worth every penny.



The Glen & Hall Manufacturing Company set up business near the village to manufacture threshing machines, horse-powered treadles, and grain drills. These machines and others like them were transforming the family farm from a place dominated by hand tools and individual labor to a place dominated by wooden machines reinforced with and guided by metal parts.

The *Monroe County Directory* for 1869 shows that Brighton contained 237 farmers, 2 stone masons, 15 nurserymen, 2 millers, 11 hotel keepers, 2 doctors, 7 people engaged in manufacturing, 1 veterinarian, 7 blacksmiths, 1 butcher, 8 carpenters and 3 carriage makers. Brighton was still overwhelmingly an agricultural community.

In 1870, Mr. James Vick tore down the racetrack and tavern that had

occupied the land located between East and Park Avenues, just west of Goodman Street, and established Vick Park A and Vick Park B. Mr. Vick's friends openly told him that they thought he was a bit crazy to anticipate that anyone would want to own property that far out in the country.

On Valentine's Day 1870, 19 Brighton residents opened a Select School to be taught by Miss Mary Moore and the Rev. Henry Wickes. They agreed to furnish a room, a stove, coal, rent, and other school supplies. The school was funded by a tuition to be collected by a committee which included the Rev. Mr. Wicks, Homer Barstow, Goodwin Stoddard, Benjamin W. Fassett and Henry Calkins. \$75 was paid to Mr. Fassett for the first year's rent. On March 3, the school was opened with 20 scholars. The incidental expenses, which were originally estimated at \$50, started to climb as they spent \$7 on a ton of coal and more money on a carpet, wallpaper, a water pitcher and cup, a bar of soap, and a dustpan.

1872 The New York Central built a new roundhouse off Atlantic Avenue, near the future Goodman Street yard, for servicing locomotives.

In 1872, the Town Board passed a motion to elect a Game Constable to regulate hunting and fishing in the town. As more houses were being built, the issue of where and when to allow hunting became a public safety concern.



# The Family Farm

**1873** The Town Board raised the subject of voting to pay to have a Town Hall built so they wouldn't have to do the public's business in private homes and local taverns. Tabled indefinitely.

In **1873**, James Vick expanded his bi-annual *Floral Guide* to a monthly publication which not only illustrated his flower seed catalog, but dispensed all sorts of useful gardening hints.

**1873** The Town Board passed a resolution to rebuild the Ballentine Bridge at a cost of \$3,230, provided that the Town of Henrietta raised a like sum.

In **1874**, the Town of Brighton hired 5 constables to keep the peace. Intemperance was the main source of trouble. So, the Board passed a resolution that any family that used intoxicating liquors could not receive help from the poormasters.

In **1874**, the town raised money to build a number of bridges: \$25 and \$100 for bridges near Mr. Holden's farm, \$245 for a bridge across Allen's Creek,\* and \$20 for a bridge just north of Brighton Village, which at that time would have been the corner of East Avenue and Winton Road. This might have been a railroad bridge. \* Note: Allen's Creek was named after Captain Timothy Allyn, an early settler from Groton, CT., but modern usage spells it Allen's.

**1874** Once again, Rochester extended its boundaries into what had been Brighton land by taking land bounded by Conkey Avenue,

Norton Street, Culver Road, Highland Avenue and Goodman Street, thus reducing Brighton's population to 2,964.

**1874** In accord with the State Legislature's passage of a law establishing a Board of Excise, Brighton created 3 Excise Commissioners, Benjamin Fasset, William J. Winfield and Omar E. Edmunds. Excise taxes are raised on goods produced for sale. Thus, an excise tax would create a per unit tax levied against the carriage

replace Miss Calkins, the new teacher from the year before.

**September 17, 1875**, the first fast mail train passed through Brighton. Fast Mail was an innovation of the U.S. Railway Service whereby the mailman on the train pitched out a bag of mail onto the station platform on the fly and then snagged a bag of mail from a hook and pulled it into the moving wagon without slowing down. Mail was then sorted for distribution to stations further down the line. Fast Mail greatly improved the speed of distant mail delivery.

**1875** The Powers Art Gallery opened its doors in 4 rooms. It was so popular that it soon expanded to 30 rooms. Brighton families were buying art to grace their homes and signify their emerging prosperity.

**1875** John T. Caley, nephew of Brighton blacksmith Thomas Caley, joined the business and took it in dramatically new directions to include treating race horses and repairing canal boats. Source: Raymond Keople and Elizabeth Caley-Capson, *The First and Last Smithy of Brighton*, typed manuscript, no date

## The Bicycle!



In the **1870s**, bicycles became all the rage, so much so that they created Brighton's first traffic jams. On one occasions, 15,000 cyclists assembled in Genesee Valley park to protest poor road conditions that slowed down traffic and caused congestion. Source: Rochester & Monroe County, Federal Writer's Project, 1937, page 64

producer for the number of carriages he produced or a brickyard for the number of bricks it produced. Like our modern gas or liquor taxes, excise levies wash through to the consumer in the form of higher prices.

In **1874**, the Select School got a new teacher, Miss Baldwin, to

*The 1877 History of Monroe County* revealed that Brighton covered 22 square miles or 14,218 acres with a population of about 3600. At that time there were 3 post offices: East Brighton, Allyn's Creek and West Brighton. 201 Brighton men fought in the Civil War or as they called it "the War of the Rebellion."

**1877** A glue factory was operating in West Brighton.



# Suburban Development

In **June 1878**, a whole new slate of teachers appeared at the Select School: Miss Conda, Mrs. Rosebrough, and Miss Page. The pay range for teachers was \$25 to \$60 per term or \$75 to \$180 per year. In today's dollars that would be a salary range of between \$1754 and \$4210 for an 11 month school year. No health care coverage. No unemployment insurance. No retirement fund, but there was probably no charge for parking your horse in front of the school. No wonder it was hard to find good teachers!

**January 2<sup>nd</sup> 1879** marked a snowstorm of such epic proportions that it took 8 days for traffic to resume. The storm enveloped all of upstate New York.

**1879** The Town Board petitioned the New York Central Railway to post a signalman and erect and maintain a gate to warn pedestrians and wheeled traffic when a train was coming around the great bend in the line at Penfield Road because of the frequency of accidents at that intersection. Trains were going so fast it was nearly impossible for vehicles to get off the track soon enough to avoid a collision.

William Otis died in **1879**. He had been a member of the Board of Managers of the House of Refuge and was an active Whig Republican. In 1852, he joined with his brother Stephen to form the

Rochester Brick & Tile Manufacturing Co. by combining several smaller brickyards along Monroe Avenue between Elmwood Avenue and Cobb's Hill.

On **March 21, 1880**, Austin Crittenden died while holding the office of Town Supervisor. An emergency meeting was held on March 2<sup>nd</sup> to elect David K. Bell as his replacement.

their support. The rest of the cost of running the schools was raised from property taxes.

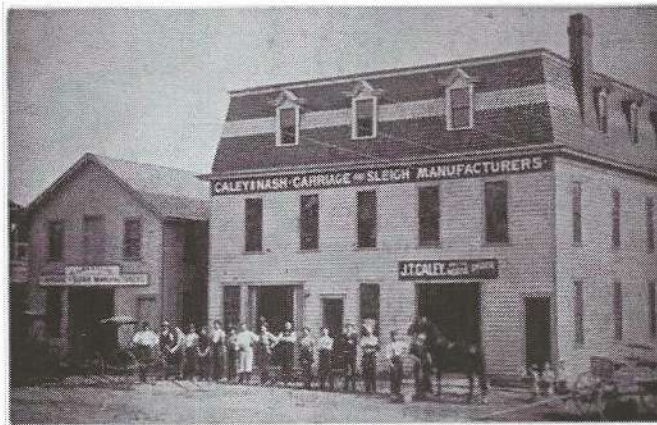
By **1882**, the demands on the Town Health Officer had so increased that the appointment of an Associate Health Officer was required. His pay was \$2 per day for ordinary business, \$3 per day for medical business and \$5 when treating small pox. Inoculation of matter taken from the smallpox pustules of mild cases through a scratch in an arm or vein was the standard preventative, but this involved some risk to the doctor who had to handle the infection to make the inoculation. By 1939, fewer than 50 deaths were reported from small pox in the entire U.S.

**1883** Rochester nurserymen Elwanger and Barry gave land to create Highland Park.

**1883** The Town Board voted that the Board of Health of the Town of Brighton hereby prohibited the dumping of garbage or tainted soil "either by authority of the City or Rochester or by any other person or persons" within 40 rods [660 feet] of a dwelling under penalty of \$100 per occurrence.

**December 16, 1884** Charles P. Barnes, owner and operator of a mill on Allen's Creek near the corner of east Avenue and Elmwood Avenue, died after years of service to the community.

## Thomas J. Caley / Blacksmith



Thomas J. Caley was born in 1820 on the Isle of Man. He was educated in bookkeeping and sums and emigrated to Brighton in 1842, where he married Mary Hicock the next year. He purchased land at the NW corner of East Avenue and North Street, now known as Winton Road, where he built a smithy and ironwork repair shop. When he joined forces with Sidney Nash in **1880**, his shop began to produce wagons and carriages of very high quality, some of which were exported to Russia and Belgium. Caley & Nash went on to make automobile chassis. He died suddenly in **1884** at the age of 64.

**1881** Clara Barton founded Chapter No. 2 of the American Red Cross at 1895 Mt. Hope Avenue.

In **1881** there were 9 Brighton school districts. The State School Fund apportioned \$1553.57 toward



# Suburban Development

**1885** The Town Board started meeting nearly every month instead of just annually.

In **1885**, Brighton Village, located at East Avenue and Winton Road, was incorporated on 750 acres of land. The village ceased to be an incorporated entity in 1905 when Rochester annexed this land.

**1886** The tax on sheep-dogs was discontinued as "sheep are no longer raised of mention."

In **1887**, bridge repair was a main concern. \$250 was apportioned for the regular repair of existing bridges, plus \$5,950 to replace the old Ballentine Bridge over the Genesee River. The cost of this bridge was shared with the towns of Henrietta and Chili. It took over a year to complete this project.

**1887** Charles Hooker established the Hooker Nursery on Clover Street.

**1889** Several bridges and sluiceways were washed out by flooding.

**1889** and **1890** \$20 was raised from town funds to pay for the maintenance of soldiers' graves in the Brighton Presbyterian Cemetery.

**1890** The Children's Pavillion was dedicated at Highland Park. It was another gift of the nursery firm of Elwanger and Barry. This 20-acre park, designed by Frederick Law Olmsted, was one of the nation's first municipal arboretums featuring a great variety of trees and shrubs.

**1890** State school support reached an all-time high of \$1865.01, up 3.5% from the year before and up 20% from the decade before that. Brighton's population had reached 4543.

In **1892**, horticulturist John Dunbar, later known as Johnny Lilacseed,

York State law allowed the use of these machines, and New York was the first state in the Union to permit them. In **1897**, the state authorized the Voting Machine Commission to regulate them.

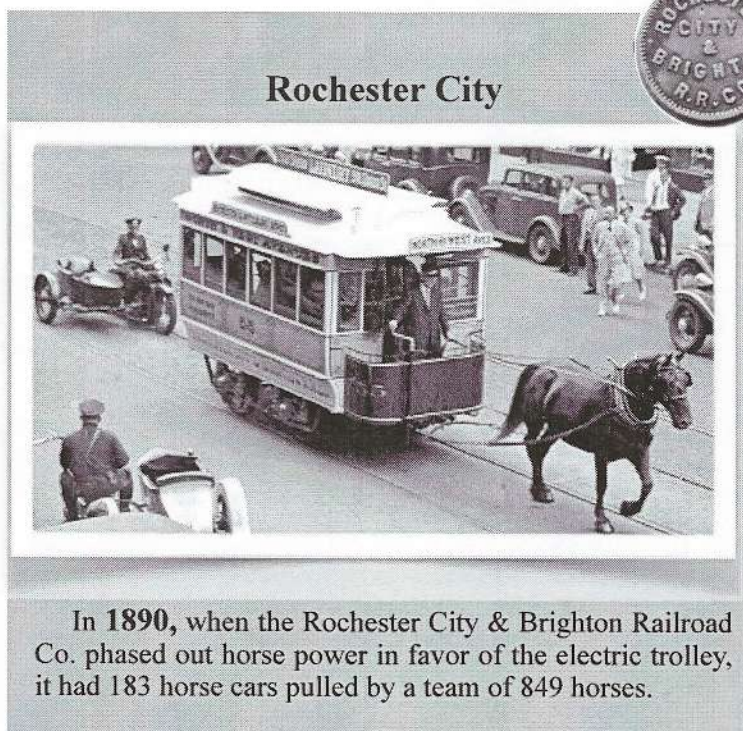
In the fall of **1893**, the Governor of New York, the self-made millionaire, Roswell Pettibone Flower, came to Brighton to test a new idea. What if the canal were rigged up like a trolley system so canal barges could run like street cars? A canal boat was equipped with two 25HP electric motors attached to wires stretched over the canal. It made one trip from Widewaters to the town locks, but the idea had to be abandoned.

By **1893** the railroads had taken most of the heavy hauling away from the slower canal system and the cost of electrifying the entire canal would have been prohibitive. The Governor invited

George Westinghouse to do it himself, but he declined.

**1893** Major General Elwell S. Otis of Brighton was made a Brigadier General and later served as Governor of the Philippines. He married the daughter of Judge Henry R. Selden and retired in 1902.

In **1894**, the Town Board purchased a safe for the Town Clerk for keeping official papers, but since there was as yet no permanent town hall, the Clerk presumably kept the safe in his home.



In **1890**, when the Rochester City & Brighton Railroad Co. phased out horse power in favor of the electric trolley, it had 183 horse cars pulled by a team of 849 horses.

started Highland Park's famous lilac collection with 20 varieties. <http://www.greatamericanstations.com/Stations/>

**1892** The Town Board, meeting for the first time at the County Fair Grounds, passed a resolution prohibiting the slaughter of cattle, sheep or swine within 80 rods [1320 feet] of a residence or highway.

In **1892**, the Town Board voted to purchase a Myers Ballot Cabinet to count votes in town elections. This patented mechanical device counted and recorded votes, thus limiting opportunities for election fraud. This was the first year that New



# Infrastructure Development

**1895** The West Brighton Chapel was formed. In 1925, it became the South Presbyterian Church, and a large brick building was created for services on the east side of East Henrietta Road.

**1895** George B. Selden, a Rochester attorney, received a patent for the compression gas engine, granting him a virtual monopoly on all future automobile development. This iron grip was not broken until Henry Ford challenged Selden's sweeping control in the courts

**February 7 to 10,**

**1895** a massive snow storm dumped 9 to 15 feet of snow everywhere. The Auburn Railroad was shut down for two days, and Monroe Avenue was impassable.

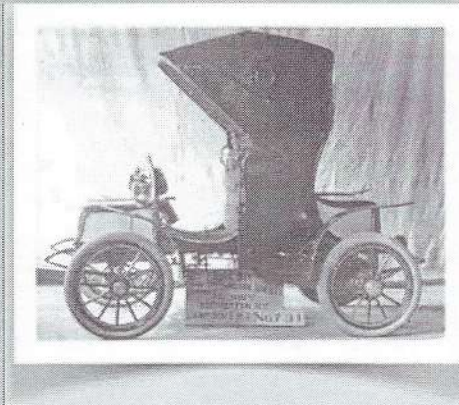
**April 8, 1895,** a mass public meeting was called at the Women's Christian Temperance Hall to discuss the annexation of more land by Rochester from Brighton. In the end, only a small parcel east of Culver Street and north of the old Erie Canal was annexed.

In **1895,** the Town Board authorized an extension of Clover Street to extend North from East Avenue over the New York Central Railroad line to Blossom Road where Mercy High is today. This extension passes through lands owned by Stoddard, Boardman, Hone, and Kelly.

By **1895,** the Highland Park lilac collection had become a national attraction, bringing up to 40,000 visitors to Rochester annually.

**1896** "The bicycle has done more for the emancipation of women than anything else in the world." Susan B. Anthony.

## Automobile



When Joseph Cunningham's father died in **1886,** he took over his father's carriage and sleigh manufacturing company and, soon thereafter, started thinking about designing and manufacturing automobiles. Joseph Cunningham wanted to continue to emphasize quality, luxury, style and elegance in all the products he produced. In 1896, the company built its first electric-powered buggy, mostly as an experiment. In 1916, the Cunningham Company was the first to create a V8 engine in America.

In **1896,** the Town agreed to pay one-half the cost of a substantial wooden bridge over Red Creek at Westfall Road, provided that the City of Rochester agreed to pay the remainder. If the City wanted to build a stone arch bridge, Brighton would agree to contribute 20% of the cost, up to \$700 toward the project, provided that the Town Engineer signed off on the plans in advance.

In **1897,** the Brighton Town Board adopted the American Ballot Machine as its official voting machine. Just 5 years earlier, they adopted the Myers Ballot Cabinet, but in 1897, New York State created a Voting Machine Commission which may have mandated this change. These early voting machines were mechanical devices which counted the vote and limited double voting and other voting frauds.

On **September 20, 1897,** the town petitioned the New York Board of Railroad Commissioners to determine appropriate safety devices for the railroad crossing at the new Clover Road extension. They also appointed 4 special constables to police woods, old buildings and railroad cuts where tramps and other disreputable characters linger and to make arrests when violations were found.

**September 2, 1897,** a bad washout occurred on Rich's Dugway along the hillside overlooking what is now Ellison Park.

In December of **1897,** Ira Todd died at the age of 73. He was born in Peekskill, N.Y., moved to Brighton in 1845, lived on Clover Street, and was elected Town Supervisor in 1866, 1868, 1869, 1870, 1875 and 1876.



# Infrastructure Development

In **1898**, the town ran a 20% surplus. They collected \$10,170.23 in taxes and fees but spent only \$8,866.17.

In **1898**, the Town of Brighton began a registry of new births.

In **1899**, the town collected \$11,843.60 in taxes and fees and spent \$11,274.30, leaving \$569.30 as a balance on hand.

**June 28, 1899**, the Town decided to abandon its effort to extend Clover Street across the railroad tracks because it would cost too much.

In **1899**, horsemen who were unable to race along East Avenue due to the traffic, took to racing on the dry portions of the winter bed of the Erie Canal.

In **1900**, the Rochester Brick & Tile Company, located at the 12 Corners of Brighton on both sides of Monroe Avenue had 100 employees, 11 kilns, 24 buildings to house workers' families, a narrow gage railroad, a huge barn and a power house with several chimneys over 100 feet tall.

In **1900** Brighton's population was 3,815. One day that winter 43 inches of snow fell in 3 days.

In **1900** McGonnigle's Candy Store at East Avenue and Winton Road, had a metal bell rigged up over the door to announce when a customer

entered. They sold a wide variety of candies as well as school supplies.

In **1900**, Brighton School #1 had no nurse. So, when minor scrapes and scratches occurred, the teacher sent students next door to Mrs. Caley to get patched up.

In **1900**, the New York Central crossing tender's shanty contained a small coal-burning stove and a

In **1900**, the central feature of Mr. James Shelmire's office was a lovely parlor stove which was fitting, considering that he was the area's leading coal merchant.

In **1900**, William Sornborger was the telegrapher at the Brighton Station, but his wife Lucy was the Station Agent.

In **1900**, Mr. Robert Bullock, Civil War veteran, liked to be seen wearing his uniform from the war.

Source: Elizabeth Copson, *Brighton Village, 1900* in typed manuscript, 1960.

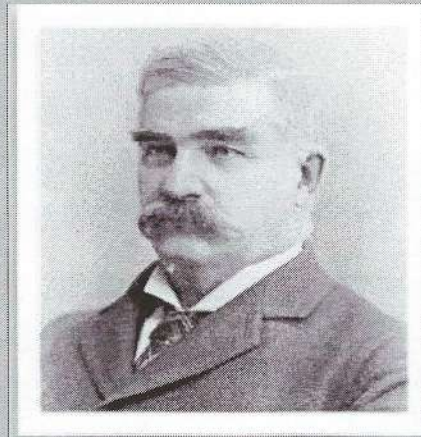
**1901** Rochester annexed another 165 acres of Brighton south of Elmwood Avenue and West of South Avenue.

In **1901**, Schoolhouse Number 9 was built at 490 French Road. Large windows let in lots of light. A 15-foot-high ceiling kept the room cool in summer, and a giant pot-belly stove kept it warm in winter. The school bell was mounted in a bell tower right over the front door. Desks were nailed to the floor.

**1902** The new Barge Canal allowed boats to carry 100 times more cargo than the old Erie

Canal, but there was wide debate in Rochester about whether it should go through the city or bypass it to the south. The Brighton Town Board asked State Senator Merton E. Lewis and Assemblyman Martin Davis to use their influence to have plans drawn that would favor the southern route.

Ira L. Otis



Ira L. Otis was born in 1834 and graduated from the University of Rochester in 1854. He joined his father at the Rochester Brick & Tile Company becoming plant superintendent, later company treasurer, and then president. He became a partner in the Otis and Gorsline Co. which manufactured sewer pipes. He was an active Republican and Director of the Mechanics Bank. He was the President of the Brighton Water Supply Co. which tapped artesian wells in Brighton to supply Cobb's Hill Reservoir with over 200 million gallons of water a year. He died in 1898.

chair. During warm weather the chair went outside under the tree. Alerted by the shrill whistle of the train, the crossing tender would jump up with a flag and wave pedestrians and horse traffic off the tracks.



# Neighborhood Development

**1902** A severe outbreak of smallpox raised the question of whether a pest house should be built to contain the illness. Hospitals were a bad choice for care, because smallpox is so contagious. Staying at home made professional care difficult and sometimes caused the disease to spread to whole families. Similar issues arose when there were outbreaks of measles, scarlet fever, or cholera. Pest houses were built in remote areas, frequently next to cemeteries, where few people lived. Still, the view couldn't have been much comfort. Brighton officials decided to wait before making a decision. The disease subsided.

**1902** The Seneca Indian Council Rock was saved from destruction by Supervisor A. Emerson Babcock when he obtained title to the rock and the ground on which it stands. The town government authorized a fence and a plaque to memorialize the place where, by tradition, native people came to discuss their differences.

On **November 15, 1903**, the Interurban Rochester & Eastern Railway opened 40 miles of track to Canandaigua. The following year, it extended service to Geneva. It went through Brighton with a stop at the 12 Corners.

**1905** The New York State Legislature voted to annex to the City of Rochester Cobb's Hill, the land around East Avenue and Winton Road known as the Village of Brighton, and the property now occupied by the Hillside Home. This annexation reduced Brighton's population by 18%.

On **June 8, 1905**, Brighton again petitioned the New York Central Railroad to erect crossing gates at the crossing at Penfield Road. This spot was particularly prone to accidents, because the great curve in the track at this location made it hard to see or hear trains approaching.

In **September 1905**, the Niagara, Lockport and Ontario Power Company received permission to run power lines across Brighton. The Niagara Falls Power Company's Powerhouse #2 was completed in 1903, thus adding considerably to the power available on the grid.

**1905** George M. Keller was re-appointed Truant Officer. He worked 1 day a week for \$2 a day.

In **1905**, the Rochester Railroad and Light Company petitioned the town to allow it to electrify West Brighton.

**1905** The Rochester Railroad Company petitioned the town to extend its trolley line to Winton Road North.

**1905** The town purchased a stone crusher for \$125 to aid it in making new roads.

**1905** The Brighton Presbyterian Church adopted its current name.

## Ellwanger & Barry Nursery



George Ellwanger and Patrick Barry were owners of a very large nursery begun in **1839**. Together they operated an extremely profitable wholesale plant business. By **1860**, the firm controlled over 500 acres. Ellwanger frequently traveled to Europe to bring back seeds and cuttings to cultivate.

Both Ellwanger and Barry were community leaders, Barry as a school commissioner and Ellwanger as a bank trustee. They donated much of the land upon which Highland Park sits today. They invested in the first horse-drawn streetcar line, the Rochester-Brighton Street Railroad. Patrick Barry died in 1890, but was succeeded in the business by his son as president. George Ellwanger died in **1906**. When Patrick Barry's son died in 1912, the company began a long decline.

**1905** Brighton established a Water Supply District and made contracts with the City of Rochester and the Lake Ontario Water Company to supply Brighton's water needs.



# Neighborhood Development

At the end of the Brighton Town Board minutes for **September 26, 1905**, the following inscription was added by the Town Clerk. "This closes one volume of the records of the good old town of Brighton of which I have tried to be faithful. W. P. Surgenor is my name, America is my nation, Brighton is my dwelling place, Heaven my expectation. And when I'm dead and in my grave, and all my bones are rotten, this old town book will show my name, when I am most forgotten. Yours truly, W. P. Surgenor"

**1905** The firm of Coley & Nash built the largest horse-drawn vehicle in the world, the Twentieth Century Tallyho, 22.5 feet long, seating 65 and requiring 8 horses. It contained a refrigerated compartment for refreshments. Champagne anyone?

**1905** In answer to a petition by 45 residents complaining about both cars and motorcycles, the town set a speed limit of 25 mph on Atlantic Avenue.

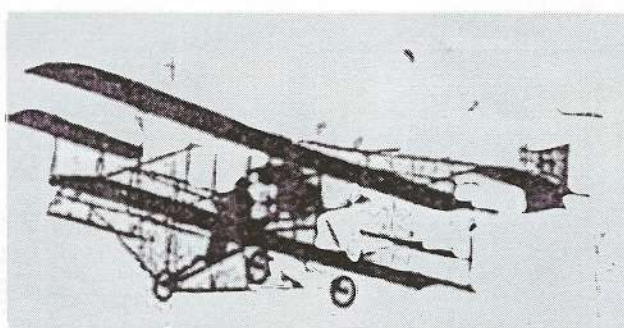
**1906** The first trolley cars ran on the Rochester & Syracuse Railroad lines through Brighton.

**1907** The Town Board resolved to investigate the advisability of buying a motorcycle for the town "if the proper person can be found to ride it." It would be used to catch violators of the 25 mph speed limit

**1907** The Town voted to spend \$1,500 on the erection of a bridge over Thomas Creek.

**1907** The town voted to allow the Rochester Railroad Co. to extend a trolley line down East Avenue and Blossom Road.

## Airplane & John J. Frisbie



At precisely 6:25 pm on July 7, 1911, Captain John J. Frisbie flew his single engine bi-plane for 9 minutes on a windless afternoon. After taxiing for 50 yards, he rose gently and smoothly into the sky. He achieved an early altitude of about 300 feet. From Cobb's Hill, he flew over a baseball game in progress, and then along the canal to Brighton Village. On the return flight to the Monroe Avenue field, he rose out of sight of spectators for 3 minutes, ascending 3000 feet into the clouds. From that elevation, he was able to forego the usual circle landing pattern, but instead glided right into a straight landing amidst the cheers of spectators. Back on the ground "Jack" Frisbie, age 42, was elated. "Well..." he explained, "it's been my ambition for a long time." He died before the year was out in a plane crash out west.

Source: Rochester Democrat & Chronicle, July 8, 1911.

In **1908**, the town of Brighton received \$15,927.30 in gross income from taxes and fees.

In **1908** the City of Rochester completed the construction of the Cobb's Hill Reservoir to enhance water service. The reservoir covered 18 acres, had an average depth of 25 feet, a length of 3560 feet, and a maximum discharge rate of 330 cubic feet per second.

Source: Findlakes.com

In **1908**, the Holland Settlement District set up a volunteer fire company.

In **1909**, a close election for Town Supervisor saw A. Emerson Babcock [Republican] defeat Stanley Todd [Democrat], 375 to 373.

**1910** The Town Board purchased 3 voting machines from the Empire Voting Machine Company.

**1911** An airshow was held at Cobb's Hill.

**1911** Motorcycle Officer Cornelius DeBrine was killed in a traffic accident while trying to apprehend a motorist exceeding the speed limit.

**1912 Notice:** All motorcycle property owned by the Town of Brighton to be sold to the highest bidder.

On **November 12, 1912**, Kelly Road was officially renamed Old Landing Road.

In **1912** Benjamin Holroyd was appointed Brighton School Director. About this time one-room schools began to consolidate into town-wide school districts which centrally controlled the curriculum and hiring practices for all the town's schools.

**1912** Renewed efforts were made to have the New York Central Railroad erect a grade crossing at Penfield Road.



# The Run Up to World War I

**1912** The Town protested efforts by Rochester Railway and Light Company to build a giant gas tank near residences on Blossom Road.

**1913** Rochester Railway and Light Company built a gas tank on Blossom Road despite protests.

**March 31, 1913** The City of Rochester annexed more of Brighton's land -- mostly between Culver Road and the Irondequoit town line. Holland Settlement residents voted to remain part of Brighton, 154 to 77.

On Sunday, **June 8, 1913** at 4 pm, the cornerstone for the new Brighton Presbyterian Church was laid.

On **August 18, 1913**, the well-known and respected Brighton nurseryman, Charles M. Hooker died at 81. He was born in 1832 and followed his father into the nursery trade which he practiced on a 130-acre farm on Clover Street.

In **1913**, the Brighton town government again spent less than it collected in revenues: \$21,214.30 in and just \$18,793.51 out.

On **January 1, 1914**, Brighton School Districts #2 and #10 were officially recognized as part of the Rochester School District due to recent annexations of land from Brighton to Rochester. Areas of these districts which were not part

of the annexation transfer were added to Brighton's School District #7, a "Free Tuition District." The advantage of a tuition-free district was that the school was funded by a school district tax which spread the cost of education to all property owners, not just the parents of school-aged children.

For the 114 years between **1814** and **1928**, the Town had no official town

the Home Acres Tract. G. Willard Rich, Walter A Swan and Robert Wilson were appointed Sewer Commissioners.

On **May 9, 1914**, the Monroe Avenue Water District was formed to serve the water needs of Elmwood Avenue, Monroe Avenue and Clover Street. Arthur Warren, Jerome Todd and Frank Rowland were appointed Commissioners.

**1914** The old red brick schoolhouse #5 in West Brighton near Crittenden Park was designated as the polling place for the primary election to be held September 28th.

On **September 29, 1914**, the Town Board purchased the #5 schoolhouse in West Brighton from the school district for the sum of \$350.

The City of Rochester annexed yet another 41-acre parcel from Brighton comprising the land now occupied by the Colgate Rochester Crozer Divinity School on Goodman Street.

**1914** The Friendly Home purchased a 20-acre parcel on East Avenue near Landing Road and Allen's Creek Road and began the process which would change its name from The Home for the Friendless.

**1914** A new cement block school was built on Landing Road for the #7 School District.

## Walter Hagen

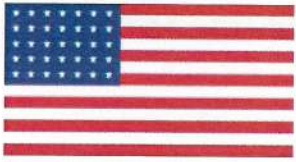


Walter Hagen learned the game of golf at the Rochester Country Club in Brighton. He soon became the darling of the golf world rising *to win the British Open 4 times and the PGA Championship 5 times*. He was a 6-time captain of the Ryder Cup team. He lived in Corbett's Glen.

hall for its meetings but instead met in taverns, hotels and the homes of various officials. In 1928, the Town leased 1795 Monroe Avenue to serve as a town hall until 1953, when the present Town Hall was completed.

In **January 1914**, the Town Board created Sewer District #1 to service





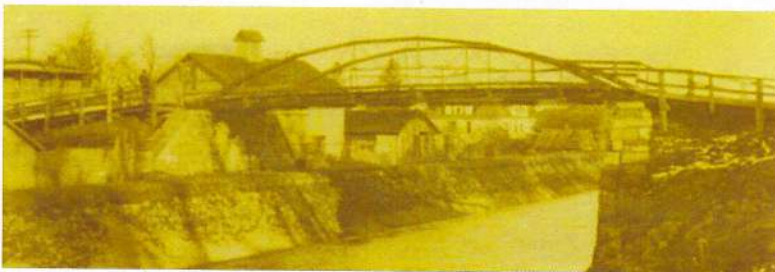
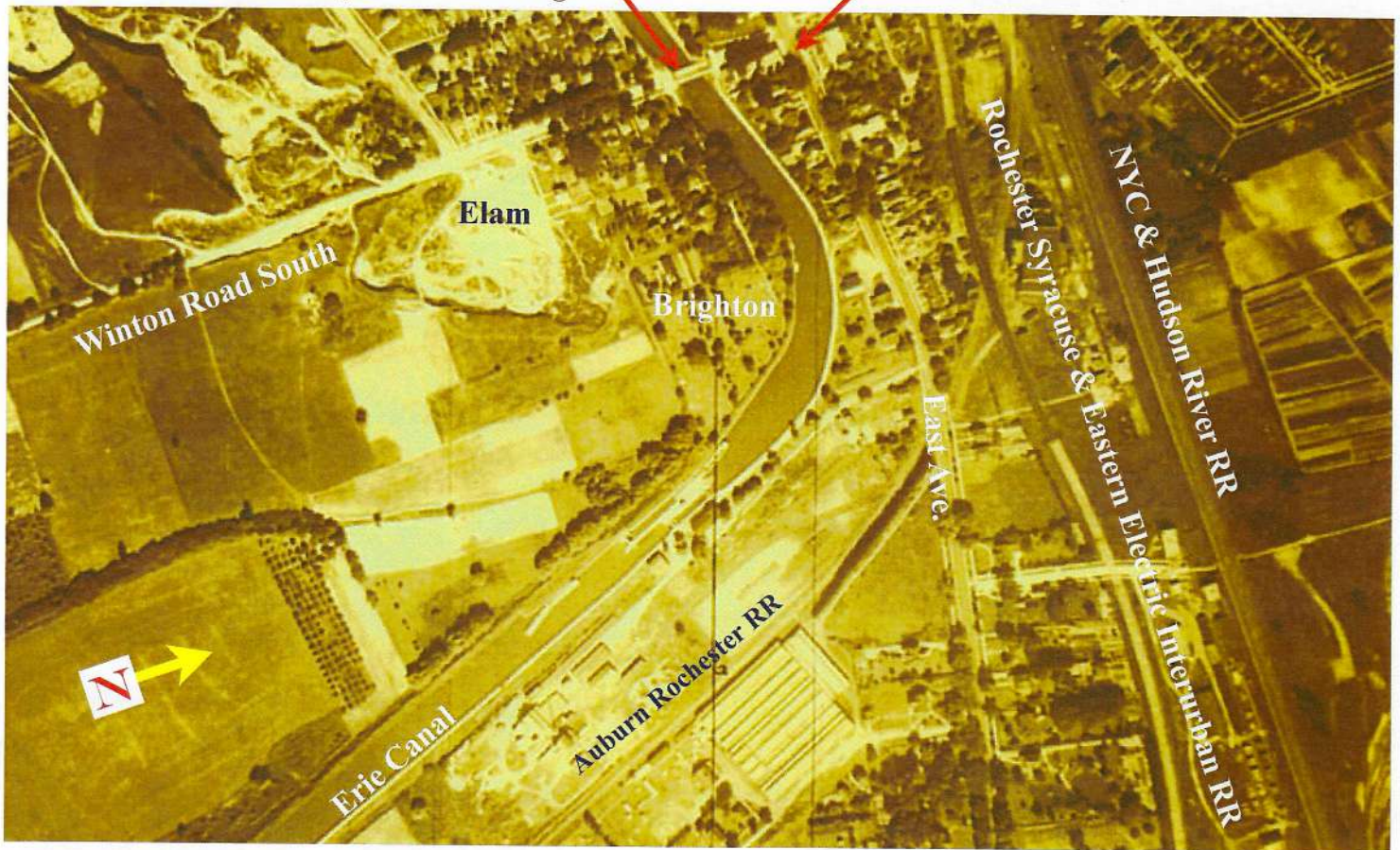
# PICTURE PAGE 1864-1914



## Brighton Village (1885-1905) 1915 Aerial View

Winton Road Hydraulic Lift Bridge

Intersection East Ave. & Winton Rd.



The Wipple Truss Bridge carried the North-South Road over the Erie Canal in the 1800's



The Hydraulic Lift Bridge replaced the Wipple Bridge and drastically decreased the rise to the approach.