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MAPLEWOOD HISTORY

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The following brief history is not all-inclusive. An emphasis has been placed on earlier times, events, and people. While the material was carefully researched and checked, omissions and errors are probably inevitable. Not all sources agree on names and dates.

- 1796** Elijah Kent and Gideon King inspected the area north of the Lower Falls.
- 1797** Six men arrived at a landing on the river to start a settlement. It came to be known as King's Landing.

A new township was formed, named Northampton.

- 1798** The first person buried in King's Landing Cemetery was Mrs. Elizabeth Hazelton Fish, who died in March of the fever and ague.

Eli Granger built a schooner.

Mira Graham was the first white child born within the present bounds of Rochester.

On August 5, Gideon King died of the Genesee fever.

- 1799** In the summer, Zadock Granger died of the Genesee fever.
- 1803** Elijah Kent died sometime during the year.

The town of Northampton was divided into four separate towns on December 8. The town which retained the name Northampton included what is now Gates, Greece, and Maplewood.

- 1804** Simon King succumbed to the Genesee fever.

KING'S LANDING

The Phelps and Gorham purchase opened the land around the Genesee River to settlement. Oliver Phelps promoted the land to people in Suffield, Massachusetts. Gideon King and Elijah Kent came in October 1796 for a firsthand view of the landing place somewhat north of the Lower Falls.

In January 1797, Gideon King and Zadock Granger both bought 3,000 acres of land in the same tract. Gideon King, his two eldest sons, Thomas and Simon; Zadock

Granger and his son, Eli, and Elijah Kent arrived in the Genesee country in March. The site chosen for settlement became King's Landing. It was located on top of the riverbank just around a bend from the Lower Falls. At the foot of the riverbank was a broad strip of flat land the Indians had used as a landing place.

Shortly afterwards, the state Legislature created a vast new township between the Genesee River, Lake Erie, and the Niagara River known as Northampton. The first town meeting was held April 14, 1797, near Scottsville. Most of the men from King's Landing held town offices.

Twenty-five men from the district cut a road from the Allen Mill to the town site and built a road down to the water's edge at the Landing.

Since the mill was in poor repair, King had to build a log house. Five other log dwellings were then built at the Landing.

The settlers returned to Suffield, Massachusetts, to move their families to the Genesee country. Gideon King's wife, Ruth, and two small sons; her brother, Daniel Graham, and his wife, Lydia, and two sons; Gideon King's married son, Thomas, his wife and daughter; Zadock Granger and his family; Granger's son, Eli, his wife and son, and the Elijah Kent family reached the Landing before winter set in.

Eli Granger, while looking for timber for a boat, explored the ridge of land now known as Ridge Road all the way to the Niagara River.

He spent the winter building a schooner and in April launched it on the lake. He named it "Jemima" after his wife. The wharf and warehouse at the landing were completed by midsummer.

More settlers arrived that spring. Lydia and Daniel Graham had a daughter, Mira, born in May 1798.

Hot summer weather brought the Genesee fever and ague.

Daniel Graham, Gideon King and his 21-year-old son, Bildad, died during the summer and fall. The newly arrived Rowe brothers became ill and Asa Rowe died. After Gideon King's death, an agent for Phelps promised the return of the homestead in Suffield for the bond owed on another 1,000 acres of land.

Lydia Graham, Ruth King and children returned to Suffield only to find that the homestead had been sold.

A few more settlers came in 1799 and several marriages and births took place. Thomas King, uneasy about the Genesee fever, moved his family three miles away from the Landing, along Ridge Road.

Zadock Granger died in 1799. Oliver Phelps foreclosed on the mortgage held by Granger. However, the titles to some of the land were cleared later that year.

In 1804, Ruth King returned to settle her husband's estate, after which she went back to Suffield.

Simon King died in 1804 of the Genesee fever.

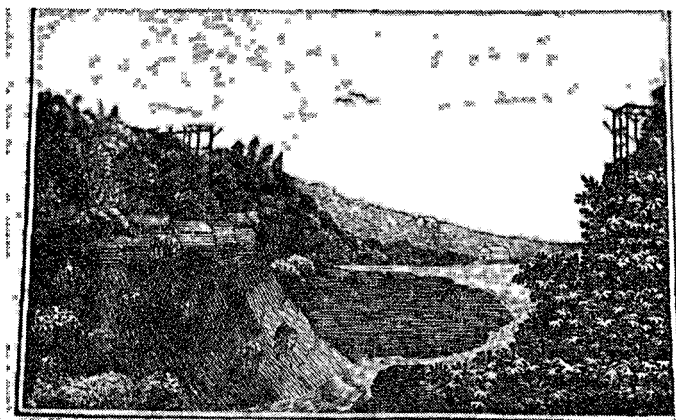
In 1809, the seven Hanford brothers arrived from Rome, New York. They settled on Landing Road and opened a tavern. Silas Smith opened a store nearby.

Bradford King, one of the younger sons of Gideon King, returned in 1813.

Men from the Landing and the two Ridge Roads formed a volunteer company and drilled under Captain Fred Rowe. When the British appeared near the river in 1814, they met at Hanford's Tavern and marched to Charlotte to fend off the attack.

In 1815, Ruth King and her two sons, Moses and Bradford, were living in Rochesterville.

- 1809 The seven Hanford brothers arrived at King's Landing.
- 1810 Frederick Hanford opened a store at Hanford's Landing, which had been known previously as King's Landing.
- 1813 The state Legislature voted \$5,000 to cut out brush and to bridge streams along the Ridge to Lewiston.
- 1815 The Ridge Hotel was built on the present Lake Avenue.
- 1819 The Carthage Bridge was opened to traffic in February.
- 1820 The Carthage Bridge collapsed into the river.



Ruins of **CARTHAGE BRIDGE**, and the **LOWER FALLS** of
The **GENESEE**.

CARTHAGE BRIDGE

The Carthage Bridge crossed the Genesee River, connecting the town of Carthage to the west side of the river just north of the Lower Falls.

The bridge was constructed mostly of pine timber. It had one entire arch with a chord of 352 feet. The

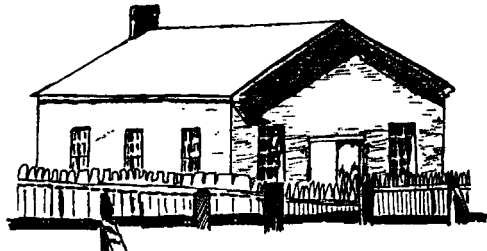
bases of the arch rested about 60 feet below the surface of the upper bank on solid rock. The summit of the bridge was 196 feet above the water and its length was 718 feet. The width was 30 feet.

The unequal weight of the two ends caused the west end to finally spring and the center collapsed into the water, leaving both ends of the bridge standing.

The bridge was guaranteed by its contractors, Brainard and Chapman, to last one year. It was completed February 16, 1819, and fell May 2, 1820.

1822 The town of Greece was incorporated on March 22.

1823 In March, the school districts of the town of Greece were defined. Each district had a one-room school and one teacher who taught all grades. District #1 covered the Hanford's Landing area. The schoolhouse was located on the west side of Lake Avenue, opposite Keehl Street. In 1852, a brick one-room school stood on the site.



DISTRICT #1 SCHOOL HANFORD'S LANDING



1834 Rochester was incorporated as a city. It extended on the northwest to Rowe Street (Lexington Avenue).

The Cottage Inn at 117 N. State Street (Lake Avenue) was listed in the Rochester City Directory as being located at the west end of the old Carthage Bridge.

1835 The warehouse at Hanford's Landing burned.

1838 A map of the city of Rochester by Silas Cornell, city surveyor, showed an area called Lorimer Hill north of Rowe Street (Lexington Avenue) and west of State Street (Lake Avenue). Nazareth Academy is now located at the top of this hill.

1839 A Rochester map showed a Dr. Kelsey residing on Lorimer Hill.

1840 A Rochester newspaper, "The Rochester Gem," described Dr. Alexander Kelsey's estate as having a view of both the lake and the city of Rochester.

1844 William Buell constructed a road, Buell Avenue, from McCracken Street (Driving Park Avenue) to a boat landing on the river, "under almost insurmountable obstacles."

A small strip of land along the river gorge, north of the present Ridge Road, was annexed by the city of Rochester.

1845 Hamilton Eggleston, coachman, boarded at the Cottage Inn, N. State Street (Lake Avenue) near Buell Avenue.

1847 Freeman Clarke, president of Rochester Savings Bank, resided on Lorimer Hill.

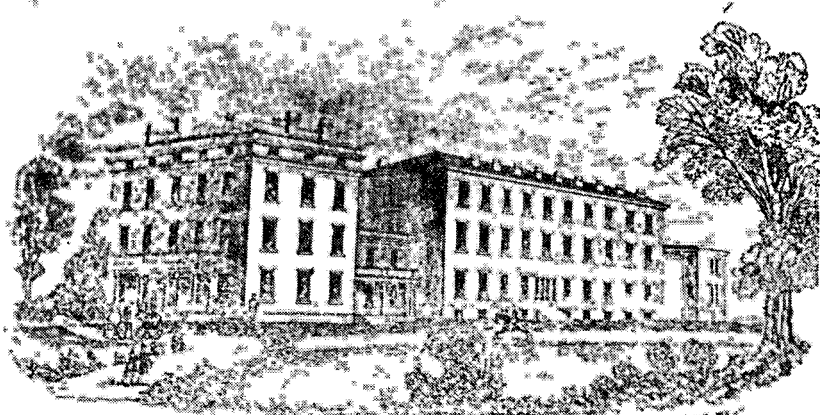
Alexander Kelsey, forwarder, had an office at the foot of Buell Avenue.

- 1849 A plank road from the city line near the upper terminus of Buell Avenue to Charlotte was being constructed. It was seven miles long, with two hills before Hanford's Landing. It was laid down on a bed of sand over a stratum of hard clay. A tollhouse was erected just north of the present Rose Street.
- 1850 Rochester annexed part of Greece from Rowe Street (Lexington Avenue) north to the present Alameda Street and from the present Dewey Avenue east to the river.
- 1851 Pliny M. Bromley lived on Lake View Park.
- 1852 The Rochester and Charlotte Railroad was built in the latter part of the year. It passed midway between the present Mt. Read Boulevard and Dewey Avenue.
- 1853 The Rochester and Charlotte Railroad became part of the New York Central Railroad.
- 1854 On Wednesday evening, November 29, the stables attached to the house of Samuel Bull were destroyed by fire. His three horses were killed. His home near State Street (Lake Avenue) and the Lower Falls had been known previously as the "Cottage Inn."

The Lake View Water Cure building on Lake View Park was consumed by a spectacular fire at 3 a.m. on July 15.

THE LAKE VIEW WATER CURE

The "Lake View Water Cure" was an enterprise having a colorful history. In 1851, Captain Pliny M. Bromley, canal boat captain, bought the former home of Lindley Murray Moore on Lorimer Hill at Lake View Park. He employed Dr. Augustus P. Biegler, a local homeopathic physician. A \$10,000 brick building was added to the Greek Revival home for the water cure. It contained two cisterns holding filtered rainwater to use in the



treatments.

Dr. Biegler had been convicted several years earlier of arson and had been sentenced to prison for seven years, but he had been released after serving a short time. He promoted the cure and had testimonials from various local dignitaries.

Hydropathy was the method of treatment. It consisted of using water in various ways to promote healing. Along with it was a regimen of rest, regular hours, exercise, avoidance of rich food, and no smoking or drinking. The business was very similar to a health spa of today. It was expensive for the times--\$10 per week for room, board, and treatments.

The venture was short-lived. Captain Bromley ran it for 15 months and then in 1853 tried selling it.

In the spring, Dr. Lorenzo D. Fleming, also a homeopath, bought it and reopened it on June 1. He advertised it as "Equestrian and Hydropathic Institute," as horseback riding had been added.

A fire, "probably accidental," broke out on July 15 destroying the cure building but not the house, where the patients were residing. The cure building was not rebuilt or reopened.

1855 A suspension bridge was erected over the Genesee River from McCracken Street (Driving Park Avenue) on the west and Tower Street on the east.

1857 The Genesee suspension bridge collapsed.

SUSPENSION BRIDGE

A suspension bridge was constructed across the Genesee River at the present site of the Driving Park Bridge. Kaufman and Bissell were the engineers, and it was constructed by J. & J.C. Holyland.

The towers were built of cast iron. Hollow columns formed pyramids 16 feet square at the summit and 105 feet tall. They were embedded in masonry. These towers supported the cables. The bridge was 200 feet above the water, 700 feet long and 20 feet wide. It was completed in January 1856 but was not in general use until July.

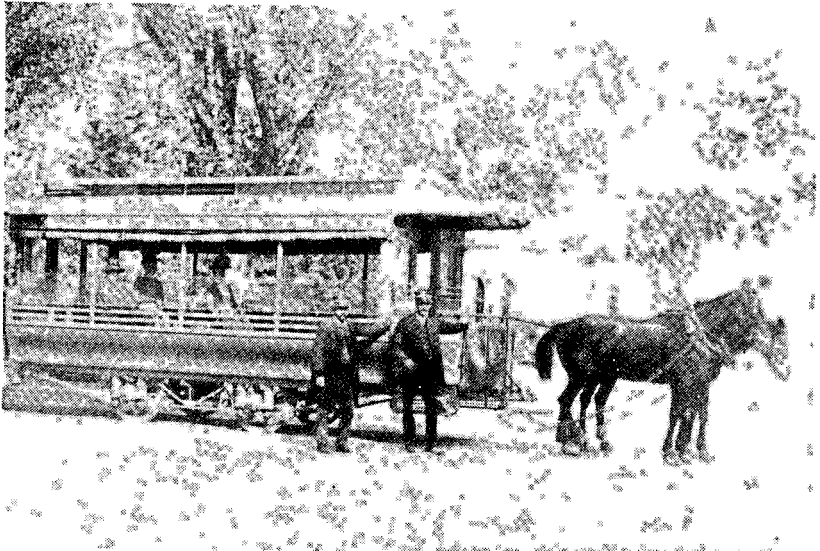
Heavy snow accumulated to a 1-foot depth and the 120 tons of weight caused the bridge to fall into the river with a thunderous crash at 3 a.m. on Tuesday, April 21, 1857.

1863 An advertisement for the Lake View Spring Ice and Cider Manufacturer appeared in the City Directory. "Leave orders at Lake Avenue near Lake View Park, John Boyd Jr."

A horse-drawn streetcar began operation on Lake Avenue.

HORSECARS ON LAKE AVENUE

On July 13, 1863, the first horsecar ran on a line from the depot on State Street to McCracken Street (Driving Park Avenue) near the head of Buell Avenue. There was a turntable at McCracken Street to turn the cars around. All of the lines were single track, and cars going in opposite directions passed at "switches" placed at irregular intervals.



In 1868, the Rochester City and Brighton Railroad Company went bankrupt and was sold at auction to C.B. Woodworth. The new company negotiated a more favorable agreement with the Common Council in late 1869.

Business must have increased. In 1871, ten new cars were placed in service on the Lake Avenue line and the line was double-tracked.

1869 Fire broke out on the roof of E.L. Pottle's home on Lake View Park. It was probably started by sparks from the chimney. He and neighbors extinguished the blaze.

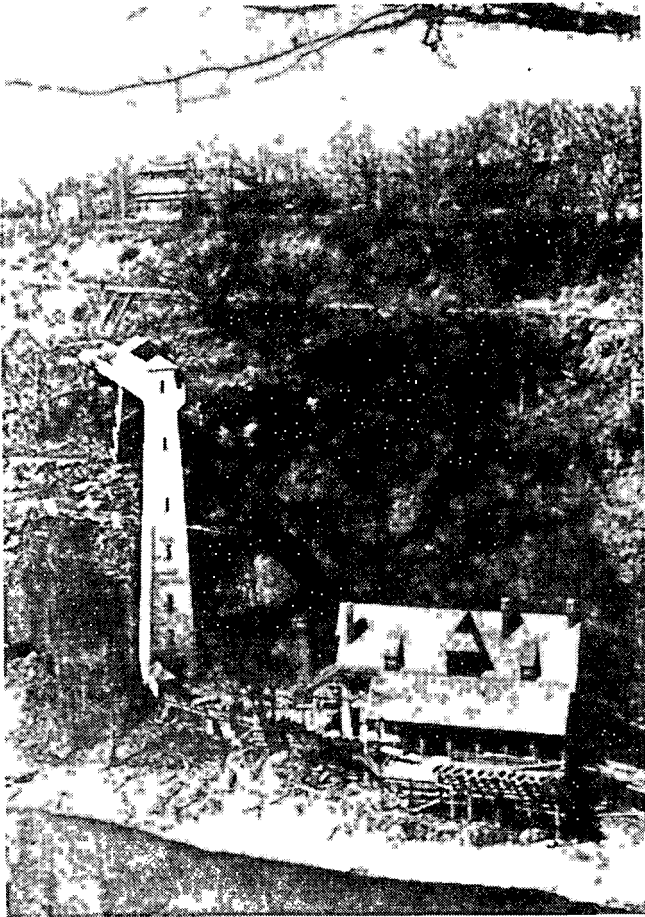
1870 The Glen House was built on the west bank of the river just north of the Lower Falls.

GLEN HOUSE

The Glen House, built by Ellwanger, Barry, Woodworth, and Whitney in 1870, was a popular resort hotel located at the bottom of the Genesee River gorge just north of the Lower Falls. Steamboats came up the river with passengers who frequented the hotel. It

was also reached by the Lake Avenue horsecar line. Stairs led down from the top of the gorge. In 1878, an elevator was installed. It was closed down after the car dropped halfway down the 100-foot shaft, shaking up a load of schoolchildren.

Famous for its imaginative cuisine, dances, and moonlight excursions, the Glen House thrived until the start of the electric trolley service to the lake in 1889 led to its decline. In 1894, a fire raged through the Glen House, killing a Mrs. McIntyre, the mother-in-law of Jacob Valley, the proprietor. It was never rebuilt.



Glen House

1871 Patrick Barry, George Ellwanger, Chauncey B. Woodworth, and James H. Whitney purchased grounds to make a public resort at McCracken Street (Driving Park Avenue) and Lake Avenue.

One hundred forty acres of land was purchased in Greece for Holy Sepulchre Cemetery.

MAPLEWOOD PARK

The land near McCracken Street (Driving Park Avenue) was variously known as Maplewood, Maple Grove, and Maplewood Park. It was used by the Indians as ceremonial grounds.

The northern section of the present Maplewood Park was known as Seneca Park West until 1904, at which time the park commissioners changed the name to Maplewood Park.

1874 The city of Rochester annexed land west from the Boulevard (Dewey Avenue) to the N.Y.C. and H.R. Railroad and Lily Street, and north just beyond Big Ridge Road (Ridgeway Avenue).

The first race at the Driving Park Race Track was won by a mare, Goldsmith's Maid, that set a new world's record of 2:11 3/4 for the one-mile course. The next day, August 12, was the official opening day of the race track.

ROCHESTER DRIVING PARK

The Rochester Driving Park, located on land bounded by the present Driving Park Avenue, Dewey Avenue, Birr Street, and the Charlotte branch of the Penn Central R.R., was completed in 1874. It included a mile track for harness racing, stables, dairy and poultry hall, cattle buildings, sheep and swine pens, a hall to display manufactured goods, a power plant, and administrative offices. There were three grandstands, a bandstand, and judges' and reporters' stands. The grounds were enclosed with a picket fence which had six carriage and seven pedestrian