

*T h e*  
CENTENNIAL HISTORY  
*of* CHAUTAUQUA COUNTY

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*A Detailed and En-  
tertaining Story of  
One Hundred Years  
of Development*

FULLY ILLUSTRATED

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VOLUME II.

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# EARLY HISTORY OF DUNKIRK.

BY OBED EDSON.

## I.

### PRIOR TO SETTLEMENT.



OBED EDSON.

Lake Erie.—When it was that the first white man visited the Harbor of Dunkirk we are not informed. One hundred and fifty years ago the French had coasted along the southeastern shore on Lake Erie and knew of its existence. The French were famous explorers. Before the landing of the Pilgrims they had penetrated the great wilderness of Canada and reached the distant shore of Lake Huron. French traders were adventurous men. Private ventures made by plain citizens often outstrip public enterprises. Hardy whalers have discovered seas and islands in regions near the poles before they became known to those famous explorers of whom we read so much. The same is true of the French traders of the Mississippi Valley. They frequently anticipated their government in explorations and discoveries. They traversed the forest wilds to buy beaver skins and other furs. Often “danger’s self was lure alone” to make hazardous journeys in the vast regions west of the Alleghenies. Porcelain beads, French axes and other articles of ancient manufacture, found now and then within the county at points distant from the later routes of French travel and exploration, attest their presence here at an early day, and when the pioneers first came, depopulated beaver dams, of which there were many,

explained their mission. So striking a place in the shore of Lake Erie as the wide and spacious bay at Dunkirk, with its dark fringe of forest trees, could hardly have escaped their notice.

To trace from the beginning the progress of discovery in the vast regions of the west, which embraced within its borders the harbor at Dunkirk, will lead us back many years. More than two and a half centuries has Lake Erie been known to Europeans. The Jesuit Lallament, in his report to his superior in France, made in 1641, says:

“This river (Detroit) is the same by which our great lake of the Hurons or ‘Fresh Sea’ discharges itself in the first place into Lake Erie (le lac d’ Erie) or the lake of the Cat nation,” and the Jesuit Ragueneau, in 1648, says:

“Nearly south of this same neutral nation there is a great lake about two hundred leagues in circuit, named Erie, which is formed by the discharge of the ‘Fresh Sea’ and which precipitates itself by a cataract of frightful height into a third lake named Ontario, which we call Lake St. Louis.” This is the first mention that we find of the great Cataract of Niagara.

We have no account of any European that visited or saw the shore of Chautauqua County prior to La Salle’s voyage over Lake Erie, unless Ettiene Brule, Champlain’s interpreter, in 1615, or soon after, reached this region. According to Father Hennepin, La Salle

set sail in the Griffon, from the foot of Lake Erie on the 7th of August, 1679. He writes that for:

"About forty-five leagues we saw, almost all the way, the two distant shores, fifteen or sixteen leagues apart."

Baron La Hontan visited the northern shore of Lake Erie in 1688 and has favored us with the following flattering account of it: "Lake Erie is justly dignified with the illustrious name of Conti, for assuredly it is the finest upon earth. You may judge of the goodness of the climate from the latitude of the countries which surround it. Its circumference extends two hundred thirty leagues, but it affords everywhere a charming prospect; and its shores are decked with oak trees, elms, chestnuts, walnuts, apple and plum trees and vines which bear their fine clusters up to the very tops of the trees upon a sort of ground that lies as smooth as one's hand. Such ornaments as these are sufficient to give rise to the most agreeable idea of a landscape in the world. I cannot express what quantities of deer and turkeys are to be found in these woods, and in the vast meadows that lie upon the south side of the lake. At the bottom of the lake we find wild beeves (buffaloes) on the banks of two pleasant streams that disembogue into it, without cataract or rapid currents. It abounds with sturgeon and white-fish, but trout are very scarce in it, as well as the other fish that we take in the Lakes Huron and Illinese (Michigan). It is clear of shelves, rocks and banks of sand, and has fourteen or fifteen fathoms of water. The savages assure us it is never disturbed by high winds except in the months of December, January and February, and even then but seldom, which I am very apt to believe, for we had very few storms when I wintered in my fort, in 1688,

though the fort lay open to the Lake of Hurons."

The Eries.—Again he says: "The banks of this lake (Erie) are commonly frequented by none but warriors, whether the Iroquois, the Illinese, the Oumiamies, etc., and it is very dangerous to stop there. By this means it comes to pass that the stags, roebucks and turkeys run in great bodies up and down the shore all around the lake. In former times the Errionons and the Andastogueronons lived upon the confines of the lake, but they were extirpated by the Iroquois, as well as the other places marked on the map."

It appears from the last extract, that the Eries or the Nation of the Cat, from whom the lake derives its name, lived along its shores. We have other and abundant evidence that Chautauqua County was the principal home of that people.

The Buffalo and the Beaver.—The bison or buffalo also once inhabited this region. They ranged in some parts of the United States nearly to the Atlantic seaboard. Charlevoix, the French traveler, writes that in 1720:

"There were on the south side of Lake Erie prodigious quantities of buffaloes." The River Aux Boeuf, a tributary of French Creek, which flows in Erie County, Pennsylvania, within fifteen miles of Chautauqua, was so named from the number of buffaloes there found. Buffalo Creek and City derive their names from the fact that in a period not remote the bison frequented the banks and plains that bordered Buffalo Creek, visiting the once well known salt spring or lick, near the boundary of the City of Buffalo, around which their bleaching bones, in early years, were abundantly found.

When the earliest explorers visited the country bordering the southern shore of Lake Erie, they found that cur-

ious animal, the beaver. Rufus Pier and Elmer Freeman, early hunters of Jamestown, in 1816 bought the skins of three beavers caught near Goose Creek. The remains of their dams were often seen by the first settlers of the county at Beaver Meadow Creek in the Town of Westfield, in Portland, in the Cassadaga Valley, and at several places on French Creek. Not five miles from Dunkirk, at the head waters of Beaver Creek in the Town of Sheridan, were the plain evidences that there was once the home of these industrious creatures. The field notes of the surveyors of the Holland Purchase show that the beaver and the otter had long been inhabitants of this region.

DeCeloron.—About sixty years after the voyage of LaSalle, Capt. Bienville DeCeloron was sent by the French Government with two hundred fifty men to assert the right of France to the country along the Allegheny and Ohio, to be evidenced by the burial of leaden plates and other acts of occupation. In this voyage he coasted along the southern shore of Lake Erie to Barcelona. He left the foot of the lake on the 14th of July, 1749. After advancing but a few miles he and his companions were compelled by a high wind to encamp on the night of the 14th on its southern shore, somewhere in Erie County. They were again compelled to land on the 15th by reason of adverse winds. Their place of landing was somewhere on the shore of Chautauqua County, which is described on the journal of the expedition as being a place where the water was "extremely shallow, with no shelter from the force of the wind, involving great risk of shipwreck in landing, increased by large rocks extending more than three quarters of a mile from the shore." Celoron's canoe struck one of these rocks and he would have been drowned had he not received prompt

assistance. On the 16th the expedition reached the Chadakoin portage (Barcelona). As Celoron's voyage was made in frail boats and in tempestuous weather, he undoubtedly closely hugged the southern shore of the lake and it is not unlikely that he and his party entered Dunkirk Harbor. (For a further account of Celoron's voyage see page 29 Vol. I.)

Other French Expeditions. — The next expedition that coasted along the shore of our county was a French force of two hundred fifty men under Monsieur Barbeer in April, 1753, followed a little later in the same year by five hundred French soldiers under Monsieur Marin. The French at this time did not seem to be very familiar with this border of the lake for DuQuesne, Governor of Canada, in his letter of August 20, 1753, to M. de Rouville, the French Minister of Marine and Colonies, says: "I preferred landing the troops that were sent to the west this year under Marin at the Harbor of Presque Isle on Lake Erie, which I very fortunately discovered, instead of Chataconit (the mouth of the Chautauqua Creek), where I informed you I would begin my posts. This discovery is so much the more propitious as it is a harbor which the largest boats can enter loaded and be in perfect safety." In the same letter he says:

"The discovery I have made of the Harbor of Presque Isle is regarded as the finest spot in nature."

Portage Road and Samuel Shattuck. — Later still in the year 1753 a French force under Hughes Pean, built a wagon road from the mouth of Chautauqua Creek to Chautauqua Lake. The French were observed performing this work by an English scouting party that had before encamped for a night on the banks of the Canadaway at a place believed to be in the Town of Dunkirk. One of

the party was Samuel Shattuck, who afterwards became a resident of the Town of Portland. (See pages 30 and 31, Vol. I.)

D'Aubrey.—For six years thereafter, during the French and Indian War, the Harbor of Dunkirk was quite likely to have been visited by Frenchmen passing to and from Canada to their posts in Pennsylvania. In July, 1759, one thousand armed Frenchmen under D'Aubrey, in fifty or sixty bateaux, coasted along the southern shore of the lake from Presque Isle to assist their countrymen in raising the siege of Fort Niagara, laid by Prideaux. Four hundred of their red allies, armed with tomahawks and scalping knives, accompanied them in a fleet of canoes. A stirring scene it was that was presented by this motley array, as it passed Dunkirk Harbor.

The French Lose Control of Lake Erie.—The disastrous result of the struggle at Fort Niagara lost to the French the control of Lake Erie which they had held for one hundred years, and destroyed their commerce there, if it could be called a commerce. They took two armed vessels, probably large bateaux, the last of their naval force, into the narrow channel between Grand and Buckhorn Islands in the Niagara River, burned them to the water's edge and sunk their hulls, the remains of which could be seen not long ago in the shallow waters of "Burnt Ship Bay."

Major Rogers and Major Wilkins.—In the fall of 1760 Major Rogers and two hundred rangers passed Dunkirk Harbor in whaleboats on their way to take possession of posts surrendered by the French in the west. A few days later Major Wilkins followed with his ill-fated command on his way to relieve Detroit.

Sir William Johnson, returning from a journey to Detroit to establish a

treaty with the Ottawas, coasted by the Bay of Dunkirk in October, 1761. His journal says:

"Wednesday, October 1, (1761), embarked (at Presque Isle), at seven o'clock, with the wind strong ahead—continued so all day, notwithstanding it improved all day, and got to Jadaghque (Chautauqua) Creek and carrying place, which is a fine harbor and encampment place. It is very dangerous from Presque Isle here, being a prodigious steep, rocky bank all the way, except two or three creeks and small beaches, where are very beautiful streams of water or springs which tumble down the rocks. We came about forty miles this day. The fire was burning where Captain Cochran (the officer who commanded Presque Isle), I suppose, encamped last night. Here the French had a baking place and here they had meetings and assembled the Indians when first going to Ohio, and bought this place of them. Toonadawanusky, the river we stopped yesterday at, is so called.

"Friday, 2nd. A very stormy morning, wind not fair; however, sent off my two baggage boats and ordered them to stop about thirty miles off in a river (probably Cattaraugus Creek.) The Seneca Indian tells me we may get this day to the end of the lake. I embarked at eight o'clock with all the rest and got about thirty miles, when a very great storm of wind and rain arose and obliged us to put into a little creek between the high rocky banks. The wind turned northwest and it rained very hard. We passed the Mohawks in a bay about four miles from here. Some of our boats are put into other places as well as they can. My bedding is on board the birch canoe of mine, with the Indian somewhere ahead. The lake turns very greatly to the northeast and looks like low land. From Presque Isle

here is all high land, except a very few spots where boats may land. In the evening sent Oneida to the Mohawk encampment to learn what news here."

General Bradstreet.—In August, 1764, the largest European force that had ever visited the shores of our county passed the bay. It consisted of three thousand men under General Bradstreet on their way to raise the siege of Detroit, laid by Pontiac. It was composed of British Regulars, New England Militia, bands of Mohawks and Senecas. They voyaged in open boats, rigged with sails.

Early Commerce of Lake Erie.—While the lake was under the control of the French the boats that navigated it were French bateaux, often of large size, sometimes called vessels, and also canoes, occasionally with a sail. Captain Pouchot, the French Commandant of Fort Niagara in 1759, says that the French "only navigate this lake in bark canoes and very seldom in bateaux except from Niagara River to Presque Isle. They never go except along the shores which are shallow, although a little distance out it is deep enough." Indeed all during French dominion the principal navigation of the lake was close along its southern shore, and the Harbor of Dunkirk must have been often visited by military bands and warlike Indians. After the wars with the French and Indians had ended and before the Revolution a primitive commerce sprung up on Lake Erie, in open boats which were sometimes rigged with temporary sails. Supplies were carried to the military posts, goods to the Indians, and furs to the whites.

In 1760 the British at Presque Isle constructed a large scow with sloop-rigged sails to transport provisions from Niagara to Erie. It was the first British sail vessel on Lake Erie. In the fall of 1761 the British built at Navy

Island in the Niagara River a schooner called the Huron. She drew, when loaded, seven feet of water, was armed with six guns and was the first decked vessel to sail the lake after the Griffon. (See Navy Island and the First Successors to the Griffon, by Henry R. Howland). In 1762 a sloop-of-war called the Beaver was built. She was wrecked in a storm in 1763 near the mouth of Eigh-teen Mile Creek. Two small cannon, relics of this vessel, found by the early settlers, were once supposed to be the remains of the ill-fated Griffon, that after the voyage made by La Salle, was lost somewhere on its return from the west. In 1763 three more small armed vessels were built by the British at Navy Island. There were at least two or three English trading vessels on Lake Erie before the Revolution.

The following reference is taken from the New York Gazette, and Weekly Post Boy of February, 1770:

"By letters from Detroit we are informed that several boats with goods have been seventy days in crossing Lake Erie; the distress of the people was very great; they were obliged to keep two human bodies, found unburied upon the shore, in order to collect and kill the ravens and eagles, that came to feed on them, for preservation. Many other boats are frozen up, within forty miles of Detroit. A great many traders' small boats have been lost."

British and Indians Visit Chautauqua.—During the Revolution a force of British and Indians was sent from Fort Niagara to Chautauqua Lake with a view to a descent upon Pittsburg, accounts of which have been given on previous pages of this book. It is possible they visited the Harbor of Dunkirk which had now become well known and no doubt was often found a haven of safety for the frail craft of that day.

Point Gratiot was a prominent head-

land and a conspicuous object to those who sailed the lake. It takes its name from Gen. Charles Gratiot of the army. He was born in Maryland in 1788, was graduated from West Point in 1806, entered Corps of Engineers, and was made Captain in 1808, was Chief of Engineers under General Harrison. He took part in the defense of Fort Meigs and in the attack on Fort Mackinac. He was made Major in 1815, Lieutenant Colonel in 1819, Colonel, Chief of Engineers and Brigadier General in 1828. He was Inspector at West Point from 1828-1838. He died in 1855.

Commerce after the Revolution.—After the Revolution a little commerce in furs and peltries was carried on. "An armed brig, a few gunboats and one merchant vessel, was all the English had on the lakes at that period," says Mr. Fairbanks, who resided at Chippewa in 1795.

The British did not surrender their posts on the western frontier until long after the Revolution. Fort Niagara was not given up until 1796. Colonel Smith was in command at Niagara at that time. He commanded the British at Concord and Lexington. He may be said to have opened and closed the War of the Revolution.

After the British surrendered the border posts, for several years there was little commerce on the lake. Besides furs and peltries there was only carried as downward freight, whitefish from the upper lakes and fruit from the orchards on the Detroit River. A few frail boats coasted the southern shore.

In 1796 the schooner *General Macy* of ninety tons burden, was built at Detroit. The same year the ship *Detroit*, seventy tons burden, was also built at Detroit. She was purchased from the Northwest Fur Company by the government and was the first vessel bearing the American flag on Lake Erie. The

*Washington*, fifty tons burden, was built in 1797 at Four Mile Creek, near Erie, Pennsylvania. In 1800 other vessels were built. Up to 1802, when Chautauqua County was first settled, there were not to exceed a dozen vessels on the lake.

In 1798 Rufus S. Reed of Presque Isle, now Erie, was engaged in the transportation of goods and provisions along the shore of the county in bateaux and over the Indian trail from New Amsterdam, now Buffalo, to Presque Isle. Eleazer Flagg, afterwards a well-known resident of Stockton, was in his employ in the former enterprise. These coasting boats must have often visited the Harbor of Dunkirk.

Zattu Cushing superintended the building of the *Good Intent*, a vessel of thirty tons, at the mouth of Mill Creek in Erie County, Pennsylvania, in 1799. She was lost at Point Abino, with all on board, in 1805. We have now arrived at the important period when settlement was to commence at Dunkirk by the pioneers of the Holland Purchase.

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## II.

### SETTLEMENT.

Beginning of Settlement.—The first white men to come within the corporate limits of the City of Dunkirk, of which we have definite evidence, were a party of surveyors under Andrew Ellicott, Surveyor General of the United States and elder brother of Joseph Ellicott. He and his party, in August, 1790, traversed the shore of Chautauqua County while engaged in establishing the western boundary of New York State. The next to come, of which we have certain knowledge, were the surveyors of the Holland Land Company. Seth Pease and his party, in 1798, traversed the Chautauqua shore of Lake Erie, mak-



TIMOTHY GOULDING.



MRS. TIMOTHY GOULDING.

ing a minute survey of the shore line of Dunkirk Harbor.

Zattu Cushing, who built the Good Intent, was the grandfather of William B. Cushing, the destroyer of the *Albemarle*. He became a leading citizen and was for many years the First Judge of Chautauqua County. To him the credit is due of causing the first settlement to be made in both the Town and City of Dunkirk. He took the first step in 1804 by purchasing of the Holland Land Company lot twenty-nine, which comprised the west part of Point Gratiot, all of which lies within the boundary of the city. He also in the same year purchased a large adjoining tract consisting of lots twenty-eight and thirty-three, being the lands that lie on both sides of the Canadaway Creek at its mouth and all lying within the boundaries of the Town of Dunkirk.

Seth Cole Settles the Town of Dunkirk.—The first actual settlement of the town was made by Seth Cole at the

mouth of the Canadaway. He and his family came into the county with Zattu Cushing from Paris, Oneida County, New York, in February, 1805. In June he bought land at the mouth of the creek of Judge Cushing for three dollars and thirty-three cents per acre and settled upon it the same year. He took his first crop to Niagara Falls to be ground and afterwards to the Twenty Mile Creek in Pennsylvania. The crops were drawn by an ox team on the ice.

The Mouth of the Canadaway and Chadwick's Bay Become Pioneer Ports.—The first use of the Harbor of Dunkirk by the early settlers of the county was as an embarking point in their voyages in small boats. David Eason in 1804 or 1805 paid ten dollars for a barrel of flour brought to Canadaway from across the lake. Before a gristmill was erected at that place people who lived along the south of the Main Road would unite and send their little stock of grain in boats to the nearest mill, at Black

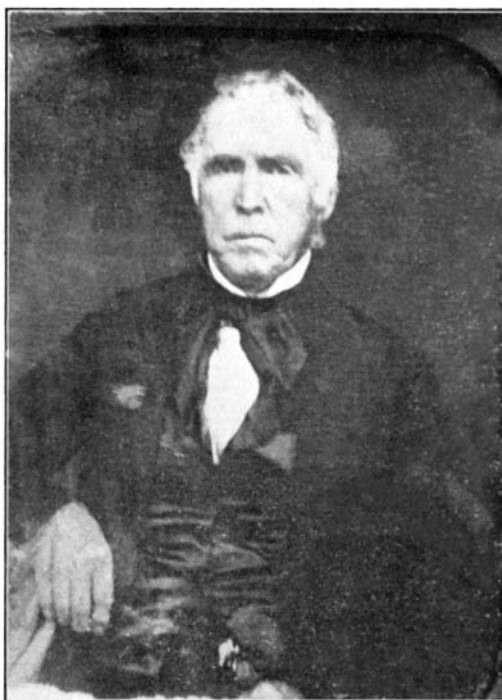


Rock, to be ground. In stormy weather this voyage would sometimes consume two weeks. It is most likely that these voyages were generally made from the mouth of the Canadaway and that little use was made of the Harbor of Dunkirk until after settlement was made there.

**Timothy Goulding Settles the City of Dunkirk.**—In 1808 Timothy Goulding located one mile west of the harbor. A portion of Point Gratiot was included in his purchase. He built his house near where are now the brick yards and probably within the city limits. He was the first actual settler of the city. Afterwards he returned to Madison and came back in 1809 with his brother Luther Goulding, and his brother-in-law, Solomon Chadwick. Timothy was the son of Joseph Goulding, who was born in Sherborn, Massachusetts, and died in Pomfret about 1818 aged eighty years. Timothy died in 1873.

**Solomon Chadwick Settles at the Harbor.**—The first settler at the harbor was Solomon Chadwick in 1809. He was born at Warren, Massachusetts, October 16, 1776, emigrated to Madison County where he married Persis, a sister of Timothy and Luther Goulding. He moved his family to this county with a sled and yoke of oxen. By a contract dated February 21, 1810, he bought seventy-three acres. This land includes the east part of lot twenty-four, was about seventy rods wide and one hundred sixty long, extending from the bay to the south line of the lot. It all lies within the Second Ward of the city. He agreed to pay one hundred sixty-four dollars and twenty-five cents for the land or about two dollars and twenty-five cents per acre. Four dollars was to be paid down; four dollars and the interest February 21, 1811; the interest annually and the remainder of the principal in eight equal annual payments, the first Febru-

ary 21, 1813. He built his loghouse—the first erected at the harbor—on the shore near the foot of Dove Street, a little east of the water works. He lived at the harbor six or seven years and then sold out his interest in his land and moved first to Sheridan and afterwards to Perrysburg, Cattaraugus County, where he died aged eighty-seven years. He was a man slightly above the medium height, spare in build and was kind and cordial in his manner.

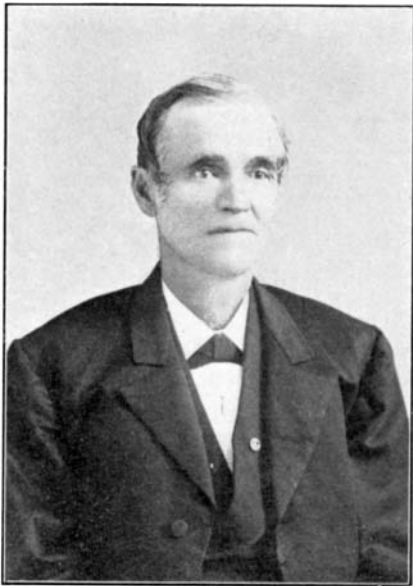


SOLOMON CHADWICK.

Luther Goulding from Madison County articulated land in June, 1809, and settled west of Chadwick and east of his brother Timothy. He cleared the land and built his log house near the bay, at the bend of the shore, where it turns toward the lighthouse. He built the first frame building erected in the city, a barn near Point Gratiot. It is represented in a painting of Dunkirk made by Prof. D'Almane in 1835, and was standing as late as 1846. Luther was the brother of

Timothy and Otis Goulding. He was born at Holliston, Massachusetts, in 1785. He married Polly Harrington. She was born at Petersham, Massachusetts. Mrs. John Vosburg and Mrs. C. S. Stebbins of Gowanda, Cattaraugus County, are their daughters.

The Brighams Come.—Although the Goulding-Chadwick family was the first to locate within the limits of the city, the Brighams were almost as early settlers, and were longer and more closely identified with the fortunes of the



**WALTER E. BRIGHAM.**  
First Child Born in Dunkirk.

place. John Brigham was the son of Jonathan Brigham, a native of Massachusetts, who emigrated from Oneida County in 1810 and settled in Sheridan, and in 1813 removed to Mayville, where he died in 1848. John Brigham came from Madison County, New York, and settled upon lot twenty-three, within the present corporate grounds, in 1808, where he lived until August, 1828, when he and his wife both died, one on the 20th and the other on the 21st. The wellknown thoroughfare leading into Dunkirk, called the Brigham Road, he

laid out and upon it he lived. It takes its name from him. This was the second road opened from Fredonia to the lake. The first was the one opened to the mouth of the Canadaway. The third road so opened is now called Central Avenue.

John Brigham Jr., came to Dunkirk at the same time with his wife and child. His brother James married Fanny Risley, a sister of Gen. Elijah Risley of Fredonia, in 1811. Samuel Brigham, a younger brother of John, Sr., in 1810 took up land on lot nineteen, and along the eastern shore of Dunkirk Harbor. He did not move here but died in Oneida County in 1811. Joel Brigham, his son, and the only one of his family who came here, settled soon after on the lot taken up by his father. His house was built up on the shore of the lake, in the Polish part of the city. A few years after, when he was returning on foot from Buffalo, when in the "four mile woods" about a mile beyond the Cattaraugus Creek, he was shot through the body by a young Indian. He reached Mack's tavern, where he was unconscious for several days. He was ill for two or three months, attended by surgeons from Buffalo. Among the Indians brought before him by Captain Mack he identified Longfinger, a young redskin about seventeen years old, as the one who shot him. Longfinger was tried in Buffalo and imprisoned. Brigham lived many years and died in Ohio.

The Gaylords.—A little later than 1810 Amon Gaylord located and built upon land lying east of Central Avenue on Lake Street. He was born at Norfolk, Connecticut, August 28, 1766, and died in Illinois in 1855. Ahiram Gaylord, his son, came at the same time and located and built near his father. He was born November 11, 1787, and died in Illinois June 17, 1846.

Daniel Pier took up land west of Cen-

tral Avenue and came here in January, 1814, and built at the corner of Second and Lake Streets. He was born in Cooperstown, March 17, 1783, and died April 2, 1837. He married Candace, daughter of Amon Gaylord. They had seven children, among whom were Amelia S. Pier, Mrs. Louisa W. Saxton and Mrs. Eveline H. Morey. Abraham Pier, brother of Daniel, was an early settler of the Town of Busti.

Chadwick's Bay.—The first settlers of Dunkirk were generally influenced in selecting locations by the desire to obtain good farming lands, without expectation of deriving especial advantage from a situation near a lake harbor. Solomon Chadwick is said, however, to have been led to locate upon the bay by the promise that it gave of being some time a lake port of importance. But during the six or seven years that he fished in the bay and dreamed of coming commerce and labored a little to extend the area of his rather neglected clearing, there was little to encourage his expectations. The place that he had chosen was not an inviting one. A gloomy forest lay between his habitation and the open woods that grew upon the dry and gravelly grounds of the Canadaway settlement. The site of the city was covered by a heavy forest of black ash and hemlock. Upon the drier grounds grew whitewoods and sycamores of the largest size. (A root of one of these whitewood trees is mentioned as extending in an irregular course more than ninety feet before it disappeared in the ground.) The generally even ground upon which the city is built inclined towards the lake with sufficient descent to readily drain it, but the roots of the trees and the decayed and fallen timber so dammed the surface waters as to produce a boggy growth, and give it the appearance of being swampy ground. The forbidding

appearance of this section turned settlement in other directions. Deer, wolves and other wild animals continued to inhabit here as late as they did the more inland portions of the county. These dismal woods came down to the very shore of the lake. From the solitary cabin, Chadwick for days would look out over the lonesome bay, and see only a blue waste of waves with not a sail in sight. At long intervals, some small craft, driven by stress of weather, or laden with supplies for the settlers in the backwoods, would find its way into the bay and so Chadwick became well known to the navigators of the lake. His hospitable and cordial ways made him well liked by the sailors. So they called the place Chadwick's Bay.

Commerce of Chadwick's Bay.—The first vessel of which we have a record that came to the harbor was brought there by Samuel Perry in 1810. The few commodities that were infrequently landed at the harbor, and other loads transported through the woods, were carried on sleds of a very simple construction. The principal branches of a small tree were cut a few feet above the forks or crotch. The tree itself was cut off a little distance below. There a hole was cut, through which a chain was passed, by which the oxen drew the load. This simple sledge was the best known for the carriage of heavy articles through the woods. It would adapt itself to the inequalities of the ground, and was fitted, by its narrow prow, to avoid obstacles. It would slip and slide between the trees and over the roots with little friction and without upsetting. It was called by the settlers a "go-devil." The writer, when a boy, assisting in the survey of the New York and Erie Railroad, was informed by Solomon Chadwick, who was then residing at Perrysburg, Cattaraugus County, that he transported from his bay at Dun-

kirk the first merchandise that was ever conveyed south of the Ridge in the east part of the county in this way; the load consisted of a barrel of whiskey, strapped upon one of these vehicles and drawn by a yoke of oxen. It may have been a part of the cargo of Samuel Perry's vessel, above mentioned. Thus it seems the shipment of a barrel of whiskey, mounted upon a "go-devil" was the ominous beginning of commercial activity at Chadwick's Bay.

War With England.—Dunkirk Harbor and the mouth of the Canadaway were now destined to become a little better known along the frontier. June 18, 1812, war was declared against England, of which official information reached Fort Niagara on the 26th. The British learned of this twelve hours earlier through a dispatch sent to Queens-town by John Jacob Astor in the interest of the Fur Company. They promptly captured a small vessel loaded with salt which had just set out from Black Rock to coast along the shore of Chautauqua to Barcelona or Erie. This was the first notice that the citizens of Buffalo had of the existence of war. The important tidings spread as if carried upon the wings of the wind to the most remote settlements of the Holland Purchase. The declaration of war at first created consternation upon the border. Chautauqua was thinly settled. Its people were poor and illy prepared. Having forty miles of lake coast it was more exposed to invasion than most of the other parts of the purchase. Until Perry's victory in the fall of 1813, the British had complete command of Lake Erie and could land a force at Dunkirk, Barcelona, Silver Creek and at the mouth of the Cattaraugus. The poverty of the people undoubtedly shielded the county from invasion.

Defensive Preparation.—Soon after

news of war reached the county a detachment of forty-five men under the command of Captain James McMahan was posted at Barcelona where he built a defensive work to protect salt boats on their arrival at the northern terminus of the Portage Road. Another detachment of about the same number was stationed at the mouth of the Canadaway to guard those salt boats on their way up the lake. Salt from the Onondaga salt springs for Pittsburg was at this time the principal article of transportation along the southeastern shore of the lake. With the exception of an affair at the mouth of the Cattaraugus the Town of Dunkirk has the distinction of being the only town in the county in which actual hostilities occurred between opposing forces in war, subsequent to its settlement.

Affair at the Mouth of the Canadaway.—The very first event of the war, in which there was blood shed, occurred in the Town of Dunkirk. It was an attempt by the enemy to capture a salt boat on its way from Buffalo to Erie. About forty men of Captain Tubbs's company, Col. John McMahan's regiment, had been posted at the Widow Cole's house at the mouth of the Canadaway, to guard such craft as might take refuge in that haven of safety. The salt boat had been obliged to put into Eighteen Mile Creek to escape from a British cruiser. It stole out in the darkness, and after a hard night's row ran up on the west shore of Canadaway Creek. As morning broke and the fog cleared away, they saw right before them off the mouth of the creek, not a quarter of a mile away, a large armed schooner, probably the *Lady Provost*. After a little, a boat with a dozen or more armed men, set out from the vessel to attack the salt boat, which fired upon them from a swivel. Captain Tubbs and his men lay concealed be-

hind the east bank of the creek; when the British small boat arrived within musket shot they opened fire. The boat immediately put back to the vessel. What loss the enemy sustained, or whether any, has not been certainly ascertained. It is related that the crew of the *Lady Provost*, afterwards captured by Perry, stated their loss to have been three wounded and none killed. Mrs. Cole was the heroine of the occasion; when hostilities commenced she mounted her horse and rode to the Canadaway for reinforcements; after her return she was actively engaged in carrying food and drink to the men. The war waged by the British upon salt boats finally destroyed all commerce in salt and its transportation over the Portage Road came to an end.

British Depredations.—During the summer of 1813 British vessels were cruising the lake, chasing and capturing such small craft as ventured from port, occasionally looking into Erie Harbor where Perry was building his fleet, and now and then committing depredations along the American shore. The *Queen Charlotte*, a ship mounting seventeen guns, afterwards captured by Perry at the Battle of Put-in Bay, was the most familiar to the people of the county and the most dreaded of these vessels. She was a scourge to the inhabitants all along the eastern border of the lake. She often hovered off Dunkirk and made frequent descents to plunder the inhabitants, particularly at or near Eighteen Mile Creek in Erie County.

Second Affair at the Mouth of the Canadaway.—Lay's tavern, a wellknown house of entertainment near the lake shore was at one time rifled. The American Commander remonstrated and the British ordered the goods to be restored. They were placed in boxes and put on board that vessel, which first put in at the mouth of the Cattaraugus

Creek but landed no goods. She then came to the Canadaway and sent a boat ashore manned by thirteen men commanded by a Lieutenant, with a flag of truce, under pretense of returning the goods, but probably with the sole purpose of taking such property as should be found. Judge Cushing and one of his neighbors were at the mouth of the creek with his ox team for a load of salt, which he had stored in an old log house. He had loaded his salt when the British landed. He immediately sent his companion to notify the inhabitants, and managed to entertain and detain the Lieutenant until the people rallied. They fired upon the red coats and wounded one of the sailors. The men all deserted with the exception of the wounded Frenchman. One account says seven men deserted and that an old negro was left behind with the Lieutenant. Judge Cushing offered to help row the officer back to the ship, if he would pledge his honor as a British officer that he should safely return. This the Lieutenant declined to do and rowed himself back to the ship as best he could. The deserters "took to the woods," but were apprehended the next day and taken to Erie. After this affair the *Queen Charlotte* moved up the lake.

After Perry's victory on Lake Erie a part of the force captured by him was sent by land under guard from Erie to Buffalo. In passing through Chautauqua County they were sometimes halted on their march for refreshments or a night's rest. The Lieutenant, who a few months before had landed with a flag of truce at Canadaway Creek, was kept a prisoner of war over night at Richard Williams's log tavern on the West Hill at Fredonia. "He inquired for the man who was with the ox team on that occasion and was told that it was Judge Cushing. He said that Mr. Cushing was too long-headed for him;

that he intended to have taken him a prisoner and to have seized the salt of which they were in great need, but the Judge delayed them by his pleasant conversation and by various devices until his forces arrived."

Sophronia Gates.—On another occasion an officer and boat's crew from the Queen Charlotte landed near the mouth of the Big-Sister Creek, a few miles from Angola, and forcibly carried off an old man by the name of Gates. The old gentleman was taken on board the Queen Charlotte and put ashore at Chadwick's Bay. He arrived the next day, tired and footsore, at Mack's Tavern, where his daughter Sophronia had sought an asylum. The manner in which Sophronia turned the tables upon the British officer who had abducted her father, I have told in the first volume of this history, at pages 93 and 94.

Capt. Zephaniah Perkins and the Kingbird.—After the war the commerce of the bay increased a little. Haven Brigham, the second son of Jonathan, above mentioned, settled in Sheridan in 1810. He and his younger brother Winsor built a sawmill and had it in operation in 1811, but soon after Winsor sold out his interest to Haven and commenced the erection of the County Court House at Mayville. Haven, about 1815, built a schooner of forty tons' burden, which he named the Kingbird. She was commanded by Capt. Zephaniah Perkins who ran her between Dunkirk and Buffalo, freighted with lumber from Haven's mill. She brought back merchandise for the people of Dunkirk and Fredonia. Captain Perkins was a man of courage, trustworthy and very popular but was once insubordinate. It is related that when he was a mate, a difference arose between him and the Captain as to the management of the boat in a gale. The Captain ran her into the Cattaraugus

Creek. Perkins thought such a course extremely dangerous and forced the Captain into the hold, put the vessel to sea and rode out the gale in safety.

Chadwick's Bay in 1816.—In 1816 a stock of goods was landed at Chadwick's Bay for Ralph and Joseph Plumb, merchants of Fredonia. It is said they were the first of the kind brought into the harbor. A temporary wharf was made by placing wooden horses in the water upon which planks were laid, until the vessel was reached from shore. At this time, Dunkirk did not have sufficient population to entitle it to be called a village. But six or seven families were residing between Point Gratiot and the lower point. The few houses were so scattering that it was scarcely a hamlet. It was still known as Chadwick's Bay. Sampson Alton hunted deer within the city limits. Central Avenue was merely a path marked by blazed trees, with the underbrush cut out. The road that had been cut by Seth Cole many years before, from the Town of Portland through Dunkirk to Silver Creek was impassable for teams. Walter Brigham, son of Stephen and grandson of Jonathan, came to Sheridan in 1816. He told Henry Severence that he "started from Sheridan with his mother and grandmother" one morning on foot to visit the Brighams on the Brigham Road, almost half way to Fredonia, and that they came by the road cut by Mr. Cole. It took them all day. "They had to let themselves down into the gulf east of Mr. Smith's by hanging on to one bush until they could get a good clinch at another and climb up the opposite bank by lifting and hauling each other. The gulf near George Rider's had to be passed in the same way. After they got this side of the high bluffs they went on the beach of the lake and finished their journey of the

day, making a distance of but five or six miles, tired, worn and hungry."

The site of Dunkirk and the country around it was apparently a dead level. Trees of remarkable size covered its monotonous surface. Its lonely and forbidding appearance, no doubt prevented its rapid settlement. About the year 1817, a new era commenced. Expectations were awakened that, doomed at times to disappointment, have survived to the present day. The history of Dunkirk has been unlike that of any other locality in the county. Periods of hope have been successively followed by long periods of depression, during which the true Dunkirker has never lost faith in the future, but has steadfastly adhered to the capricious fortunes of his town.

DeWitt Clinton and the Grand Canal.—The time had now arrived when Dunkirk was to emerge from the discouragements of its early settlement. In 1817 De Witt Clinton was first elected Governor. A bill for the construction of the Erie Canal became a law the 15th of April, 1817. The public mind was filled with great projects for advancing the commercial importance of the state and Governor Clinton was the most enthusiastic in support of them. Governor Clinton for some reason turned his attention favorably to Chadwick's Bay and made investments in its real estate. At that time the termination of the "Grand Canal," as it was then called, had not been decided upon. There was a remarkable scarcity of good harbors upon Lake Erie. With the exception of Black Rock, Put-in Bay and Detroit River Chadwick's Bay was then regarded as the best harbor on the lake; better than Maumee, Sandusky, Cuyahoga River or Erie. It is described by William Darley in a book entitled "A Tour from New York to Detroit" published in 1818 as follows: "A semicircular bay

lies in front of the village, formed by two capes, distant from each other about a mile and a half with a bar extending from cape to cape over which there is seven feet of water. Vessels capable of passing the bar find good shelter from east, southeast, south or southwest winds, and the bar breaking the waves, the harbor affords a refuge also from winds blowing from the lake. The bottom of the bay affords good anchorage within two hundred yards of the shore."

For the shipping of those days, before steam was used in navigation, it was a harbor more easily entered than Black Rock, then strenuously striving to be the terminal point of the canal. No harbor existed at Buffalo—only the mouth of a shallow creek which emptied into the lake at the head of objectionable rapids and which was so obstructed by a sand bar that vessels could rarely enter. Even canoes could not pass, and sometimes footmen could walk dry shod across. Chadwick's Bay was then clearly the best harbor on the lake within the state. It was for a while a dangerous rival of both Buffalo and Black Rock. Governor Clinton believed that contingencies might occur that would cause it to be chosen a western terminus of the canal. The air was then filled with schemes for public improvement—even the impracticable project of a canal from Chautauqua Lake to Lake Erie was discussed. It is possible that Governor Clinton thought that, independent of the Grand Canal, the good harbor and the situation of Chadwick's Bay at the western end of the state gave it superior advantages. No suggestion that it was thought of as a terminus to the canal was made by William Darley, who was a competent observer and well informed upon the subject, when he visited Dunkirk in 1818. He merely made the sensible remark "that with

good roads and a thriving interior Dunkirk must advance in a ratio with the neighboring country. Being the only port, no rival can be raised to check its progress nearer than forty-five miles. Should the current of commerce turn towards the City of New York then would Dunkirk become the shipping port of a semicircle of at least thirty miles."

The canal in 1817 had become a matter of general interest; some regarded it as an impracticable undertaking and spoke of it derisively, but with the majority it was popular. It was a subject of frequent allusion, often called "Clinton's Ditch."

Sea Serpents.—Work was commenced on the canal July 4, 1817. In the same month a sea snake was said to have been seen above Dunkirk, three miles off shore. The discovery was announced in an Erie paper as follows: "The crew of the schooner General Scott saw a sea serpent thirty-five or forty feet in length and its neck, which it put out of water a few yards from the vessel, ten or twelve inches in diameter. Its color was a dark mahogany, nearly black. The lake was smooth and they had a perfect view of it for more than a minute." In the same paper there appeared an account of still another sea snake seen in the harbor of Gloucester, Massachusetts. "One hundred feet long with a head as long as a horse and a body as big as a barrel." Such marvels provoked the muse of our ancient and esteemed bard, James H. Price, of Mayville to celebrate them in verse, which he did in the following lines published at the time in the Chautauqua Eagle in which of course he alludes to the canal—the popular topic of the day:

#### ODE TO THE SEA SERPENT.

"Monstrum horrendum informe ingens."  
Majestic wanderer of the deep,

O could I catch thee fast asleep,  
and learn exact thy shape and quantity  
I'd give the richest verse to flow,  
And joyous round thy brow bestow  
The wreath of immortality.

But whether speckled, green or black,  
Thy belly white or striped thy back  
No mother's son has told:  
Were I permitted now to choose  
Thy dress, I'd give thee brightest hues—  
Sea green and burnished gold.

An oysterman, by way of feint  
'Cleft Capt. Wheeler, makes complaint—  
His face with terror pale.  
Much to his surprise  
He saw your worship's head and eyes  
But not your worship's tail.

And many a goodly, gallant sail  
Shall see thy head, perchance thy tail,  
Through long succeeding years.  
While off Cape Ann or off Cape Cod  
Right valiantly they swear by God  
Your serpentship appears.

\* \* \* \* \*

Dost know that we New Yorkers shall  
Soon have a big ditch called Canal  
By cash and toil unsparing?  
And when complete the work review  
Kindly will let your highness through  
To take a western airing.

May be fresh water don't agree,  
Most mighty king of snakes, with thee,  
Nor suit thy princely nation.  
And thou preferest for toil or play,  
In melancholy mood or gay,  
The azure paths of Ocean.

Then like a meteor snake afar—  
Long mayst thou shine the sailor's star—  
Give every whale a whipping—  
And prithee stand with two bright eyes,  
(Till we can get some new supplies)  
A lighthouse for our shipping.

Dunkirk Land Company—There is little doubt that Daniel G. Garnsey who had visited the county in 1811, first called the attention of Governor Clinton and his friends to Chadwick's Bay. In 1816 or 1817 he purchased for Elisha Jenkins of Albany, as Trustee for a company composed of Isaiah and John Townsend, De Witt Clinton and Mr.



Thorn one thousand eight acres of land including the farms of Solomon Chadwick, Timothy and Luther Goulding, Daniel Pier and others. Assignments were taken of their contracts and deeds obtained of the Holland Land Company. Chadwick received two thousand dollars for his farm, for which he paid less than two hundred. Daniel Pier who was a hatter, when he came to Dunkirk two years before, brought with him a box of wet and damaged hats, which he repaired and sold for seventy dollars. This sum was all that he paid towards his land, which he now sold for twenty-four hundred dollars. Such advances in real estate were then without precedent in the county, and have scarcely been paralleled since. Like vicissitudes of fortune have followed Dunkirk from the beginning. Mr. Garnsey was probably a stockholder in this land company, became its agent and actively promoted its interests. For several years he was the leading citizen of Dunkirk.

Daniel G. Garnsey was born in Canaan, Columbia County, New York, June 16, 1779. When between sixteen and seventeen years of age he commenced the study of law with his uncle, Peter Garnsey, at Norwich, Chenango County. He was admitted to the Supreme Court. At Troy he married Lucy Hudson. He practiced law in Rensselaer and Saratoga Counties. He was at Mayville when the first County Court was held in June of 1811 and was admitted to the Court of Common Pleas. He removed to Fredonia in 1816 and in 1817 to Dunkirk. Mr. Garnsey was ambitious for political preferment, obtained the office of Surrogate, was appointed District Attorney, being the first one who was a resident of the county, and was an active and efficient officer. He was also commissioned to discharge certain duties of Judge of the Supreme Court at Chambers. He was

the first Member of Congress chosen from Chautauqua County. He served two terms and was attentive to the wants of his constituents, particularly in regard to harbors, lighthouses and pensions.

He subsequently removed to the Territory of Michigan, purchased and laid out the Village of Battle Creek. He afterwards made a purchase at Bertrand, Michigan, which he laid out as a village and gave it that name. He was appointed Receiver of Public Monies at the land office at Dixon, Illinois, under President Harrison, but was removed by President Tyler. On his way from Philadelphia to attend the grand celebration of the completion of the Erie Railroad in Dunkirk in 1851, an event in which he felt a deep interest, having been a principal founder of the Village of Dunkirk and prominently connected with its early history, he stopped at Gowanda, Cattaraugus County, to visit Ralph Plumb. There he was taken violently sick and died on the 11th of May, 1851, at the age of seventy-two years. Mr. Garnsey was unfortunate in his business undertakings. He was fond of official distinction and devoted more time to politics than to his profession. He was a Federalist in politics until he came to Chautauqua. Then he became a Republican. He was at first a friend of Governor Tompkins, then of Governor Clinton. He was a supporter of John Quincy Adams, Henry Clay and General Harrison. Mr. Garnsey is described as having sandy hair and beard, light complexion, dark eyes and a pleasant countenance. He was communicative but dignified in his address. He was six feet tall and slim, very erect in his walk and had a military bearing. At one time he was Brigadier Inspector of the Militia. Few officers made more display, or showed to better advantage. His residence was

upon the east side of Eagle Street near Front.

Garnsey's Bay.—About the beginning of 1817 the harbor was called for a short time Garnsey's Bay as appears by the following short article copied from the Buffalo Gazette of July 22, 1817. "New Name. The place near the mouth of the Canadaway Creek and Lake Erie, which was formerly known as Chadwick's Bay, has been lately called Garnsey's Bay and a village has been recently planned at the head of said bay, which is called Dunkirk."

Dunkirk Named.—The name Dunkirk was given by Elisha Jenkins, the Trustee of the Land Company, and one of the proprietors of the village. Mr. Jenkins was a citizen of Albany and had been a shipping merchant of Hudson with his brothers and father. They had also a business house in New York where some of the firm resided. Elisha was for a time engaged for the firm at Dunkirk, France. The bay at that place resembled Chadwick's Bay on Lake Erie, hence the name Dunkirk. Dunkirk in France is a city in the department of Le Nord and is situated on the Strait of Dover. It has a population of forty thousand. Its port is shallow but its roadstead is good. It is a flourishing place of active commerce and manufactures and extensive fisheries. It was originally a chapel founded in the seventh century by Saint Eloi, around which a number of fishing tents were clustered. It is a place famous in French history and the scene of many battles and sieges.

Elisha Jenkins was for many years a prominent official and politician of the state and a man of good reputation. In 1801 he was appointed Comptroller by the Council of Appointment of which DeWitt Clinton and Ambrose Spencer were leading members, and held that important office until 1806. He subse-

quently held the office of Secretary of State three different times, the last term expiring February 23, 1813. He was a defeated Clintonian candidate for State Senator in 1818.

### III.

#### A PROSPEROUS VILLAGE.

Improvements, the First Brick House.—Dunkirk had now acquired a name and become a place of some importance. As soon as the Land Company had completed its purchase, forty or fifty acres of the village site were surveyed into lots and improvements began. Sampson Alton, in 1817, erected a two story



**ALTON'S BRICK HOUSE.**

The First Brick House Built in Chautauqua County.

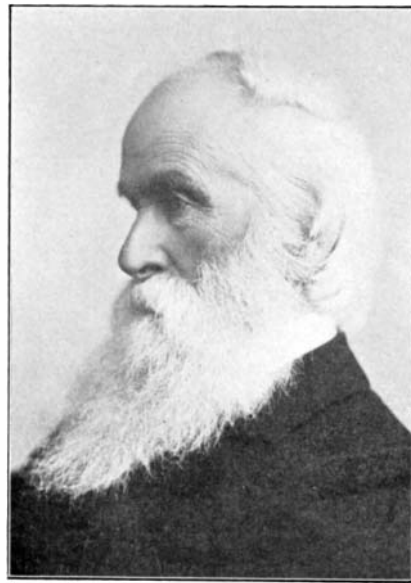
brick house on the south side of Front Street, near Buffalo Street. It was the first brick house built in Chautauqua County. Mr. Alton made the brick in the yard on Front Street just east of Hook's bakery. He gathered the limestone of which the mortar was made along the American and Canadian shores and transported it to Dunkirk

in his ten ton sailboat, burned it in his lime kiln and laid the brick himself. This house was long regarded as the first mansion of the place. It was distinguished even in those hospitable days for the hospitality of its inmates. Every one felt free to come and every one received a hearty welcome. When the "Old Brick House on Front Street" was torn down in 1891 its destruction caused a sigh of regret from every one who remembered the Alton family.

Sampson Alton was the son of an Englishman, who at an early day settled in Massachusetts. His oldest brother, Abijah, when young went west and became the founder of the City of Alton in Illinois. His younger brother, George, settled in Central Pennsylvania where a small town was named after him. One sister married Mr. Fourshae of Angelica, another married Robert Stickney, the father of the famous circus riders of that name. Sampson Alton removed from Massachusetts to Cooperstown, New York, and married Fanny Gates in 1811. Their children were Luther Gates, Nancy (Mrs. Strobeck), Harriet (Mrs. Joseph B. Hall), George D. and Matilda. She became the first wife of Erastus D. Palmer, the famous sculptor, who once resided in Dunkirk, (see Vol. I, page 352). Matilda was the first child born in the brick house and was married to Mr. Palmer there. The other children were Oliva (Mrs. Maurice Fox), Joseph F., Marion, Fanny C. (Mrs. George M. Abell), Walton and William. George D. Alton was born September 15, 1817. He was the first child born in Dunkirk. A deed of land was to be given to the first male child born in the place. Mr. Garnsey at the time of the birth of George D. Alton lived in Fredonia and had a son born there about the same time. "Three months later he moved to Dunkirk with his family. He applied for and obtained

a deed of such lot for his son, while his less enterprising neighbor was contemplating doing so. The lot was situated on the bank of the lake and long before either of the lads had reached man's estate Lake Erie had put in a prior claim and taken the lot to itself. In this case, at least, it was shown that ill-gotten gain did not benefit the possessor." Mr. and Mrs. Alton died in the brick house both in the same week in August, 1848.

Adam Fink settled in Dunkirk in 1818 and was a well known early resi-



**ERASTUS D. PALMER.**

dent, an ardent Democrat and Postmaster under General Jackson. His marriage in 1819 was the first in the place. With his own hands he cleared the lands in the heart of the city. He made the first cast steel edged tool in the county. He was an expert in tempering edge tools. His shop was built of logs. He and Edward Keys who came a little later were adepts at axemaking.

Improvements—Business and Commerce in 1818.—Mr. Garnsey, supported by the company of Albany gentle-



ADAM FINK.



MRS. ADAM FINK.

DUNKIRK'S FIRST BRIDE AND GROOM.

men known as the "Dunkirk Association," then principal proprietors, was still diligent in his endeavors to build up Dunkirk, and invite commerce to the harbor. A road was made to Fredonia, a wharf and warehouse were built at the foot of Center Street, a hotel on Front and Center Streets and other buildings at an expense of twenty thousand dollars. The earliest and only number of the Chautauqua Gazette in existence which was published at Fredonia, bearing the date May 19, 1818, contains this "Marine News" underneath the woodcut of a ship:

"Garnsey's Bay, Dunkirk, May 17th, 1818.—Cleared: Sloop Independence for Sandusky, passengers, lumber and potatoes. Arrived: Schooner Firefly from Detroit, with passengers. Schooner Blacksnake from Erie with passengers and fish. Schooner Buffalo Packet with passengers and furniture. Schooner Eliza of Sandusky with passengers, Sloop Livona from Buffalo with passengers. Cleared: Firefly from Buffalo, Blacksnake for Buffalo, Buffalo

Packet for Buffalo, President Monroe for Buffalo, Livona for the River Raisin with passengers."

Walk-in-the-Water. — Later in the same year the Walk-in-the-Water, the first steamboat to navigate the lake was added to the list of boats that regularly entered the Harbor of Dunkirk. She was of two hundred forty tons burden. Job Fish was her first Captain. The following notice of a trip of the Walk-in-the-Water to Mackinaw to carry goods for the American Fur Company, is given in a New York City paper of May 20, 1819. "The swift steamboat, Walk-in-the Water, is intended to make a voyage early in the summer from Buffalo on Lake Erie, to Mackinaw on Lake Huron, for the conveyance of a company. The ship has so near a resemblance to the famous Argonautic expedition in the heroic ages of Greece, that expectation is quite alive on the subject. Many of our most distinguished citizens are said to have already engaged their passage for this splendid adventure. The Walk-in-the-Water made

weekly trips from Black Rock to Detroit and back, stopping at Dunkirk and the other principal towns on the American shore. Her rates of fare from Black Rock were three dollars to Dunkirk, six dollars to Erie, twelve dollars to Cleveland, fifteen dollars to Sandusky, eighteen dollars to Detroit. Her speed was from eight to nine miles an hour. She made seven trips to Detroit the first season. The facilities for travel afforded by this boat brought Chautauqua County a little nearer the east, lessening the time and increasing the comfort of passengers from and to Buffalo. The *Walk-in-the-Water* was ruined in a squall near Buffalo in November, 1821. It was succeeded by the *Superior*, the second steamboat on the lake, in May, 1822.

An old resident of Detroit gives as follows his recollection of the appearance of the *Walk-in-the-Water*:

"That old historical boat would look just as curious today to the passengers of a magnificent modern lake craft as would the small boats in which the discoverer of this country crossed the Atlantic. The coming of the *Walk-in-the-Water* had been heralded far and wide. It is fair to presume that scarcely a person in this whole western country had seen a watercraft propelled by steam until the *Walk-in-the-Water* steamed up the Detroit River. It is said that the Indian contingent in particular were wild with excitement and could hardly believe their eyes. There is almost as much difference between the *Walk-in-the-Water* and one of our modern lake boats as there is between Columbus' craft and the modern greyhounds which bring this country into such intimate relations with Europe."

William Darby left Buffalo on the 2nd of August, 1818, in the schooner *Zephyr*, Captain Wilcox, he arrived at Dunkirk on the evening of the fourth

where he remained wind bound until noon of the seventh, which gave him an opportunity to visit Fredonia and to see the surrounding country. He says:

"At present Dunkirk consists of about twenty houses newly built. The proprietors are employed in forming a road to join both above and below the village with that of the lake margin."

Business and Commerce Further Described.—The *Chautauqua Gazette* of May 19, 1818, contains an advertisement dated February 17, 1818, in which under "New Store" N. N. Capron advertises that he has "groceries, dry goods, hardware and crockery, also cotton and woolen goods, cotton yarn and thread, glass, mill irons, nails, iron and steel, broad and narrow axes, long draft and trace chains and that such goods will be exchanged for lumber and grain or sold very low for cash." That he will pay cash for one thousand pounds of deer hair. This early merchant, Newton M. Capron, was the brother to Horace Capron, once a Commissioner of Agriculture to Japan.

By the *Chautauqua Gazette* of August 10, of that year, it appears that the place had fully assumed the name "Dunkirk" and that practical and substantial steps had been taken to prepare the harbor for the entry of vessels. The article was headed:

"Dunkirk."

"To Captains and Pilots of vessels, sailing on Lake Erie. The Dunkirk Association at very considerable expense have prepared and placed buoys in the west channel leading from the lake into the bay to Dunkirk. The outer buoy is placed in line of the headlands or points each side of the bay yet a considerable distance without the bar. Vessels sailing down the lake may sail near or give the west point a good berth, yet approach the outer buoy with ease. In fact, the outer buoy may be made from

any point on the lake side, with from fifteen to eighteen feet of water. The buoys are white and four in number and placed in the center of the channel. They are not all in a direct line. It is expected, however, that all pilots and masters of vessels desirous of keeping the channel and bringing into the bay the best water will keep a direct course from one buoy to the other running them down. The inner buoy next to Dunkirk is placed in ten feet of water and the others from twelve to fifteen feet, and vessels drawing not exceeding nine feet of water may pass in and out with safety. After passing the last buoy, as vessels sail in, they may bear down for the wharf, or ride at anchor at ease within the bay. The eastern channel, it is understood, will shortly be buoyed out. May 26, 1819."

It was signed by D. G. Garnsey, Ellis Doty, William A. Lynde, John Bond, Azariah Fuller, Benjamin Day, Thomas Warren, James Day, Captain of sloop General Huntington; Joseph S. Barnard, Captain of schooner Huron; Dan G. Brown, Pilot of the General Huntington; Horatio Wilcox, pilot of the schooner Zephyr, and Moses R. Eaton, late master of the schooner Lord Wellington.

Under the heading of "Dunkirk Store," Beggs and Lynde advertise in the same paper that they "have for sale dry goods, crockery, hardware, glassware, groceries, Dutch bolting cloths, notash, kettles, iron, steel, anvils, vices, cranks, screws, sawmill saws and nails," and advertise "storage and forwarding continued as usual."

John Beggs came from Scotland and settled in Dunkirk in 1819 and was prominently connected with its early history. He built Central Avenue dock and the Buffalo Street dock. He died in 1837. His brother Charles came later and was a druggist and Deputy Postmaster.

Dr. Ezra Williams settled in Dunkirk in 1820. He was born in Massachusetts. His wife was the daughter of Rev. Walter King of Norwich, Connecticut. When Dr. Williams came to Dunkirk a few small buildings along Front Street constituted the village. Along Central Avenue was a continuous forest from Third Street to Fredonia. The only road for teams to the latter village was one running westerly to near the mouth of the Canadaway, thence up the creek to Fredonia. Doctor Williams was a widely known physician and in his prime had the most extensive practice of any in the northern part of the county. He was Postmaster of Dunkirk in John Quincy Adams' administration and one of the founders of the Dunkirk Academy. He was the father of Dr. Julien T. Williams.

**A Period of Depression.**—The road from Buffalo for many years after the settlement of Dunkirk was unfitted for the transportation of merchandise by land. There were no bridges over Buffalo, Eighteen Mile and Cattaraugus Creeks or the smaller streams. In the spring and fall the condition of this road was such as to be the dread of all travelers. From Cattaraugus westward it was a continuous mud hole. The terrors of the Four Mile woods which extended eastward from Cattaraugus Creek have been often described. On account of its perils and loneliness it was called the "Great Saharah of the Holland Purchase." Notwithstanding bad roads favored the transportation of merchandise by the lake to the harbor and in despite of the efforts of the Dunkirk Association, the out-lying country was yet too thinly populated to invite commerce sufficient to build up the place. An artificial harbor had been completed at Buffalo in 1821. The termination of the Erie Canal, if that had anything to do with the fortunes of

Dunkirk, had been decided in favor of Buffalo in 1823. Consequently Dunkirk did not prosper as was expected. Immediately previous to 1825 its population probably diminished as it then had but fifty inhabitants. The dull years that had existed previous to 1818 had now returned. After a brief fit of prosperity, it seemed about to enter upon a period of depression.

Walter Smith.—Fortunately for the future of Dunkirk its possibilities attracted the attention of Walter Smith, a young merchant of Fredonia remarkable for energy and business capacity. Besides the superior advantages of Dunkirk as a lake port, with its fine harbor open to navigation two weeks earlier than Buffalo, there still lingered a belief that it might be necessary to extend the Erie Canal to this point to gain the benefits of its harbor. Moreover, a bill had been passed by the Legislature upon the personal application of the inhabitants of the southern tier of counties for the appointment of three Commissioners to explore and survey a state road from the Hudson River to some point upon Lake Erie which it was nearly certain would be Dunkirk. In fact the surveyors employed by the state arrived at Dunkirk December 24, 1825, and stuck their last flag at the foot of the wharf, completing their survey. This line was pronounced by them to be the best to the lake. These considerations undoubtedly influenced Walter Smith to unite his destiny with that of the village. In that year he bought the undivided half of the property of the Dunkirk Company for the sum of ten thousand dollars and immediately turned his energy and business ability to building up the place and developing the resources of the surrounding country. Although he was scarcely twenty-five years of age, his business capacity and judgment was that of one of ma-

ture years and long experience. He had broad views of business and was fitted mentally for large undertakings. He became at once the controlling power in Dunkirk and soon the most influential and public spirited business man in the county. The writer well remembers when Walter Smith and the fame of his business enterprises were familiar topics even in the south part of the county with old settlers, years after his business career had closed.

Walter Smith was born in Wethersfield, Connecticut, March 21, 1800. When fifteen he was clerk in the store of Jacob Ten Eyck in Cazenovia, New York. When nineteen years of age he made a horseback tour through the western counties of the state in search of a suitable place to engage in business as a merchant. He arrived at Fredonia in March, 1819, and resolved to settle there. He returned to Cazenovia where although still a minor, he formed a partnership with Mr. Ten Eyck as Walter Smith & Company. Mr. Ten Eyck furnished the capital and Mr. Smith returned to Fredonia in May with a stock of goods. Todd & Douglass engaged in business in Fredonia that year. Joseph and Ralph Plumb, then in business there, failed in June of the same year and Mr. Smith bought their store and ashery. His first year's sale of goods exceeded twenty thousand dollars and at the end of twelve months he repaid Mr. Ten Eyck and owned the business. This increased so that in the sixth year it amounted to seventy-five thousand dollars. In the earlier years of his business he furnished supplies for all the forts and garrisons of the United States on the Great Lakes under a contract with the general government. Every article of produce so furnished was raised in Chautauqua County except white beans which were bought in Ohio.

In 1826 Walter Smith moved to Dun-

kirk and thereafter devoted his talent and energy to building up that place. He "transferred to this theater of action his capital, his prestige, his remarkable talent for business and adventure. Daily stages for passengers and a wagon line for transportation were soon established between Dunkirk and Warren, Pennsylvania. Communication with Buffalo was opened by means of the Pioneer. The few steamboats that then made infrequent voyages to western points, where great cities have since grown up like exhalations, were induced to call at Dunkirk for the convenience of those who were westward bound and a new impulse was given to the general trade, travel and improvement of the country. Mr. Smith's life was a masterly and persistent struggle, always against natural obstacles, often under adverse fortunes, to build up a commercial town at Dunkirk which would vie in importance with neighboring cities on the lake." Such was his attention to the public interest that his influence became potential in the north part of the county, particularly in his own village, so that it used to be facetiously said that Dunkirk had no other god than Walter Smith.

Lafayette.—In June, 1825, before the removal of Walter Smith to Dunkirk, Lafayette visited Chautauqua County. Accounts of his visit are given in these volumes by Miss Olive Risley Seward and in the general history of the county. We will here add some further particulars. It was largely due to the enterprise and public spirit of Walter Smith, that the visit and reception of Lafayette in Chautauqua County was successful. At his suggestion the route was arranged through Chautauqua. At Erie he planned the visit to Fredonia and voyage on Lake Erie on the steamboat Superior from Dunkirk to Buffalo. Mr. Smith bore the expense of the fuel

for the steamboat and in other ways contributed to the success of the visit and reception. By invitation of the committee from Buffalo he accompanied the party to the latter place.

Lafayette arrived at Fredonia from Westfield a little past midnight. Bonfires were burning, the windows of some of the houses illuminated by the natural gas that issued from the bed of the Canadaway which was regarded as a great novelty by the distinguished visitors. A profusion of lights were suspended from the trees. There was ringing of bells, firing of salutes, a military display and a gathering of people, music, speeches and a banquet. Notwithstanding the limited facilities possessed by the newly settled village of Fredonia, situated then in a remote frontier, the spirit and good taste displayed in the arrangements, the simple, earnest and touching reception by the people assembled, we have the testimony of M. Levasseur, Lafayette's Private Secretary, made a deep impression upon Lafayette and his party.

At the banquet at Fredonia the young men of the first families there who wished to obtain a better view, served as waiters; one of them, John M. Barbour, afterwards Chief Justice of the Superior Court of the City of New York, attended the door. A fine repast prepared with excellent taste was served by Mosely W. Abell at his hotel. As the light of morning began to break in the east Lafayette set out from Fredonia attended by the military and a procession of citizens, people in carriages and on horseback a mile in length. He passed over the road between Fredonia and Dunkirk which had been improved and prepared for the occasion and arrived at the harbor as the sun began to shed its earliest beams over the bay. The steam brig Superior lay in waiting but a mile from shore. The General



was handsomely received at the pier by a deputation from Buffalo and was then taken on board of a yawl. As this boat passed over the bay the Superior fired a salute of twenty-four guns which was responded to by a salute of the same number from the artillery upon the shore. The roar of the cannon echoed by the forests that densely bordered the shore, the strains of music that came from the boat across the still waters, the romantic bay bordered by green foliage of the woods, the concourse of silent spectators that had gathered to witness the embarkation and more than all the impressive occasion of their assembling on that beautiful June morning is a most memorable and interesting event in the early history of Dunkirk and is recorded with words of admiration by M. Levasseur in his journal.

Smith & French.—In 1826, with George A. French, Walter Smith formed the mercantile house of Smith & French and continued prominently in business in Dunkirk for many years. Mr. French was the son of Asa French, an early citizen of Pomfret. He resided many years in Dunkirk, was Member of Assembly for Chautauqua for three terms. His son, Francis French, was a prominent and wellknown citizen of Dunkirk.

The Van Burens—LeRoy Farnham.—James and Henry B. Van Buren also established a new store here in 1826 or 1827 and were long wellknown general merchant of Dunkirk. In 1827 they moved into the east store of the new brick block; they subsequently became interested in a line of boats sailing from Dunkirk. In 1827 LeRoy Farnham, a wellknown business man of early years was also in business in Dunkirk.

A Period of Prosperity.—In 1827 the expenditure of four thousand dollars appropriated by Congress to improve

navigation of the harbor and the building of a lighthouse was commenced. The stake for its site had been stuck on the 10th of July the year before by Messrs. Garnsey and Dox. The steamboat Pioneer, Captain Miles, was now making daily trips between Buffalo and Dunkirk carrying passengers. It would leave Buffalo at nine o'clock in the evening and arrive at Dunkirk the next morning at eight o'clock. Returning it would leave Dunkirk at nine o'clock A. M. and arrive at Buffalo at two o'clock P. M. A line of stages between Dunkirk and Erie, via Fredonia and Westfield connected with the Pioneer. At Erie this line of stages connected with a line to Pittsburg and another to Cleveland. By the Pioneer and these routes, passengers from Buffalo could reach Cleveland in two days and Pittsburg in three. Persons desiring to ship freight by the Pioneer were directed to apply to S. Thompson & Company, or Townsend & Coit in Buffalo, and to Smith & French at Dunkirk.

Mosely W. Abell in 1828, then a leading citizen of Fredonia and one of the most influential in the county, moved to Dunkirk. He was born at Bennington, Vermont, February 24, 1781. July 6, 1806, he married Ruth Baldwin in that state. In 1811 he removed to Buffalo and rented the hotel of Mrs. St. John on the corner of Main and Seneca Streets, afterwards distinguished in the early history of Buffalo. This hotel is improperly called Pomeroy's Hotel in some early accounts, that being the name of Mr. Abell's brother-in-law. Mr. Abell was its manager and proprietor. It was afterwards destroyed with Mr. Abell's effects when the village was burned by the British. After residing in Mayville for a year or more he came to Fredonia in 1815 and with his brother, Thomas G. Abell, started a public house on the site of the Columbia. His

hotel was for many years a favorite stopping place for travelers and he was one of the best known and popular landlords of the county. He was one of the proprietors of the stage line between Buffalo and Erie and was long Postmaster at Fredonia. He was also Postmaster at Dunkirk and County Superintendent of the Poor. He was one of the original members of the Baptist Church of Dunkirk and for many years a Deacon. He died in 1858. He left eleven children. His daughter Minerva married Walter Smith. His daughter Mary Ann married the Rev. Timothy Stillman. The sons of Mosely Abell were all leading business men. Thomas B., Albert H. and George M. are deceased; Casper K. resides in Dunkirk. He married Jane Williams of Jamestown. He was in active service and a Major in the late Civil War and is still in active business in Dunkirk.

Ebenezer Rumford Thompson, a college graduate, a teacher and a scientific lecturer, came to Dunkirk in 1829 and became one of its prominent citizens. His father was a cousin of Benjamin Thompson, the celebrated Count Rumford. Hannah Putnam, mother of E. R. Thompson was a near relative of Gen. Israel Putnam of Revolutionary fame. Mr. Thompson formed a mercantile partnership on arriving at Dunkirk with Lysander B. Brown and later with W. L. Carpenter founded the Chautauqua Whig. He was also editor of the Dunkirk Beacon. E. R. Thompson was the father of Mrs. Dr. J. T. Williams and Mrs. W. W. Brigham.

John J. Cassety, the father of Thomas and James J. Cassety, the latter long and well known as the Principal of the State Normal School at Buffalo, came from Oriskany Falls, Oneida County, about 1830. In early days he was the keeper of the lighthouse at Dunkirk for many a year.

Rev. Joy Handy and the Baptists.—

On the 5th of May, 1830, the Baptist Church was organized, the first in the town. The Rev. Joy Handy and Elisha Tucker were among its first preachers. The society worshiped in the new brick schoolhouse on Third Street for many years. Later this church and others held services over Parson's wagon shop. In 1856 it built a brick church.

Rev. Timothy Stillman and the Presbyterians and Congregationalists.—In 1830, ten persons, Congregationalists and Presbyterians, petitioned the Buffalo Presbytery to organize them into a church. The petition was granted and the church formally constituted May 22, 1830. About the 1st of September of that year the Rev. Timothy Stillman, a graduate of Yale and Auburn Theological Seminary, began his labor as pastor on a salary of four hundred dollars a year. The congregation also worshipped in the brick schoolhouse on Third Street. As a result of a revival in 1833 thirty were added to the church and measures taken to erect a meeting house on the corner of Center and Third Streets. It was a wooden structure and was completed in 1835. Rev. Timothy Stillman closed his labors as pastor in 1838. He was one of Dunkirk's best known and most respected citizens of old times. He had a large influence in religious circles. He was small in stature, a strict theologian and a firm adherent to his denominational faith. It has been said of him that it was seldom that so much Presbyterianism was enclosed in so small and compact a package. He married Mary Ann, a daughter of Mosely W. Abell. He was the brother of Otis Stillman, who for many years was also one of the most prominent citizens of the village. In 1841 Rev. Charles L. Hequembourg, the father of Charles E., became pastor and continued to discharge its duties until

1846. He was a broad-minded, liberal and original thinker and an able preacher and writer.

The Methodists.—A Methodist Episcopal class was formed about 1833. The service was first held in the schoolhouse, later, over Parson's wagonshop. Before the Civil War the church was ministered by Revs. Wright, Johnson, Osborne, Warren and Tibbitts. Under the latter a church was built in 1858.

The Erie Railroad.—Walter Smith so stimulated the settlement of Dunkirk that by 1830 its population is believed to have increased from fifty to over three hundred people. The defeat of the State Road by the Legislature of 1826 was the beginning of the agitation of the subject of a railroad through the southern tier of counties. Mr. Smith was one of the first projectors of the New York and Erie Railroad and in its incipient stages the leading and most efficient man in the state to promote it. He spent the greater part of the winters of 1831 and 1832 in Albany bringing the importance of the road to the attention of the Legislature. It was largely through his efforts that the road was chartered April 24, 1832. Through his influence a clause was incorporated in the charter requiring the running of a certain number of trains into Dunkirk daily, thus securing to it permanently and beyond contingency the benefit of the road. The wisdom of this provision is now apparent. There were then but five thousand miles of railroad in the whole world, yet Mr. Smith saw with a remarkable clearness of vision the revolution in business that railroads were to make. At a meeting of the projectors he said that "the day would come when cattle fattened in Indiana, Illinois and Ohio would be brought to the New York Market." His prediction was derided at the time as visionary.

Hon. Richard P. Marvin of James-

town was also one of the first citizens of the county to appreciate the importance of a railroad and one of the first to make an active effort to accomplish it. He addressed a meeting held at Jamestown September 20, 1831, of which Judge Elial T. Foote was chairman, at which it was resolved that application should be made to the Legislature for a charter. This was the first public movement made in reference to the New York and Erie Railroad. It was through his efforts that the important provision was incorporated in its charter that the termination of the road at Lake Erie should be at some point between the Cattaraugus Creek and the Pennsylvania line.

The preliminary survey of the Erie Road was made in 1832 by Dewitt Clinton, Jr. One million dollars of stock was required to be subscribed before the company could be organized. The subscription of William G. Buckner completed the required amount and the company was organized in July, 1833. Eleazer Lord of New York was chosen the first President and William G. Buckner Treasurer. Benjamin Wright was appointed to survey the route of the road. He was assisted by James Seymour and Charles Ellet. The survey was completed in 1834. In 1835 the company was organized and forty miles put under contract.

Newspapers.—The "Chautauqua Gazette" was the first newspaper published in the county. In 1826 it was united with the "People's Gazette." It was moved by Mr. Hull to Dunkirk in 1826 and was the first newspaper published there. In a few months, however, it was removed to Westfield. The "Chautauqua Whig" was the first permanent newspaper published in Dunkirk. Its publication was commenced in August, 1834, by Thompson and Carpenter. Afterwards its name was changed to the

"Dunkirk Beacon." Probably suggested by the beacon at the entrance of the harbor.

Walter Smith and the Loder House.—Walter Smith in 1833 sold his half interest in the Dunkirk Company to New York City people at a large profit and for less than half the sum he received he bought of the company the other half. In 1835 he laid the foundations of the Loder House and it was so far completed as to be covered by a roof the next year. It was built of brick and stood on the south side of Third Street and on the west side of Central Avenue. It was intended as a hotel and was by far the largest and most imposing building built in Dunkirk. Mr. Smith built the first gristmill there. He conducted the water from Canadaway Creek three miles through a race way.

Walter Chester, an active, intelligent and prominent business man moved to Dunkirk in 1835. He was born in Weathersfield, Connecticut, in November, 1804. He became a clerk of Mr. Ten Eyck of Cazenovia, New York. Afterwards he removed to Sinclairville and established there a general store with Mr. Ten Eyck, under the firm name of Walter Chester & Company. He accumulated fourteen thousand dollars at Sinclairville. He came to Dunkirk, invested largely in real estate and lost it all in the crash of 1837. He removed to Erie in 1843.

Henry Severence came from Madison County in 1835. He remained there but a short time. In 1851 he returned and made Dunkirk his permanent home. He was an intelligent and observing man, a sterling citizen with a rugged sense of honor. Besides other literary contributions he prepared numerous interesting and valuable articles relating to the history of the town published in the Lake Shore Observer to which I am indebted for many facts here relat-

ed. He left two children, Harriet (Mrs. E. M. Lucas) and Emma H., Principal of the Intermediate Department of School Number 2.

Schools and the Marine Insurance Company.—It was while Dunkirk was part of District Nine of the Town of Pomfret that its first schoolhouse was built. This building stood near the rear of the Lake Shore Bank. It was afterwards fitted for a dwelling by Royal Tift. A brick schoolhouse was built



HENRY SEVERENCE.

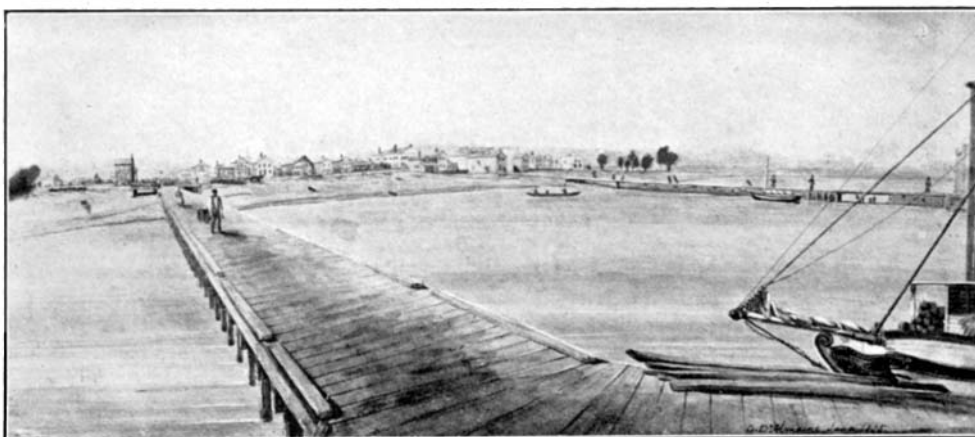
about the year 1827. In May, 1837, Dunkirk Academy was incorporated. The following named persons were its first Trustees: Ezra Williams, Ernest Mullett, James Van Buren, George A. French, David McDonald, Horace Pemberton, Levi Parsons, Timothy Stillman, Walter Smith, William Mellen, Walter Chester and C. H. S. Williams. Its first Principals were Abner Taylor, Ebenezer R. Thompson and Timothy Stillman. The brick schoolhouse was used for the Academy building. Twelve

years later its property having been conveyed to the Union School District it became the Academic Department of the Union School. This year the Marine Insurance Company was incorporated.

Census.—By the census of 1835 Dunkirk contained a population of six hundred twenty-eight, of which three hundred fifty-four were males and two hundred seventy-four females, an increase of nearly one hundred per cent. since the census of 1830. Fredonia in 1835 had nine hundred fifteen inhabitants. By this census it appears that there were eighty more males than females in Dun-

M. W. Abell, John and Charles Beggs, John Bond, Joseph Bristol, James Brigham, N. M. Capron, Walter Chester, George R. Dewight (a lake Captain who sailed the William Penn), Noah Draper, George A. French, Wilbur Gifford, Joseph B. Hall, Edward Keys, John Langdon (a tanner and prominent and wealthy man), David McDonald, Jonathan Monroe, Horace Pemberton, Levi Parsons, John Sisson, B. W. Stockton, Walter, Chauncey and Josiah Smith, Otis Stillman, E. R. Thompson, Royal Tift, H. R. and James Van Buren, Ezra Williams.

Among the Democrats were the fol-



DUNKIRK HARBOR—1835.

kirk, a remarkable preponderance, which principally accounts for the large vote given at the Presidential election in 1836 when Martin Van Buren was elected President. One hundred ninety-three votes were then cast in the territory now comprising the Town of Dunkirk, of which twenty-nine were Democrats and one hundred sixty-four Whigs. From memorandum, made at the time of those who voted at this election we are not only able to learn the names of some of those who were at that time citizens of Dunkirk, but their political faith also. The following well known citizens were Whigs:

Sampson Alton, Lysander Brown, Levi Brownell, W. L. Carpenter, John J. Cassety, J. H. Dickenson, Edmund and Abraham Day, Adam Fink, Ernest Mullett, Patrick Moore, Return Tabor, Andrew Wood, Daniel Frazer.

At that time elections were held three days in succession and the Election Board travelled from one polling place to another. At the succeeding Presidential election held in 1840, when Harrison was elected President, according to Henry Severance but fifteen Democratic votes were polled, among them Adam Fink and John J. Cassety: a marked contrast with the political com-

plexion of Dunkirk a few years later. There were others not in this list of ancient voters that have not heretofore been mentioned who were prominent in the affairs of the town, whose names rightly should appear in the annals of those early days.

Dunkirk Prosperous.—Dunkirk now had reached the highest degree of prosperity that it was to enjoy for many a year, chiefly due to one able, self-reliant and unassuming citizen who never held a public office higher than Pathmaster. Walter Smith did more in his day to build up his town and promote the prosperity of the county than any other citizen. Of him it has been said that "no man in the state was his superior in planning, forecasting and executing grand business operations." He died September 21, 1874. His children were Mary, who married John M. Barbour, late Judge of the Superior Court of the City of New York; Kate E. M., Walter C., Sarah and Cornelia.

Incorporated as a Village.—The population of Dunkirk had so increased in 1837 that it was incorporated as a village. It had now become a flourishing town, one of the three largest in the county. Jamestown at this time depended upon its lumber and other manufactories for its importance. Fredonia upon its trade and mercantile advantages, while the expectations of Dunkirk were based upon its harbor, the commerce it was to bring, and the great railroad soon to terminate there.

#### IV.

##### YEARS OF ADVERSITY.

The Abandoned Railroad Track.—In 1836 an act was passed authorizing a loan to the Erie Railroad Company of three million dollars. The Comptroller was directed to issue state stock to that

amount. Judge R. P. Marvin was at that time a member of the Legislature, and took an active part in securing the assistance of the state. This large sum was expended yet the road was not completed and work had to be suspended. Fourteen miles were graded from Dunkirk easterly, extending south of the present line into Arkwright. Relics of these wasted efforts may still be seen in the remains of cuts and fills that mark the heavy grades of the old route up the ridge to reach the headwaters of the Conewango. Walnut Creek still flows through an old and substantial culvert at a place in Arkwright called the Abbey, built nearly seventy years ago. Six or eight miles of rails were actually laid on this track from Dunkirk along Railroad Avenue. Long before the whistle of a locomotive was heard in the county this piece of road was made use of by Dunkirk excursion parties. Flat cars provided with extemporized brakes, hauled up by horses to its termination would run back to Dunkirk of their own weight. Two cars provided with temporary seats were filled with Dunkirk people on the Fourth of July, 1845, and the day enjoyed in this unique way. The ties at length went to decay and the track was abandoned. The old forsaken way became a trysting place for young people where the whip-poor-will, a bird now almost extinct in Chautauqua County, might once have been heard "reciting the ballad of its griefs" in the dusk of warm summer evenings. Another well remembered gathering place of those days was a sulphur spring on Front Street, not far from the great poplar tree, which is said to have sprung from a riding whip once carelessly stuck in the ground. To this copious spring young and old would come at the close of pleasant summer days and Sunday afternoons, to taste its waters; but more to exchange friend-

ly greetings and to pass the time in pleasant gossip. There are many that still remember it, welling up within its rude curb of plank and the handy dipper that hung by it.

A Time of Adversity.—The long delay in the completion of the Erie Road of itself would have most disastrously affected the prosperity of Dunkirk, even had not a still greater calamity befallen it. The period immediately previous to 1837 had been one of apparent prosperity, and business men of the country had traded extensively upon credit. People of all classes had embarked in wild speculations, particularly in real estate. There was a great demand for corner lots and favorable sites. Cities were laid out along the lake wherever there was a harbor. Almost every village was affected. As Dunkirk was to be the termination of the Erie Railroad it became an unusually promising field for speculation. The crisis came in the spring of 1837. The mercantile failures in New York, in the months of March and April of that year, amounted to over one hundred million dollars. In New Orleans failures to the amount of twenty-seven million dollars took place in two days. All the banks in New York, and in the whole country, suspended specie payment. Upon Dunkirk the calamity fell heaviest. "Unmerciful disaster followed fast and followed faster." The town seemed prostrated beyond all hope of recovery. The credit of almost every business man was blasted. Walter Smith, upon whom the fortunes of Dunkirk rested, was overwhelmed in the common fate. Fifteen notices of mortgage foreclosures appeared in the Fredonia Censor of November 8, 1837, and twenty-nine filled the columns of the Dunkirk Beacon of March 30, 1841, evidences of the reckoning that followed the speculations of 1836. From this period forward until

the Erie Railroad approached completion but little effort was made in Dunkirk to recover its prestige. Like many an oil borough where the wells had failed, or western town that fortune had abandoned, it fell into decay. Its commerce nearly left it. Steamboats only stopped there to wood up. At length the docks and warehouses went out of repair, their planks and timbers rotted. Dwelling houses became dilapidated; the doors and windows of the vacant ones broken. For thirteen years the great unfinished Loder House was the home of bats and owls. Washington Square was given up to pigs, geese and ducks. When I was a boy, attending the Fredonia Academy, I sometimes visited the old dilapidated town of Dunkirk. The highway from Fredonia was lined with stumps and was but little traveled. In some seasons of the year travel there was impossible on account of the mud. Long piles of steamboat wood lined the road and loaded the wharves of Walter Smith and John Beggs. Rickety sidewalks and tottering old rookeries bordered Front and Center Streets. The village cows ran free in all the streets and ranged without restraint over the unfenced lots to the adjacent woods, each one wearing a bell to denote her whereabouts. The typical cow of those days and indeed for many a year thereafter, according to an old resident of Dunkirk, lived by breaking into gardens in the summer time and robbing farmers' sleighs in the winter. Her chequered career and tragic fate is thus described by Eugene Hayes:

The hue of her hide was a dusky brown;  
Her body was lean and her neck was slim;  
One horn turned up and the other down;  
She was keen of vision and long of limb;  
With a Roman nose and a short, stump tail,  
And ribs like the hoops of a home made pail.

Many a mark did her body wear;

She had been a target for all things  
     known;  
 On many a scar the dusky hair  
     Would grow no more where it once had  
     grown;  
 Many a passionate parting shot  
 Had left on her hide a lasting spot.

Many a day had she passed in the pound  
     For helping herself to the neighbor's corn;  
 Many a cowardly cur and hound  
     Had been transfixed on her crumpled horn;  
 Many a teapot and old tin pail  
 Had the village boys tied to her old stub tail.

\* \* \* \* \*

The mosses grew on the garden wall,  
     The years went by with their work and  
     play;  
 The boys of the village grew strong and tall  
     And the grey-haired farmers passed away,  
 As one by one the leaflets fall—  
 But the highway cow outlived them all.

All earthly creatures must have their day,—  
     And some must have their months and  
     years,—  
 Some in dying will long delay,—  
     There is a climax to all careers,  
 And the Dunkirk cow at last was slain  
 In running a race with a railway train.

We quote these lines to give "just a swatch" of Dunkirk's old time, slip shod ways. Her forsaken and dilapidated condition made her name a by-word for many a day, though not on account of lack of virtue or energy in her citizens, for they averaged in all respects with the people of any community in the county. The town was the victim of a situation. Her residents had invested much in real estate and had become otherwise so closely identified with her fortunes as to be compelled to stay there, and now, by the force of circumstances, they found themselves without occupation or prospects. They could only await with stoicism the abatement of the storm and the coming of the railroad so long delayed. Meanwhile a sleepy air hung over the town and grass grew in its streets.

The Ice Ship.—Notwithstanding this period of inactivity Dunkirk, situated on the shore of a great lake, was not without incidents of interest. The winter of 1836 and 1837 was unusually long and severe. The Western Trader, a schooner loaded with corn and oats, left Detroit in the fall of 1836, was frozen in in the upper part of the lake, drifted down and lay for six weeks in a mass of ice off Dunkirk. She was watched with interest from the shore and was called the "Ice Ship." She and her crew were not released from their fetters until nearly June, 1837.

Patriot War.—In February, 1838, during the Patriot War, United States troops, under General Worth, were sent up Lake Erie on the steamboat Robert Fulton to break up the "Hunters' Lodges," as they were called, then being organized to promote the cause of the Patriots. They stopped on their way at Dunkirk, sent a detachment against a Hunters' Lodge organized at Fredonia and captured and removed the arms and military supplies stored there.

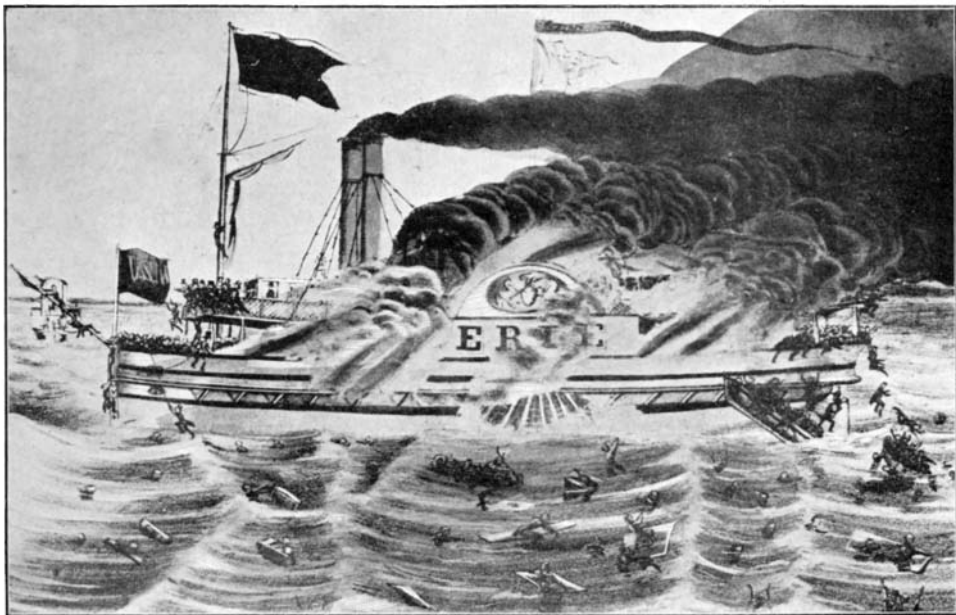
Lake Disasters.—The burning of the Washington in 1838 off Silver Creek, (see Vol. I, page 143), and other disasters that happened in early days upon the lake in the vicinity of Dunkirk came near to and deeply affected its citizens. The waters of Lake Erie are the shallowest of the five great lakes, they are consequently subject to choppy seas which render them dangerous for navigation. But few parts of the ocean have such a record of shipwrecks. In 1763, a storm wrecked the boats of Major Wilkins when on his way to relieve Detroit, then besieged by the Indians and seventy of his men perished. The next year General Bradstreet set out from Detroit after raising the siege. His boats were wrecked and many of his soldiers drowned. From that time un-



til the loss of the *Dean Richmond* with all on board off Van Buren in 1893, the part of Lake Erie bordering on Chautauqua County has a record of many disasters of which Dunkirk has been a witness and in which she has suffered the loss of many of her citizens. The wreck of the *Passaic*, of the *Golden Fleece* and the *Oswego*, with the accompanying loss of life, all happened in the vicinity of Dunkirk and are fresh in the memory of its citizens. These tragic incidents are chronicled in other parts of this history.

**Burning of the Steamboat Erie.**—On the 9th of August, 1841, occurred the greatest disaster that had ever happened on western waters. The palatial steamboat *Erie*, the finest on this lake, owned by Charles M. Reed of Erie, Pennsylvania, commanded by Captain Titus, was burned at night in plain view of the Harbor of Dunkirk, some account of which has been given in this history (Vol. I, pages 143 and 144). The *Erie* left Buffalo with a large number of passengers, including one hundred fifty

Swiss immigrants, and also many excursionists. After supper the deck was cleared for dancing. While the band was playing and the dance in progress the boat caught fire from a carboy of varnish that had been improperly placed on the deck. In an instant the newly painted and varnished vessel was enveloped in flames. Many passengers jumped overboard, others perished in the burning boat, but few reached the shore. Fuller, the wheelman, stood at his post and kept the vessel headed for the shore until he was burned alive. The people of Dunkirk were gathered at the landing and upon the shore where they witnessed the appalling scene. In the brilliant light of the flames they could see the frantic struggle for life. They saw their fellow beings perishing without power to save. They did not soon forget that fearful night. Two hundred forty-nine persons, including the Swiss immigrants, lost their lives in the disaster. For two weeks and more bodies from the burned boat continued to float ashore. They



[Destruction of the steamboat *Erie*, off Silver Creek, Lake Erie, on the evening of Monday the 9th of August, 1841, when over 200 human beings perished in the dreadful conflagration.]

were buried under the direction of W. W. Brigham, who was the Coroner of the county at the time; many at Dunkirk and some in other places.

Lake Storms.—In October, 1844, occurred one of the most terrific storms ever known on the lake. The water at Dunkirk raised to a remarkable height. The wharves and storehouses at Center and Buffalo Streets were washed away and the merchandise scattered along the shore. The winter stock of goods of several merchants of Warren, Pinegrove and Sinclairville were destroyed. The water rose far up Buffalo Street. Buildings were washed from their foundations. The steamboat Chautauqua, when the storm abated, was found on the shore fifty rods from the lake. This tempest was even more fearful and destructive in Buffalo. In a storm that occurred in the fall of 1847 five steamboats were driven ashore between Erie and Buffalo. A terrific storm also occurred in the fall of 1862 in which many vessels were wrecked. The Canadian brig, John Young, was carried by the waves clear over the breakwater at Dunkirk Harbor, and beached high and dry on the shore in the village.

Loss of the Jersey City.—The loss of the propeller Jersey City was another disaster severely felt and long remembered by the citizens of Dunkirk. She was wrecked off Long Point November 27, 1860. Captain Simeon Monroe and many of her crew were residents of Dunkirk. Of the twenty-three persons on board eighteen were drowned or frozen to death. Five, after great suffering from the cold, were saved. Captain Monroe although badly frozen, survived. Other disasters of deep concern to the people of Dunkirk, in which there was a loss of life, have often occurred on the lake.

Fredonia vs. Dunkirk.—When the

great financial storm had blown over and when it became certain that the Erie Road was to be built, and, as the work neared its consummation, evidences of life again began to appear in Dunkirk and business to be resumed. People began to gather there once more. There were signs of preparation and an air of expectancy as if some great event was about to happen. A strong rivalry then, and for some years after the completion of the Erie Railroad, existed between Fredonia and Dunkirk. This jealousy was without reason, for what prosperity came to one clearly benefited the other. The villagers entertained no high opinion of each other. A Fredonian would derisively inquire of a Dunkirker when he would expect the railroad would come, and if he thought the water was increasing in depth in the Harbor of Dunkirk, which he would call "Chadwick's Bay." The Dunkirker, in retaliation, would call Fredonia "Pomfret Town Corners." Fredonia favored the building up of Van Buren as a rival of Dunkirk, notwithstanding the harbor of the latter place was in every respect superior to Van Buren. The Fredonians favored the termination of the New York and Erie Road at the latter place. A great city was planned to be built there. It was surveyed into lots and maps made and sent to the city of New York for distribution. Shares of stock representing one hundred dollars were sold for thirty-five dollars. In 1835 a weekly newspaper, called the Van Buren Times, of which Arba K. Maynard was the publisher, was established there. In 1836 a company was incorporated with a capital stock of twelve thousand dollars for the construction of a railroad from Fredonia to Van Buren.

Point Gratiot.—Van Buren was for a while favored as a recreation ground, notwithstanding Point Gratiot was one

of the most beautiful promontories on the lake. Mrs. E. M. H. Edwards says:

"A large share of the picturesque beauty of the natural scenery, for which Chautauqua County is noted is in and around Dunkirk, where walks and drives in any direction disclose charming views in endless variety. Only a mile from the hotel are Point Gratiot Park, the Government Lighthouse and Hickoryhurst, the latter a lovely summer settlement on the beach, under the hickory trees that suggested its name. A walk, a drive or a boat ride to Hickoryhurst and around Point Gratiot and the lighthouse is one of the favorite excursions of Dunkirk people and their guests."

First Bank.—In 1844 such promise existed for the future business of the town that the first bank was opened. It was a bank of issue and was established by A. J. Webb.

End of the Dunkirk Land Company.—The land of the Dunkirk Association had been divided into shares among its owners in 1838. Of the proceeds one-fourth was to be given to the New York and Erie Railroad, provided the road should be built in six years. The company failed in this, notwithstanding the time had been twice extended. When it became certain that the road would be completed the proprietors of the land made a donation to the railroad company of forty or fifty acres for a depot and other purposes. Mr. Smith, after he bought out the Townsend Company, purchased for the association about six hundred acres of additional land. After the railroad was completed the property was sold and the proceeds divided among the proprietors.

## V.

### RETURN OF PROSPERITY.

The Erie Railroad Completed.—Sep-

tember 22, 1841, the Erie Road was opened from Piermont to Goshen, and June 7, 1843, to Middletown. In 1845 the state released its lien on the road and authorized the original stockholders to surrender two shares of old stock and receive one share of new. The road was opened to Port Jervis January 6, 1848, to Binghamton December 8, 1848, to Owego June 1, 1849, to Elmira October, 1849, and to Corning January 1, 1850, and now Horatio G. Brooks, upon whom the destinies of Dunkirk have so often rested, risen from the position of fireman to the rank of engineer, brought his engine, No. 90, built in Boston by Hinckley & Drury, by way of the Erie Canal and Lake Erie to Dunkirk January 3, 1851. As if to announce his coming to cheer the hearts and retrieve the fortunes of the people of Dunkirk, he blew the first blast of a locomotive whistle ever heard in the County of Chautauqua. No more welcome sound or sweeter music ever greeted waiting ears than the first wild scream of his engine whistle. May 14 of the same year the road was opened to Dunkirk and the New York and Erie Railroad completed.

The Great Railroad Celebration.—The great enterprise which the people of Dunkirk had so anxiously awaited through long years of doubt and despondency was at last consummated and a great highway of travel opened from the ocean to Lake Erie. It was the longest railroad in the world. The opening of the Pacific Railroad produced no greater sensation and was relatively an event of no greater importance than the opening of the Erie Road at that time. A great celebration was held in Dunkirk to commemorate the event. Considering the interest of the occasion, the number of people assembled, the distinguished persons present participating in the ceremonies, the inter-

esting character and the magnificence of the display, it has never been equalled by anything of the kind held in Chautauqua.

President Fillmore and his cabinet and many other distinguished citizens of the nation were to be present. The day was auspicious, thousands were attracted by the fame of the expected guests, and the novelty of the anticipated spectacle. The distinguished party arrived in New York from Washington May 13, 1851, and in the evening attended a banquet at which Mr. Loder, the President of the Erie Road presided. At eight o'clock in the morning of May 14 a train consisting of twelve passenger cars left New York City having on board, besides the eminent party a host of railroad officials. It was divided into two sections, an hour apart. It was the first long excursion train that had ever run on a railroad in the world. The road was four hundred forty-five and one-half miles long. It was the first great trunk line in the United States and the first to join the Great Lakes with the ocean. Everything was provided for the comfort and pleasure of the excursion party possible at that day. An observation car was made of a flat car which Daniel Webster used as a rostrum for the delivery of speeches at the stations as they came to them and from which he viewed the scenery of the road while seated in a rocking chair provided for his comfort. The excursion was a triumphal procession all the way. Crowds of people along the line flocked to witness it. The train stopped at Elmira over night and did not leave until ten o'clock the next morning. It was in charge of Engineer Charles H. Sherman, who at the time of his decease, and for many years before, was a resident of Dunkirk. The time made for so long and so new a road is not much exceeded by the speed

of trains at the present time. Between Port Jervis and Narrowsburg the remarkable run of thirty-four miles was made in thirty-five minutes. The two sections, just before they reached Dunkirk, were made into one.

On the arrival of the excursion party at Dunkirk it was welcomed by every exhibition of joy that could be manifested by the people assembled. Salutes, processions, barbecues, banquets and fireworks; a great bonfire illumined the night, the harbor was filled with shipping, flags and bunting were everywhere displayed. Among the distinguished speakers was Webster, Douglass, Seward, Crittenden and Fillmore—never has there been such an assemblage of distinguished men outside of the National Capital since the government was formed.\*

A great wooden plow adorned the extreme end of the railroad track pointing westward, emblematical of the advance that agriculture, civilization and empire was making towards the setting sun. Dodsworth's Coronet Band, the most famous of the time in the United States, enlivened the day, and at evening from the balcony of the Loder House the strains of a violin by some master hand, fell sweet and clear upon the night air. To those assembled at Dunkirk the event was one of extraordinary interest and every incident of the day was treasured in the memory. The citizens of Chautauqua County were quite as well informed as those in other parts of the state, but were isolated a long distance from railroads and the cities of the east. They had never witnessed an exhibition of this kind. The greater number had never listened to an orator of national reputation, or even seen a locomotive or railroad car. The presence of so many distinguished personages, such a grand display, spiced with a flavor of the great metropolis of the

\*A more particular account of the speakers and speeches and of the interesting ceremonies of the day I have given in Vol. I, page 150 to 154 inclusive.—O. E.

east, and with all the airs of the east impressed our unsophisticated western citizens, as a youth would be the first time he visits a theater, or a child while listening to a tale from the Arabian Nights.

The Irish and Germans.—From an obscure village struggling against adversity, Dunkirk had now suddenly become a cosmopolitan town of great expectations. Soon after the road was completed the population of the place greatly increased, and consisted of people of many nationalities. The Irishmen were the first upon the ground. They may be said to have brought the railroad with them, for it was chiefly by their labor that it was built to Dunkirk. They were closely followed by the Germans. The Irish and Germans were not only strangers to each other, but strangers in a strange land. The great majority of them were poor and the structures that they reared at first for the dwellings were cheap and clumsy, consequently, the streets, architecture and surroundings of Dunkirk for many years were uninviting. As the greater part of the population were emigrants they seemed to give little promise for the future. Time, however, has proved that they were a substantial people. Among them and their descendants have been many worthy and intelligent citizens. Some are among the most reliable and enterprising in Dunkirk and none are more devoted to its interests. These people, so poor in the beginning, steadily saved their earnings until a large portion of them became the owners of their dwelling houses and places of business, and consequently no place in the county and but few places anywhere, are now based upon a more solid foundation than is Dunkirk.

Irish Catholics.—Dunkirk until 1850 was distinctly a Protestant town. The Protestant clergymen, Revs. Timothy

Stillman, Joy Handy and Charles L. Hequembourg, were, during the early years of Dunkirk, among its most influential citizens. Of the emigrants who came to Dunkirk during the building of the railroad very many were Catholics. Prior to 1851 there had been no resident Catholic priests and no Catholic Church in the county. Rt. Rev. John Timon, Bishop of Buffalo, was the first to visit the few scattered Catholic families in Chautauqua County. When their numbers were sufficiently increased the Bishop sent them a missionary priest who would gather around him the Catholics in some farm house and hold religious services. In 1851 Rev. W. Lannon purchased a small frame building for divine services. Upon the opening of the Erie Railroad the great influx of Catholics to Dunkirk rendered it necessary to have increased facilities for worship. In July, 1852, a site was chosen for a church, the corner stone of which was laid by the Rt. Rev. Bishop Timon. The church was opened for divine service March 17, 1854, and in November it was dedicated by the Rt. Rev. Bishop Young of Erie, Pennsylvania. The building was of brick, large and spacious, the architectural design gothic. Its first pastor was the Rev. Peter Colgon who for nine years ministered to the wants of the congregation, identifying himself with it in all its spiritual and temporal prosperity. In 1858 the Sisters of St. Joseph were brought to Dunkirk by Rev. Father Colgon to take charge of St. Mary's school and orphanage, and May 26, 1861, the monastery of St. Mary's was established.

German Catholics.—Many German Catholics came to Dunkirk with the building of the Erie Road. They at first worshipped with St. Mary's congregation. In 1857, they organized a society and built "St. George's," a framed

church. A separate parish was formed in 1874 when Father Kolb took charge and the church of the "Sacred Heart" was built at a cost of twenty thousand dollars. George Dotterwich, long a leading German citizen of Dunkirk, assisted liberally in the building of these churches.

Polish Catholics.—No Polanders, Italians, or Swedes, came to Dunkirk with the building of the Erie Railroad. In 1855 there were but twenty-one Poles in the County of Chautauqua. Later they began to come in considerable numbers. In 1875 there were eighty-five Polish families in Dunkirk. Among the early prominent Polanders that came were Theodore Weiss, Lawrence Schelling, Thomas Boratka, Leopold Smoczynski, Valentine Insiorski and Ignatz Spyre. In 1875, St. Hyacinth's Roman Catholic Church was erected by the Poles at a cost of ten thousand dollars. Among its founders was Theodore Weiss and Rev. Father Carl Lauz, an early pastor. Dunkirk had scarcely an Italian resident prior to its incorporation as a city in 1880.\*

Episcopalians.—The opening of the Erie Railroad practically introduced the Catholic religion into Chautauqua County and Dunkirk thereafter became the principal home of the people of that faith. Not all, however, who came with the opening of the road were Catholics. An Episcopal Society was organized in 1850 by the Rev. Charles Avery and two years later the old church building was erected. Succeeding Rev. Avery came Revs. Edson, Costello, Kidder, Champlin, Raikes and Harris. In 1867 a lot was purchased on the corner of Eagle and Fourth streets and the present church erected at a cost of twelve thousand dollars. The new church was erected under the ministrations of Rev. P. P. Kidder.

German Protestants.—St. John's Ger-

man Evangelical Church was organized in 1856 by Rev. Voight of Buffalo. Their church building was erected two years later. The first pastor was Rev. Strauss. The Zion Evangelical Association was organized in 1865 with nine members by Rev. J. J. Bernhardt, its first pastor. A church edifice was erected that year.

Steamboat and Railroad Business.—Before the months in which occurred the great railroad celebration was over the New York and Erie Railroad commenced running five passenger trains from Dunkirk to New York daily; three were first class and two were second class trains. The fare to New York by the former was eight dollars, by the latter five dollars. The gauge of the road was originally six feet which was supposed at the time to give an advantage over a narrow gauge in the shipment of freight. Particular attention was given to the transportation of stock. The fine steamers Niagara, Queen City and Detroit commenced to navigate Lake Erie in connection with the railroad to Cleveland, Toledo and Detroit. The fare for a passage to the latter place was four dollars. The arrival and departure of these large boats and of others of less importance gave the harbor a maritime appearance that it has never since equalled.

Lake Shore and Michigan Southern Railroad.—Within a year after the New York and Erie Railroad was completed to Dunkirk another important railroad was in operation which gave increased importance to the place as a railroad town. The Buffalo and Erie Railroad Company was organized as early as April 14, 1832. The route was surveyed and located nearly all the way to the state line, but as work was not commenced upon it within four years as required by its charter the enterprise failed. This attempt to build a road

\*Further information respecting the Poles, Italians and Swedes I have given in Vol. I, pages 312 to 316.—O. E.

along the shore of Lake Erie was followed by the incorporation of the Buffalo and State Line Railroad Company, June 6, 1849. The road was in a great measure originated by the enterprise of the people of Fredonia and a large portion of its stock subscribed by them. It was at first located through that village and considerable grading was done on that route, but it was at last decided by the directors to build the road by the way of Dunkirk. On the 1st of January, 1852, this road was opened from the state line of Pennsylvania to Dunkirk, and on the 25th of February to Buffalo, with a gauge of four feet, eight and one-half inches. The railroad that at this time was being built from Ohio to meet this road was being laid with a four foot ten inch gauge. This led to a strife for the point where the gauge of the roads should change. The people of Erie made a strong effort to have the six-foot gauge extended to Erie. As it would involve a reshipment of freight it was thought that the point where the gauge should change would be of great business importance. The struggle resulted in what was called the "Harbor Creek War" and the tearing up of five or six miles of track in that town in Erie County, Pennsylvania, by a mob. The war ended, however, without bloodshed. The road being completed from Buffalo to Erie no longer was the traveller obliged to journey along the sandy beach of the lake, or plod through the "Four Mile Wood" or the "Cattaraugus Swamp" to reach Chautauqua County from the east. By the subsequent consolidations of the various roads between Buffalo and Chicago the Buffalo and State Line Railroad finally became a part of the Lake Shore and Michigan Southern Railway. From the first the business of this road was extraordinary. It soon outstripped the Erie Road in importance and is

now among the leading railways in America.

Withdrawal of the Steamboats.—After other branches of the Erie Road were completed the line of the road to Dunkirk became of minor importance and the Erie line of lake steamers was withdrawn which reduced the consequence of Dunkirk as a lake port.

The Camps and Garibaldi.—Dunkirk before the Erie Road was built was of small importance compared with Jamestown, Fredonia or Westfield. It now began to take a leading place in business and in the public affairs of the county. Among the earliest industries that came to Dunkirk was candle-making. The brothers, Wilson and Harmon Camp, long residents of the Town of Charlotte had established a small manufactory of mould candles at Sinclairville. About 1848, they removed to Dunkirk, built a larger factory and engaged more extensively in candle making. An interesting circumstance occurred in connection with their business well known at the time. They had invented a method for the manufacturing of candles, for which they obtained a patent, when the candle was drawn out of the mould it would draw after it into the mould the wick ready to receive the melted tallow, by which the manufacture of candles was much shortened and cheapened. At this time the illustrious Italian patriot Garibaldi had been banished from Italy. He came to New York where he was tendered a public reception which he declined. During his stay in America in order to earn his own living, with a true nobility of character, he engaged for a while in the manufacture of soap and candles on Staten Island. It is said that hearing of the Camps improvement he came to Dunkirk to negotiate with them for the purchase of their patent. While in Dunkirk he was entertained over night

by Harmon Camp at his house which at the time was one of the most important residences of the village, now the dwelling house of Charles F. White, 115 Elm Street. Garibaldi is said to have been pleased with the Camps' improvement for making candles, but no agreement was consummated for its purchase. (See further Vol. I, page 189.) Wilson Camp afterwards lost his life by an explosion that occurred in his candle factory.

**New Industries and New Residents.**—Otis Stillman founded the fire insurance business in 1850. He was succeeded by Samuel Gifford in 1854. Photography was commenced by O. Monroe in 1852. The Basket Machine Company was organized by Thomas Flesher in 1861 and other industries were established.

As soon as the Erie Railroad was completed there came the founders of many wellknown families of Dunkirk, among them the Nagle brothers. Several of them distinguished as mechanics of the first order. During the Civil War they were bridge builders in the government service. Gustavus W. organized and superintended the railroad bridge building department. There came the Zimmermans, Louis Hyle and later Charles Weidman, Charles Ehlers, George Phillipbar, George Dotterwich, Wyman, C. E. Koch, Emiel Keller and other Germans. John Lunt came in 1850 and not long after him Michael McDonough, Daniel Toomey, John Madigan, John W. O'Brien, Thomas Kane, Richard and Peter Mulholland, Michael O'Donnell. In 1850 came Arthur Lascells, John Hillard and afterwards S. D. Caldwell, William T. Coleman, John Bandirialli and Albert Cobb, Langley Fullager in 1854 and Richard L. Cary in 1856.

Those able lawyers and well known citizens, Charles H. S. Williams, Ly-sander Brown, Ernest Mullett, C. D. Murry, Francis S. Edwards, W. W.

Holt, came during these and some of them in even earlier years, as did also those distinguished physicians Ezra Williams, Dr. Samuel T. Smith, H. M. T. Smith and Matteson, Dr. Henry A. Rogers, distinguished for his scientific investigations and for his original views of matter and the laws which govern it, came to Dunkirk in 1852. Those prominent citizens, Dr. Julien T. Williams, William Bookstaver, S. M. Newton, Walter Finkle, Byron Clark, John Beggs, Lee L. Hyde, Richard and Peter Mulholland, M. J. O'Donald, J. C. Hagggett, Charles E. Hequembourg and D. F. Toomey belong to a later period in the history of Dunkirk.

**Singerbunds and Singerfests.**—Previous to the completion of the Erie Road music in Dunkirk as in most American communities had been rudely cultivated. The Germans of the place although plain and generally poor, were a law-abiding people with civilized tastes and refined tendencies. In 1856 they organized the Singerbund, and made it a permanent institution, where for many years music was cultivated in a scientific way. The society was named the Dunkirk Germania Verein. Its object was the advancement and cultivation of song and social intercourse. Singerfests were held by this with other societies in Dunkirk, Buffalo, Cleveland, Erie and other important places. The society continued its existence long after Dunkirk was incorporated as a city in 1880. Ten years later a number of citizens of Dunkirk most skilled in music organized the Dunkirk Choral Union the effect of which was to develop from them the musical talent of Dunkirk.

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#### THE ARMORY.

In 1858, the armory now used as the city hall was built by the state and the next year dedicated.



## THE TOWN OF DUNKIRK.

In 1859, the town of Dunkirk was formed from Pomfret. Prior to its organization as a new town there had been no town meetings held in that village, notwithstanding efforts had been made to have them. Seldom it was that a Supervisor was selected from that part of Pomfret. These and other circumstances contributed to produce unfriendliness and jealousy between the villages of Fredonia and Dunkirk, long manifested and in many ways. The Fredonians were charged by the Dunkirk people with being puritanical and straight laced. The people of Dunkirk were free and easy; they were inclined to hold sumptuary laws in disdain and were not very particular in the observance of Sunday ordinances. Indeed Fredonians averred that the whole population of Dunkirk had been seen out fishing upon the breakwater on Sunday, a statement to be taken probably with some grains of allowance. The strained relations that existed between the adult population of the two villages took a more strenuous phase when the boys of one town happened to meet those of the other. The contest that Dunkirk annually made for the town meetings and finally the building of a fence around the Dunkirk burial ground at an expense to the Town of Pomfret that Fredonia thought to be extravagant, caused that village to render a disgusted assent, and Dunkirk was set off as a new town or rather was "got rid" of in that way. The lack of cordiality between the two villages, as soon as Dunkirk was organized as a separate municipality, began to disappear and a better feeling to grow up, which has steadily improved to the present time.

Dunkirk in the Civil War.—In 1861 came the Civil War. Dunkirk was among the first localities in Chautauqua

County to be seriously admonished of its coming. February 16, 1861, the train which bore Abraham Lincoln on his way to the Capitol for inauguration stopped at Dunkirk and Lincoln from his car which halted west of the Erie Depot and just east of the center of Lion street, made a short speech to those gathered there in which he impressively referred to the gathering storm about to burst upon the country. Dunkirk may also be said to have been a witness to the last great tragedy of the war when the body of Lincoln was being bourn to its final resting place after his assassination. As the train paused at Dunkirk at midnight of the 27th and 28th of April, 1865, for a moment to receive a solemn reception amidst the firing of minute guns, dirges of music, tolling of bells and in the light of funeral torches, a deep and lasting impression was made upon the people there assembled. These impressive incidents, the great railroad celebration and the debarkation of Lafayette at the Harbor of Dunkirk in 1825, are the most important historic events in the annals of Dunkirk.

Dunkirk was not only the first town in the county to be awakened to the great danger that threatened the country, but the first to take action in support of the government. Companies "D" and "E" of the Seventy-second New York Regiment of the Excelsior Brigade, the first organized in the county, were raised in Dunkirk, sent forward and on the 20th of June, 1861, mustered into service. Less than two months after the first call for troops, Company B, Captain James M. Brown, from Jamestown, was mustered in and joined the same regiment a day later. Captain Patrick Barrett of Company E was the first man to enlist in Dunkirk and one of the first soldiers of the county to fall in battle. He was mortally

wounded at Williamsburgh. William O. Stevens, Captain of Company D, afterwards became the Colonel of this regiment and was killed at Chancellorsville. In the fall Company H also from Dunkirk, Captain Stephen H. Doyle, was mustered in and joined the same regiment. He was killed in the Battle before Richmond. Many other gallant officers and men of the three Dunkirk companies fell in the battles of the war.

they were constantly passing to the scene of strife, or returning perhaps wounded from the field of battle. Here was the Provo-martial headquarters, and here all the drafts for the Congressional District were conducted. The State Armory and Arsenal, now the City Hall, was the rallying point of the volunteers departing for the front and the place where some of the dead heroes of the war lay.



CENTRAL AVENUE—DUNKIRK.

In other regiments and in other branches of the service were many of its citizens found. The Irish, the Germans and the Catholics of Dunkirk contributed quite their full share to the ranks of the army and suffered quite their full share of its losses in battle.

During all the four years of war Dunkirk was the center of military action in this Congressional District; from there the troops took their departure to the seat of war. Through Dunkirk

Conclusion.—The early history of Dunkirk closes with the completion of the Erie Road to Lake Erie. The great railroad celebration commemorating this event marks the beginning of a new era in the chronicles of the town as distinctly as a mile stone marks the way. Before that event its inhabitants were nearly all of New England extraction, having pursuits and characteristics no different from the residents of other towns and settlements in the county.

With the construction of the Erie Railroad came another class of citizens, a large influx of a foreign born people of various nationalities and of differing languages. Poor and industrious, they came with the legitimate purpose of earning their bread and supporting their families by the labor of the hands and the sweat of the brow. The experiences of history and the result in this instance proves, that with opportunities such as our country affords from a plebeian ancestry like this springs enter-

forest as far on the other. Deer snuffed the breezes of the lake at Point Gratiot and found a safe retreat in the tangled thickets of Crooked Brook. The progress of the place since then has been at times slow and irregular, but towns of a rapid growth have often a fleeting prosperity. Dunkirk has experienced many adversities and has survived them all. Her good harbor, superior railroad facilities and important manufacturing industries are destined to establish here a permanent and busy town. Be-



WASHINGTON PARK—DUNKIRK.

prising, intelligent and substantial communities—citizens sure to understand and value our free institutions.

We have continued our sketch of Dunkirk beyond its earliest annals and until after the new order of things inaugurated by the Erie Railroad was fairly established. This result may be said to have been consummated at the close of the Civil War. Not sixty years before that time Timothy and Luther Goulding and Solomon Chadwick had built their cabins by the bay—a sailless lake stretched wide one side and a dense

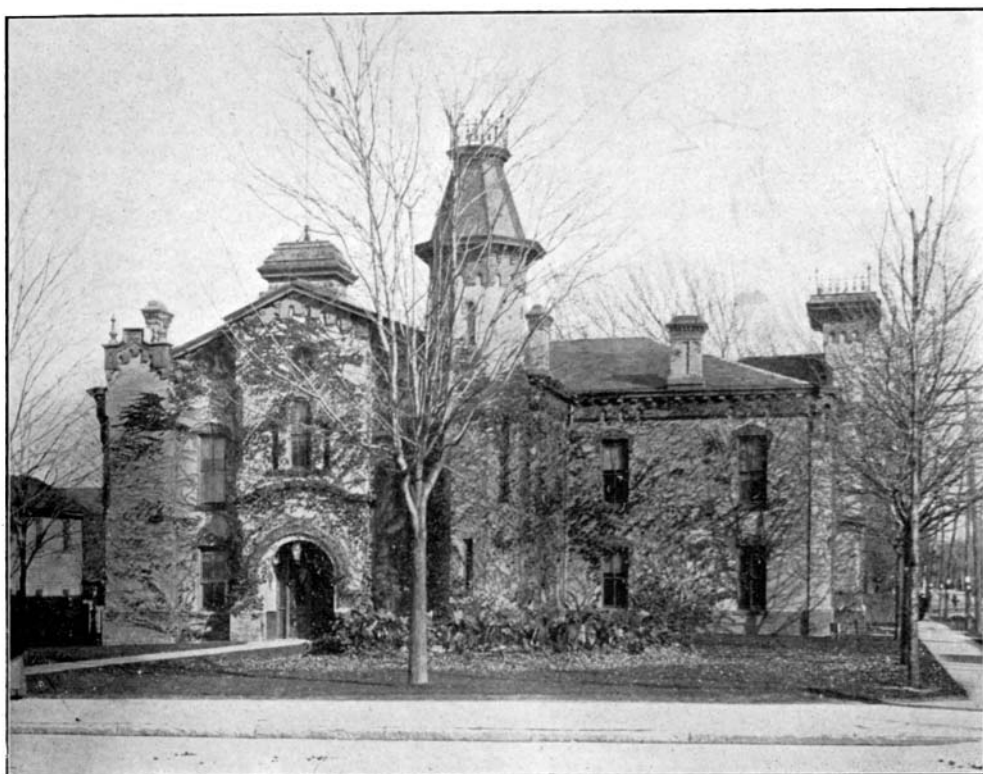
sides these substantial advantages Dunkirk has the essentials of a handsome and attractive city. When the roughness of early surroundings and other crudities shall have been smoothed away the natural beauties of her situation will appear. A gently undilating country, gradually rising from the shore of a crescent bay, a town with public edifices and church spires rising in the midst; cultivated fields around and the distant Arkwright hills as a back ground constitute the elements of a pleasing landscape.

From the headlands that flank the bay we have another view. Here the great lake seems as limitless as the sea itself, and is as sublime in storm or calm. The breakers thunder against the rocky sides of Point Gratiot as grandly as the surf beats on the ocean shore. In the clear atmosphere of this latitude the western sun descends into Lake Erie with even greater splendor than it sinks into the ocean wave. An Englishman, used to the fogs of his native island, may be pardoned for thinking nothing more beautiful than an Italian sunset, for he has never seen the sun quench its fires and close the day from Point Gratiot.

Walter Smith, one of the donors of the park at Point Gratiot, caused fifty bushels of hickory nuts to be planted there from which have sprung a handy

growth of deep rooted timber, calculated to withstand the powerful breezes of Lake Erie. Hickoryhurst will always be a reminder of his considerate and unselfish care, to all who seek its restful shades. No monument could be reared upon this appropriate and beautiful spot that would as effectually perpetuate the memory of his public service, as this that he himself has reared.

The pride of the people off Dunkirk in Hickoryhurst and Washington Park, the public spirit they evince in their schools, their library and their public charities, promise that, notwithstanding her early adversities and short comings, Dunkirk sometime will outstrip her ancient rivals and become one of the most beautiful and cultivated cities of the lake.



CITY HALL—DUNKIRK.

# THE BROOKS LOCOMOTIVE WORKS.

BY MARSHALL L. HINMAN.

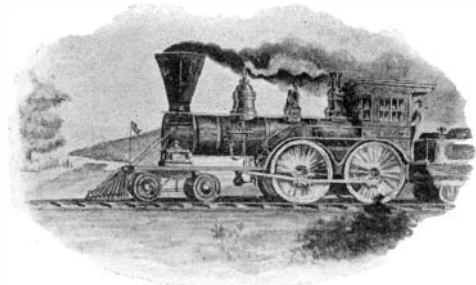
The Brooks Locomotive Works of Dunkirk, Chautauqua County, State of New York, was incorporated under the General Manufacturing Laws of said state, November 11, 1869. The articles of incorporation, which were filed in the office of the Secretary of State, specified, among other details, "That the number of Trustees who are to manage the affairs of said company, is five, and the names of the persons who are to act as such Trustees during the first year are: Horatio G. Brooks, Marshall L. Hinman, William O. Chapin, M. R. Simons and John H. Bacon, Jr." "That the operations of said company are to be carried on in the Town of Dunkirk, County of Chautauqua, State of New York." This certificate was filed in the office of the Secretary of State at Albany on the 12th day of November, 1869. Of the above named Trustees, who were the incorporators, Horatio G. Brooks was a resident of Dunkirk, New York, and Marshall L. Hinman, William O. Chapin, M. R. Simons and John H. Bacon, Jr., were residents of the City of New York.

The real estate and buildings which the corporation acquired were obtained from Horatio G. Brooks, who, under date of October 29, 1869, leased for a term of ten years from the Erie Railway Company the above mentioned property, known as the Dunkirk Shops, where the railway company had constructed a few new locomotives and freight cars, as well as repairing same. At a subsequent meeting of the Trustees of the Brooks Locomotive Works held in the City of New York on Satur-

day, November 13, 1869, Mr. Brooks was elected President and Superintendent of the works, and Marshall L. Hinman, Secretary and Treasurer.

The initial, or first, order for locomotives was from the Erie Railway Company, such order being for twenty-five eight wheel type of engine, six foot gauge, which was the standard gauge of the Erie Railway at that time, and the order to be completed at the rate of two engines per month.

During the first month one locomotive was completed and also one during



**FIRST LOCOMOTIVE MADE AT THE  
BROOKS LOCOMOTIVE WORKS.**

the month of December. Twenty-seven locomotives were completed during the first twelve months.

In the calendar year ending December 31, 1871, we had completed forty-five; and for a like period, ending with December, 1872, we had completed seventy-three, which brought our average up to six locomotives per month. The great financial panic which commenced September 15, 1873, seriously affected, not only the manufacturing industries, but the financial condition of the entire country, reducing the volume of our business to such an extent that

during the year of 1874 but six locomotives were completed, and in 1875 only twenty-two.

The Centennial Exposition held in Philadelphia in 1876 stimulated all industries, and the output of the Brooks Locomotive Works during that year increased to forty-seven engines but the stimulus of the Centennial having exhausted itself, depression followed, so that during the calendar year of 1877 only seventeen locomotives were completed, and but thirty-two were finished during the year 1878. The latter part of the year 1879, six years after the financial

tive business, after so long a period of depression, that he immediately commenced the construction of new buildings and the purchase of late and improved machinery to meet the demands of new equipment. This expenditure was made in direct opposition to the views expressed by several of our railway friends and some financial men in the City of New York, but the wisdom of the course which he pursued was fully demonstrated before the end of twelve months, as the entire country by this time was again prospering and during the year ending December 31,



VIEW OF THE BROOKS LOCOMOTIVE WORKS IN 1877.

panic of 1873, there were marked signs of permanent recovery from the great depression and during that year forty-four locomotives were completed. During these years of depression contracts were taken for locomotives, barely covering the cost for labor and material, in order that the works might be continued in operation and the working organization disturbed as little as possible.

Mr. Brooks returned from the Pacific Coast early in 1880, where he had been spending several months with his family, and he was so impressed with the situation and prospect of return to ac-

1880, one hundred locomotives had been completed in the works. In 1881 we increased our production to one hundred and forty-six and in 1882 our total output was two hundred and three. During one month of that year we turned out twenty completed locomotives.

It is a well established fact that depression always follows a period of unusual activity and this condition was realized about July of 1883. So seriously did it affect the railroads and financial centers that during the last six months of that year we completed only forty-six locomotives; only seventy-

three in 1884; twenty-seven in 1885; and eighty-seven in 1886. From that time until the early part of 1893 business throughout the country was in a very satisfactory condition, but the financial disturbance which occurred in the summer of 1893 again produced a stagnation of all business, including locomotive construction, so that during the year 1894 but ninety locomotives were completed. This financial depression was not as serious as the one which occurred in 1873; the country regained its normal condition more speedily, and, in 1895 one hundred ninety-five locomotives were completed and one hundred during 1896. From this time, until the present, business has continued to increase and during the year 1901 three hundred and seventeen locomotives were turned out by the Brooks Locomotive Works.

The following table gives the total number of locomotives completed in each of the years from November, 1869, until January 1, 1902:

Year.	No. Loco's.	Year.	No. Loco's.
1869 (2 mo's)	2	1885	27
1870	32	1886	87
1871	45	1887	144
1872	73	1888	165
1873	68	1889	119
1874	6	1890	194
1875	22	1891	226
1876	47	1892	194
1877	17	1893	197
1878	32	1894	90
1879	44	1895	125
1880	100	1896	100
1881	146	1897	157
1882	203	1898	225
1883	148	1899	294
1884	73	1900	317
		1901	382
No. of employes, Nov., 1869....	376		
" " " May, 1874....	129		
" " " June 15, 1901....	2,255		
" " " Dec. 31, 1901....	2,613		

The amount of wages paid to the employes of the Brooks Locomotive Works during the past seventeen years is given below:

Year.	Amount.	Year.	Amount.
1884	\$204,454 19	1891	\$ 692,944 38
1885	156,953 22	1892	694,828 48
1886	356,339 67	1893	422,060 87
1887	527,977 11	1894	387,903 28
1888	578,036 42	1895	493,655 09
1889	490,830 26	1896	371,596 04
1890	717,547 07	1897	743,571 33
		1898	934,895 72
		1899	1,204,039 60
		1900	1,353,968 85
		1901	1,386,636 16

A comparison of the size of locomotives completed in 1891 and 1899 presents some interesting features, particularly showing the marked tendency on the part of railway companies for



A MODERN LOCOMOTIVE.

heavier locomotives. The average weight of each locomotive completed in 1891 was one hundred and eighty-four thousand, six hundred and twenty-nine pounds; the average of the same in 1899 was two hundred seventy thousand, four hundred twelve pounds; the average increase therefore being eighty-five thousand, seven hundred eighty-three pounds, or forty-two and one-half tons per engine.

It is eminently proper in writing up this history that record should be made

of the several officials who held important positions in the organization.

In June, 1885, Mr. Brooks relinquished the office of Superintendent and J. H. Setchel was elected to the position, which office he held until August 1, 1888. Mr. Brooks continued as President of the works until his death, which occurred at his home in Dunkirk April 20, 1887. On the afternoon of April 19 he was stricken with apoplexy, remaining in an unconscious condition, excepting at brief intervals, until his death, which occurred about one o'clock next afternoon. By his death was lost to the world as noble and honorable a man as ever lived.

At a meeting of the Trustees of the Brooks Locomotive Works held at their office in Dunkirk, New York, June 9, 1887, the following resolution was passed and directed to be inscribed on the minutes:

"The committee to whom was entrusted the preparation of an expression of the sentiments of this Board relative to the death of our late President, Horatio G. Brooks, the founder of these works, beg leave to report as follows:

"We can add nothing to the well earned fame of this man, for his life deeds are an open book, as a tale that is told and cannot be forgotten by those of us who survive him and will be an imperishable inheritance to those who shall follow, but, it is altogether fitting that we, his late associates, should not only in accordance with a time honored custom, but acting on the dictates of our hearts and prompted by our love for his memory, place on record our highest estimate of the masterly mind, grand character and philanthropic life of our late President and friend. There remains to his memory the monument of his works, and to those to whom he was ever loyal in life is bequeathed the

paramount duty of proving our loyalty to him dead by united and harmonious efforts, to not only maintain the present high character and reputation of these works, but, acting under the inspiration of his well known wishes in connection with the same, place them, if possible, in still higher repute, and make them the leader in locomotive building of this country that the mechanical fame of their founder may be thus continued and increased.

(Signed) M. L. Hinman,  
R. J. Gross,  
Committee."

Mr. Brooks was succeeded as President by his son-in-law, Edward Nichols, who, after four and one-half years of service, died January 7, 1892, after a brief illness of pneumonia. We cannot better record his ability as President of the works than to give a copy of the resolutions passed by the Board of Trustees at their meeting held February 13, 1892:

"The Board of Trustees desires to put upon its record a tribute to the memory of their late associate and President of the Brooks Locomotive Works, Edward Nichols, who died in Dunkirk on the 7th day of January last.

"Mr. Nichols became connected with the company as Trustee May 31, 1887, and on June 9 of the same year was elected President to fill the vacancy caused by the death of the founder of these works, Horatio G. Brooks.

"Mr. Nichols at once acquainted himself with the plans of his predecessor, and, while exercising a general supervision over all departments of the works, his special training led him to devote his time and energies particularly to the important work of the maintenance, operation and increase of the plant, a work for which he was peculiarly adapted.

"He was a man of indefatigable ener-



gy and untiring industry, working early and late, and on the work accomplished during the four and one-half years that he had charge of the works he has left the impression of the master hand. Affable and easily approached, yet he had strong convictions and fixity of purpose.

"In the death of Mr. Nichols we feel that the support of a strong arm has been removed.

"We would also add to this record our appreciation of his efforts as a member of the City Council and the Young Men's Association. To the important public improvements now under way his time was freely given and the assistance he rendered was invaluable.

"Dying at the early age of forty-one years, in the prime of his manhood, his loss to these works and to the city is to be greatly deplored. We believe, however, that the influence he exerted will be long felt and that his spirit will live in the young men, upon whom will devolve the work that he has laid aside."

At the time Mr. Nichols was elected President in June, 1897, a new office of Vice President was created and Marshall L. Hinman was chosen to fill the same, continuing also the duties of Treasurer.

Mr. Hinman resigned the office of Vice President February 13, 1892 and was elected President to fill the vacancy caused by the death of Edward Nichols, which office he continued to hold until December 9, 1896, when Frederick H. Stevens was made President and February 13, 1892, Robert J. Gross was elected to the position of Vice President, made vacant by the advancement of Mr. Hinman to the Presidency. Mr. Gross, prior to such promotion, had been connected with the works since 1882 in the capacity of agent, devoting most of his time to travel among the

railways of the country. A due amount of credit should be accorded to him for the zeal and fidelity which he displayed in this capacity. In recognition of his ability he was, in June, 1901, elected Second Vice President of the American Locomotive Company and placed in charge of the Brooks Works at Dunkirk, New York.

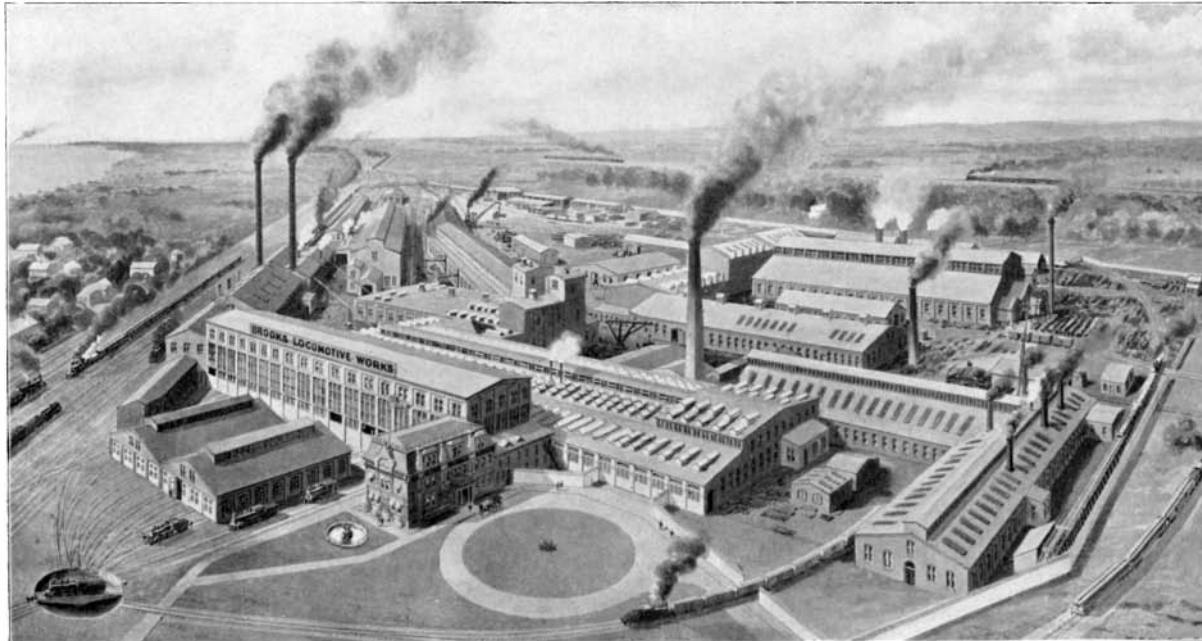
Frederick H. Stevens entered the works in February, 1892, shortly after the death of his brother-in-law, Edward Nichols, occupying the position of Assistant to the President. He was elected a Trustee of the works December 13, 1893, and President December 9, 1896, which position he filled with marked ability.

Mrs. Julia A. Brooks, wife of the founder of the works, died November 5, 1896, and at a meeting of the Trustees held December 9, 1896, the following memorial was read and inscribed upon the minutes:

"The Board of Trustees desires to place upon its records a tribute to the memory of their late associate, Mrs. Julia A. Brooks, who died November 5, 1896.

"Mrs. Brooks became a member of this Board on the 13th day of February, 1892, to fill the vacancy caused by the death of Edward Nichols, and from this time until her sickness, took an active interest in the proceedings of our meetings and in the development and progress of the works which her husband had given the best years of his life to establish.

"Those of us who were fortunate in enjoying close relations with her, have sustained a great loss in being deprived of the wise counsel of a most intelligent and well developed mind. In an uncommon degree in a woman, she possessed that qualification of being able to comprehend business conditions and her decisions on important questions



PRESENT PLANT OF THE AMERICAN LOCOMOTIVE WORKS.

were of much value. Her consideration for the officers and co-workers of the locomotive works, her charity for those of the employes who were unfortunately injured, her hospitality and elevated spirit of womanhood, made her life especially attractive and useful and endeared her to a large circle of friends and admirers to whom her passing away has caused profound sorrow."

At the time of the organization of the works in 1869 David Russell was a foreman and continued in that capacity for several years, being promoted for meritorious service January 1, 1877, to Assistant Superintendent; elected February 1, 1890, to Superintendent, and on July 1, 1898, to General Superintendent. Due amount of credit should be given this worthy man for his zeal in behalf of the great industry which he has so ably assisted in establishing in this city.

Theodore M. Hequembourg entered the employ of the works at the time of the organization in November, 1869, as Time-keeper; was made Cashier November, 1870; was elected Secretary June 9, 1887, which office he has filled with ability and holds at the present time.

Harry Tandy entered the employ of the Brooks Locomotive Works July 1, 1886, as Chief Draughtsman and resigned November 26, 1889, to accept a position as Mechanical Superintendent of the New York, Ontario & Western Railway. He returned to the works February 1, 1890, and filled the position of Assistant Superintendent in a very acceptable manner. He again resigned August 1, 1898, to become Superintendent of the Canadian Locomotive Works, Kingston, Ontario.

Charles J. Carney, employed at the present time as Engineer of Machinery of the Brooks Works of the American Locomotive Company, entered the ser-

vice of the Brooks Locomotive Works July 5, 1872. In 1875 was appointed foreman of tools and December 19, 1901, was appointed Superintendent of Machinery which position he still holds in the Brooks Works. His duty consists in the maintenance of the buildings and machinery and designing and erecting new buildings and the installation of new machinery, and his long connection with the works makes him a valued official of the American Locomotive Company. His duties are not confined entirely to the Brooks Works but he is frequently called in consultation and his advice sought in the management of the other works under the control of the American Locomotive Company.

James McNaughton, Superintendent of the Brooks Works of the American Locomotive Company, entered the service of the Brooks Locomotive Works in 1898, being appointed to that position upon the promotion of David Russell to General Superintendent. Prior to Mr. McNaughton's engagement in the locomotive works he had been employed for nine years as Superintendent of Motive Power and Equipment of the Wisconsin Central Railway and several years prior to that time as Master Mechanic of the Northern Pacific Railway. The excellent mechanical results which are accruing to the American Locomotive Company in the management of the Brooks Works are largely owing to his able management, it having been clearly demonstrated to the satisfaction of the owners of the American Locomotive Company that the Brooks Works is the best organized and managed shop in the entire Locomotive Company, reflecting much credit upon Mr. McNaughton, as well as upon former owners and managers.

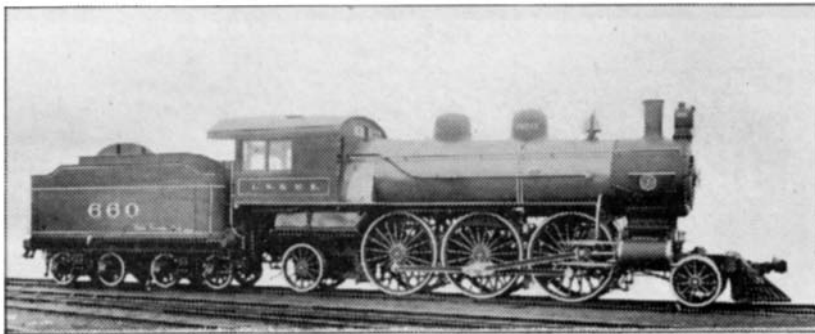
In the employment of labor the Brooks Works is the fifth in size of the manufacturing establishments in the State of

New York, and the largest west of the Hudson River except two shops at Schenectady, the General Electric Company and the locomotive works located in that city.

Dunkirk, New York, October, 1902.

In making up the above history, mention should have been made of the tak-

ing over of the Brooks Locomotive Works by the American Locomotive Company as one of its important constituent plants. This occurred in June, 1900. Two years later, in 1903, Mr. McNaughton was promoted to be General Superintendent of both the Schenectady and the Brooks Works of that Company.



EXPOSITION FLYER.



1 James McNaughton, Gen. Supt. 2 Robt. H. Gilmour, Supt. 3 John R. Magarvey, Asst. Supt. 4 E. J. Carney, Engineer Machinery. 5 John Player, Mechanical Engineer. 6 J. G. Blunt, Foreman Drawing Dept. 7 F. C. Eggebrecht, Shop Accountant. 8 John W. Holmes, Local Cashier. 9 F. D. Light, Gen. Cor. Clerk. 10 E. C. Haggett, Supt. Clerk. 11 H. L. Breckenbridge, Store-keeper. 12 E. A. Schrader, Gen. Foreman. 13 Chas. Laudschoof, Night Foreman Mach. Shop. 14 John E. Dixon, Foreman Cylinder Shop. 15 John W. Porter, Foreman Tool Shop. 16 Albert Rueckert, Foreman Erecting Shop. 17 Horace Pentecost, Foreman Blacksmith and Hammer Shop. 18 E. J. McCarthy, Foreman Tank Shop. 19 Wm. Burns, Foreman Boiler Shop. 20 F. G. Bird, Asst. Foreman Boiler Shop. 21 H. A. Matteson, Foreman Bldg. Carpenters. 22 G. M. Hoefler, Foreman Paint Shop. 23 E. A. Brandt, Foreman Tin Shop. 24 W. S. Thompson, Foreman Pattern Shop. 25 John McNeil, Foreman Iron Foundry. 26 W. H. Namack, Asst. Foreman Iron Foundry. 27 Fred Allen, Gen. Yardmaster. 28 C. J. Flahaven, Foreman Mach. Repairs.

#### HEADS OF DEPARTMENTS OF AMERICAN LOCOMOTIVE WORKS OF DUNKIRK, N. Y.

# The Construction of the Erie Railroad and its Commercial Effects upon the City of Dunkirk.

BY HON. JULIEN T. WILLIAMS.

In the early years of the Nineteenth century, when Chicago was but a hamlet, clustered about Fort Dearborn and yet unnamed; when Buffalo was but a small town at the foot of Lake Erie; when Detroit was a military post nearly at the western bounds of civilization and summer and winter, in the language of E. H. Mott in his "Between the Ocean and the Lakes," saw the poor emigrant, with his whole household in a hooded wagon, which often served for vehicle, stable and tavern, moving toilsomely to the distant west, or what was then called the distant west, and it was rarely more distant than Illinois; when beyond the Mississippi was a land virtually unknown to emigration, William C. Redfield conceived the idea of having a railroad reaching from the Atlantic Ocean to Lake Erie. His first plan was for the construction of a road from the Hudson River to the Mississippi, but that was a project beyond the power of his contemporaries to grasp the magnitude of. They said: "Let us reach Lake Erie with our railroad, then other roads will come from the west to meet us. And other roads did come eastward, brought into existence by the advance of the Erie westward. Then as the Erie project took form and substance, its purpose aroused the east to action and Massachusetts began the pushing of a railroad westward to share in, if not rule, the prospects brought to view by the Erie idea. Mr. Mott says that "if the building of the Erie Railroad had not been begun when it was New York City and Central New York would have been without railroads for years, for it was the prospective uniting of the Hudson with Lake Erie by such a railroad that spurred the interests between Albany and Buffalo to the building of the local lines that were consolidated as the New York Central Railroad soon after the Erie was completed to Dunkirk. Boston's connection by rail with the east was hastened a decade or more by the Erie undertaking. It was be-

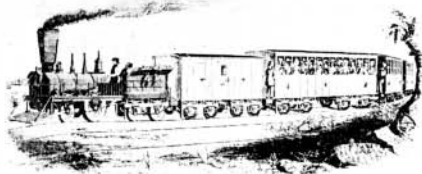
cause the Erie was advancing toward Lake Erie that all that system of railroads now known as the Lake Shore and Michigan Southern came into existence as early as they did, and that lines of railroads from the south and from the north were projected, and their building was begun and carried forward to meet the advancing Erie at some point along its route. Thus it may be said truthfully that the history of the Erie is indirectly the history of the railroads of the country."

On July 29, 1831, a meeting was held at Monticello, Sullivan County, New York, for the purpose of taking action relative to the construction of a railroad commencing at New York City and passing through the southern tier of counties as far, at least, as Elmira. The first meeting that took on shape and form looking to the construction of a railroad from New York City to Lake Erie was held on September 20, 1831, three months after the Monticello meeting alluded to above. This meeting was held at Jones' Tavern in the Village of Jamestown, Chautauqua County, and the question of building a railroad through the southern tier of counties from the Hudson River to Lake Erie was there discussed. The leading spirit in getting up this meeting was Richard P. Marvin, then a young lawyer of Jamestown and who afterward became a Justice of the Supreme Court and also a Judge of the Court of Appeals of the State of New York. In his work referred to above, Mr. Mott says: "Of this Jamestown meeting, Hon. Elial T. Foote, who was the First Judge of Chautauqua County, was the Chairman. The result of the meeting was the drafting of the following notice by Mr. Marvin, which was published in the Albany Argus, then the 'State Paper,' and in the newspapers of the Southern Tier, such publication being a necessary legal proceeding in those days:

'Railroad—Application will be made to the Legislature of this state at its next

1851

NEW YORK & DUNKIRK






**RAILROAD**

**NEW YORK AND DUNKIRK**  
**CLEVELAND, SANDUSKY, TOLEDO, DETROIT, CHICAGO & MILWAUKEE**

connecting to First Class Steamers the above Ports on the the Lakes with the Cleveland, Columbus and Cincinnati Rail Road, and with the Chicago and North Western, Michigan Southern Rail Road, and Ohio & Indiana Canals at Toledo, and at Detroit with the Michigan Central Rail Road to

**CHICAGO, MILWAUKEE**  
**AND ST. LOUIS**

ONE OF THE SPLENDID STEAMERS

**KEY STONE STATE, NIAGARA AND QUEEN CITY**

WILL LEAVE DUNKIRK FOR DETROIT GREAT, EVERY MORNING ON THE ARRIVAL OF THE NIGHT EXPRESS TRAIN FROM NEW YORK. Returning, leave Detroit every Morning on arrival of the Express Train from the West connecting at Dunkirk with the Morning Express Train

ALSO, ONE OF THE SPLENDID STEAMERS

**EMPIRE, SARATOGA & ALABAMA**

Will leave Dunkirk every Evening on arrival of the Day Express Train from New York, for Cleveland, Sandusky and Monroe. Returning, connect daily the above Ports with the Morning Express Train at Dunkirk. Also a line of Steamers from Toledo, running in connection with the Michigan Southern Rail Road, and Doyle and Dickie's Packets

**WALBRIDGE'S LINE OF STEAMERS BETWEEN BUFFALO AND CLEVELAND.**

Passengers by way of Buffalo, connect with this Route at Geneva, crossing Seneca Lake by the

**NEW STEAMER BET. TOLEDO**

AND RETURN BY THE SAME CONNECTION

J. NOTTINGHAM, AGENT, DUNKIRK  
N. Y. & W. V. May 20th, 1851.

CHAS. MINOT, Superintendent.

[The original time card is in possession of the Brooks Locomotive Works. Note date, 1851. The engineer who ran the "Night Express" was the late Horatio G. Brooks, founder of the Brooks Locomotive Works, Dunkirk, N.Y. U. S. A.]

session for the passage of an act to incorporate a company to construct a railroad from the City of New York through the southern tier of counties and the Village of Jamestown to Lake Erie, with a capital of six millions of dollars, or such other sum as may be deemed necessary.

September 20, 1831.

"This notice to the Legislature was practically the first positive step toward the

Cattaraugus Creek and the Pennsylvania line, and he was instructed by such meeting to make application for a railroad, which was published according to law and was as follows:

"Notice is hereby given that application will be made to the Legislature at its next meeting for the passage of an act incorporating a company with a capital of ten million dollars for the construction of a railroad from the City or County of New York to that part of Lake Erie lying between the mouth of Cattaraugus Creek and the Pennsylvania line, together with a branch of the Allegheny River, and also for the establishment of a ferry across such part of the North River as the route of the main line of the railroad may pass over.

November 2, 1831."

At the meeting of delegates from the Counties of Chautauqua, Cattaraugus, Allegany, Steuben, Tioga, Broome, Chenango, Delaware, Otsego, Greene, Sullivan, Tompkins and Seneca, convened at the Village of Owego on the 20th day of December, 1831, George Marrell of Otsego, was appointed President and D. G. Garnsey, R. P. Marvin and N. Hacks were the representatives from Chautauqua County. L. A. Burrows, the delegate from Tioga County, offered the following resolution, which was adopted:

"Resolved, That a committee consisting of one delegate from each county represented in this convention be appointed to report resolutions for the consideration of the convention."

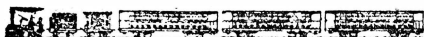
The committee was announced from the chair as follows:

Garnsey of Chautauqua, Crooker of Cattaraugus, Haight of Allegany, Leland of Steuben, Burrows of Tioga, Virgil Whitney of Broome, Clark of Chenango, Baxter of Delaware, Page of Otsego, Pelton of Sullivan, Seamen of Greene, Bloodgood of Tompkins, Halsey of Seneca, Wakeman of New York.

The committee appointed to consider and report to the convention the subjects which should particularly occupy their attention at the meeting, reported as follows:

First. That it is expedient that application be made to the Legislature of this state, at their ensuing session, for the incorporation of a company, with the necessary privileges to construct a railroad from Lake Erie, commencing at some point between the mouth of Cattaraugus Creek and the lines of Pennsylvania, and to run from

## CHANGE OF TIME.



### New-York & Erie Railroad.

NEW ROUTE TO NEW YORK CITY, via DUNKIRK and the Erie Railroad, connecting, with first class steamers on Lake Erie, the Michigan, Cleveland, Columbus and Cincinnati, Cleveland and Pittsburgh, Sandusky and Newark, Sandusky and Cincinnati Railroads, and first class steamers on the Ohio and Mississippi rivers, and the Ohio, Indiana and Pennsylvania canals.

Trains leave Dunkirk as follows, Sundays excepted:

- 1st. Morning Express Train at 6 1-2 A. M.
- 2d. Morning Mail Train at 10 A. M.
- 3d. Accommodation (2d class) at 1 1-2 P. M.
- 4th. Express train leaves at 5 p. m.
- 5th. Express Cattle Freight, leaves at 3 a. m.
- 6th. Way Freight, leaves at 4 3-4 a. m.
- N. B. The 5 o'clock p. m. train will leave on Sundays and not on Saturdays.

Second class passengers taken on the accommodation train at 1 1-2 o'clock, p. m. Fare through from Dunkirk to New York, \$5.00.

Particular attention paid to the shipment of live stock, and Freight of every description. The gauge being 6 feet wide gives this route great advantage over narrow Roads, in the transportation of stock and all other freight.

Freight Tariff distributed, giving full particulars in regard to the prices of Freight.

Freight carefully shipped at Dunkirk, and each of the following Freight Stations:

Forrestville,	Little Valley,	Olean,
Dayton,	Allegany,	Hinsdale,
Cattaraugus,	Great Valley,	Cuba.

and all other eastern stations:

C. MINOT, Sup<sup>r</sup>.

HEBER SQUIER, Ag<sup>t</sup>.

Dunkirk, Oct. 3, 1851.

4sv1n39tf

WESTERN NEW YORK

REPRODUCED FROM THE GOWANDA REPORTER,  
OCTOBER, 1851.

project of building a railroad between the Hudson River and Lake Erie."

In October, 1831, a meeting was held in Angelica, Allegany County, for the purpose of taking steps in relation to the contemplated railroad from the City or County of New York to Lake Erie. At this meeting the Hon. Phillip Church made an address in which he urged the construction of the railroad from New York City to that part of Lake Erie lying between the mouth of



thence through the southern tier of counties by the way of the Village of Owego to the Hudson River, or to connect with railroads already chartered or otherwise, as may be deemed most advisable, with a view to reach the City of New York by the best railroad, with the capital of five million dollars.

Second. That a notice of the foregoing application, emanating from this convention and signed by the officers thereof, be forthwith published in the public papers as the law directs.

Third. That a committee consisting of five members be appointed to prepare and report to the convention a memorial to the Legislature, embracing the above-mentioned subjects.

Fourth. That Executive Committees be appointed in the several counties interested in this application for the purpose of circulating and forwarding memorials, procuring the publication of notices and doing such other things as may be necessary to forward the objects of this application.

Fifth. That a central corresponding committee be appointed and also committees of correspondence for each of the counties interested in this application.

All of which is respectfully submitted.

D. G. Garnsey, Chairman.

The following named gentlemen were appointed executive and corresponding committees from the County of Chautauqua:

H. H. Camp, H. Sacket, W. Chester, T. A. Osborne, A. Dason, J. Mullet, O. Tinker, O. McClure, J. Van Buren, S. A. Crum, Asa Gage, L. Crosby, D. Sherman, Solon Hall, E. Convers, S. Tiffany, A. Plumb, T. Campbell, J. Wait, D. G. Garnsey.

The first charter granted by the Legislature of the State of New York for the construction of the Erie Railroad was passed April 24, 1832. It fixed the capital of the company at ten million dollars, but provided that it should be all subscribed and five per cent. of the subscriptions paid in before the company could be organized. The railroad was to be commenced within four years, and two hundred thousand dollars expended in construction within one year thereafter; one-fourth of the road was to be built and in operation within ten years from the date of the charter; one-half within fifteen years, and the whole within twenty years or the charter would be null and void. This charter required the road to begin at the city of New York or at such point

in its vicinity as might be most eligible and convenient therefor, and continue through the southern tier of counties by way of Owego in Tioga County to the shore of Lake Erie at some eligible point between the Cattaraugus Creek and the Pennsylvania line. In 1833 the Legislature of the State of New York was asked to modify said charter by requiring but one million dollars to be subscribed to the capital stock instead of two millions, of which ten per cent. should be paid in before the company could be organized. As soon as possible after the amended charter became a law the subscription books were opened to meet the requirements of the said charter, as appears from the following notice:

#### NEW YORK AND ERIE RAILROAD CO.

"Notice.—The books for subscription to the capital stock of this company will be opened at the Merchants' Exchange in this city on the 9th, 10th and 11th days of July next, between the hours of twelve and two o'clock. One million dollars of the stock is required to be subscribed before the commencement of the work, in shares of one hundred dollars each, five dollars on each share to be paid at the time of subscription. Dated New York, 24th June, 1833.

"Commissioners—Morgan Lewis, Gideon Lee, Robert White, John C. Coster, Stephen Whitney, Hurbert Van Wagenen, Isaac Lawrence, Goold Hoyt, Elisha Riggs, Thomas T. Woodworth, John Haggerty, John Steward, Peter I. Nevius, Michael Burnham.

"N. B.—Applications by letter to the Commissioners enclosing money or checks will be received as subscriptions."

All the stock required by the charter having been subscribed for the Commissioners issued the following notice:

#### NOTICE OF ELECTION—NEW YORK AND ERIE RAILROAD COMPANY.

"One million dollars of the capital stock of this company have been subscribed in conformity with the charter, the stockholders are hereby notified that an election for the choice of seventeen directors of the said company will be held at the Merchants' Exchange on Friday, the 9th of August next, under the inspection of the Commissioners as directed in the charter. The poll will be open from ten o'clock to twelve o'clock A. M. By order of the Commissioners.

"New York, July 19, 1833."

The organization of the Erie Railroad Company was thus completed and became a fixed fact on the 9th day of August, 1833.

From the organization of the company, on the 9th day of August, 1833, as stated above, over two long years passed away before the ground could be broken for the construction of the longest, most gigantic and expensive railway on the face of the globe.

On the 7th of November, 1835, in the presence of the leading, most prominent officials of the company, the first shovel of earth for the great work was removed on the east side of the Delaware River, near Deposit in the County of Delaware, New York. At sunrise on that memorable day, President King, Comptroller Samuel B. Ruggles, Treasurer Peter G. Stuyvesant, Lieutenant Governor Root, Judge Drake of Owego and many prominent citizens of the surrounding country met together for the purpose of commencing work on the grandest undertaking ever inaugurated in this or any other land. Mr. Watt's description of that interesting occasion says:

"The morning was clear and frosty. As the sun came up and tinged the surrounding hills with the cold glory of an autumn dawn, President King announced the purpose of the gathering and in the course of his address made the following remarks: 'What now appears a beautiful meadow will in a few years present a far different aspect—a tract of rails with cars passing and re-passing, loaded with merchandise and the products of the country. The freight will amount to two hundred thousand dollars per annum in a few years.' The last declaration being received with great incredulity by those present, the speaker concluded his prediction with the modifying expression—'at least, eventually.' The address completed, Mr. King shovelled a wheelbarrow full of dirt and Mr. Ruggles wheeled it away and dumped. Each one present went through the same routine, and quite an excavation was made and could be seen for several years afterwards, the road as finally located passing to the right of the spot. The shovel and barrow used were loaned by Maurice R. Haulce of Deposit and President King took the shovel with him to New York. It was preserved by the company until 1868 when it mysteriously disappeared. Mr. King did not live to see the 'tract of rails' completed, but many of those

present when he made his address lived to see the little excavation at Deposit succeeded by some of the grandest engineering achievements and the day when the 'extravagant' prediction of Mr. King in regard to the freight revenue of the road seemed ridiculously small in the light of events that raised the figures indicating the receipts from that traffic from the hundreds of thousands far into the millions."

When the news was carried throughout the southern tier of counties that the work had actually commenced, that the New York and Erie Railroad was certainly to be built, there was general rejoicing along the entire line. Village sites were rapidly secured, mills of all kinds were built, manufactories erected, stores were started and every preparation made in anticipation of the great increase of all kinds of business that must inevitably take place with the advent of the great railway. The farmer added to his stock of all kinds, cleared more land and grew happy in the thought of a quick, safe market with the metropolis of the state all the year through, winter as well as summer. The great outlet for these pent-up counties was about to be open, when beautiful Chautauqua, cold Cattaraugus and leeky Allegheny were to come in close and intimate touch with the wealth and grandeur of the great city of the seaboard, of which they had always heard so much but few had ever seen. A new and convenient market was soon to be opened for the countless millions of feet of lumber that covered the hills and valleys of the fortunate county through which the great railway was to pass. The commercial advantages that its construction was sure to make for every household was the all-absorbing theme of every gathering of friends and neighbors in the homes, shops, stores and fields. Those who had struggled through years of toil and penury, waiting and hoping for some avenue by which the products of the farms, the mills and looms could be taken to a market that would give some suitable return for their labors, were overflowing with joy as they heard and read the good news. It seemed as if a millennial era had arrived when those of the southern tier of counties who had worked so hard and waited so patiently for the long talked of event were about to have their fondest hopes realized. Young men and women regarded it as safe to form alliances that should unite them through life, and many fixed the

time and date to correspond with the year and month when the first train should pass over the entire line from the ocean to Lake Erie, little dreaming that the happy event would have to be postponed nearly sixteen years. Many bought and sold farms and other property, fixing the time of first payments when trains should be running from New York to Dunkirk. It was indeed a red-letter year in the history of the construction of the great railroad. There were no mistakes in the prophecies made in regard to the commercial advantages that would accrue to all the counties through which the road should run upon its completion to Lake Erie.

It was the one day that had been talked about for years by the entire population of the southern tier, as an event that was destined to contribute largely to the material wealth of all its people; when the products of the farm and dairy would be doubled in value, when the cost of sugar, tea and coffee, with other luxuries and necessities of the household would be brought from New York and sold at prices but little in advance of those in the great metropolis. Everything looked bright and prosperous for the road and the company anticipated no trouble in managing its financial affairs in such a way as to have all the money needed to push the undertaking forward to an early completion. But, says Mr. Mott "At a time when prospects seemed brightest the terrible disastrous fire of December 16, 1835, broke out in New York and swept away the entire lower part of the city. Many of the heaviest subscribers to the stock of the New York and Erie Railroad were ruined by the conflagration and thus one of the prospective mainstays of the company's treasury was destroyed. Following that catastrophe came the historic panic of 1836-37, with its wide-spread financial stagnation and ruin. This drove into bankruptcy many more of the large subscribers to the Erie stock, and the prospects of the company and its work were robbed of whatever of cheer and brightness they may have had. Nevertheless, depending on favorable action of the Legislature on a renewed appeal for state aid to the amount of three million dollars, the management of the company ordered a new survey to be made of the route for the road, which was begun by Engineers Captain Andrew Talcott and Edwin F. Johnson. The object of the survey was to ascertain the

most favorable and feasible terminal points for the railroad and, if possible, to modify and improve on the original survey of 1834. Captain Talcott, formerly of the United States Army Engineering Corps, had charge of the route from Lake Erie to Painted Post, in Steuben County, New York. Engineer Johnson was in charge between Painted Post and the Hudson River. Although a strong effort was being made to have the eastern terminus at Newburg, before the survey was completed the Legislature had passed the first Erie relief bill and this provided that the eastern terminus must be at Rockland County, and it was fixed at Tappan. Captain Talcott also reported in favor of Dunkirk as the western terminus of the railroad. It may be well to state that the proprietors of Dunkirk had made the donation of five thousand town lots to the company."

This report contained the first official statement that Dunkirk was to be the western terminus of the road. Prior to Captain Talcott's assertion as above given, the western end was to be on "Lake Erie, somewhere between Cattaraugus Creek and the Pennsylvania line." Dunkirk, Silver Creek, Van Buren, Portland and Barcelona were alluded to and surveys made to each place to see where the most favorable grade could be found for surmounting the Ridge, as the high ground south of Lake Erie was called. The financial condition of the company was such, in the spring of 1837, that all work was suspended. Four long years had elapsed since its inauguration and a feeling of gloom and despondency was felt along the entire line when the announcement was made that all work had ceased. The fictitious values of land throughout Chautauqua, at least, caused the worst commercial failures that were ever known. Farm property as well as village lots were thrown on the market without any regard to actual values, the owners apparently believing that the bottom had dropped out and that everything was coming to an end. It was a trying time, especially for about every one in Dunkirk and vicinity who had in any manner speculated in real estate by making partial payments at time of purchase and given mortgage for balance. Everything of the kind went to the wall; entire families were stranded and penniless. The earnings of a lifetime were wiped out, causing a recommencement of the labors and cares necessary for the support of those depend-

ent upon them. The year 1837 was a trying one for the great railroad; but the life and energy and perseverance of its directors were equal to the demand made upon them.

In the spring of 1838 at the reorganization of the Board, James G. King was re-elected President and several new names were added to the list of directors. Again it was decided to seek aid from the state through the Legislature that was then in session. Mr. Mott says: "Eleazer Lord had formulated a plan which was presented to the Legislature in January, 1838. It called for a state loan to the New York and Erie Railroad Company of one hundred thousand dollars to be made against every like sum to be paid in by the company, and provided that ten miles of railroad from Tappan Slote (Piermont) west and ten miles from Dunkirk east, must first be put under contract. This was the result of the influence of Eleazer Lord and the large Dunkirk land owner, Walter Smith. By this provision was secured for all time the eastern terminus of the railroad at Piermont and of the western at Dunkirk, and thus private land interests at both ends of the lines were assured better tenure. But the bill was greatly to the general welfare of the company, notwithstanding this not entirely disinterested clause, and was the only one, perhaps, that could have met with approval from the Legislature at that critical time. It did meet with approval and was accepted by the company. Five weary, anxious years had now elapsed since the incorporation of the company in July, 1833, and up to this act of the Legislature, fixing Dunkirk as the western terminus of the great railway and providing for the commencement of work at that point, there had been nothing done that legally and absolutely settled the point of termination.

It was a joyous day when, nearly a week having passed since the action of the Legislature, the arrival of the mail by way of Fredonia brought the cheering news. Hope was again revived, business received a new start, corner lots began to have some value, but there was no return to the foolish excitement of 1836 and the early spring of 1837. The effects of the failures by the disastrous speculations of these memorable years were lasting and permanent upon nearly all those who were caught in the whirlpool of the unnatural greed for gain.

Work was commenced, as provided in the law of 1838, but financial difficulties were

continually arising so that but little was done until 1841, when the road was open from Piermont to Goshen. In June, 1843, it reached Middletown, which event was duly celebrated by the people of that village and surrounding country. Another long period of anxious waiting, doubts and uncertainties, discouragements and disappointments was entered upon. But the zeal and determination of its directors had overcome all difficulties to such an extent, after another five years of labor and patient waiting, that the wheels of progress were again set in motion, not to cease in their revolutions until Dunkirk, beside the blue waters of Lake Erie was reached.

In his most excellent "History of Chautauqua," the Honorable Obed Edson says: "The road was opened to Port Jervis January 6, 1848; to Binghamton December 8, 1848; to Owego June 1, 1849; to Elmira October, 1849; to Corning January 1, 1850, and to Dunkirk May 15, 1851. The route east from Dunkirk ascended the ridge at a different point and at a lighter grade than the abandoned route. This great enterprise, which Dunkirk had so anxiously awaited through long years of doubt and despondency, was at last consummated and a great highway of travel was open from the ocean to Lake Erie. It was the longest railroad in the world. A great celebration which has never been equalled by anything of the kind in Chautauqua was held in Dunkirk to commemorate the event.

"As before stated, the Erie Railway was open to Dunkirk on the 15th of May, 1851. To show how important the construction of this great highway of travel was to the interests of the city and how it was regarded as the years rolled along, the following account of the opening of the road, written by the writer of this paper, was published in May, 1891.

"Forty years ago today on the 15th of May, 1851, occurred the grandest event in the history of Western New York, and especially in the history of this city, the opening of the New York and Erie Railroad. Up to that period it was the greatest work in the construction of a single line of railway that had ever been started and completed. For years it had been in progress of building, and young men had passed middle life waiting for the iron horse to reach the shores of Lake Erie. The active, business men of that day were looking forward with bright anticipations to the time when

this great artery of trade and commerce should pour its benefits and emoluments into their laps and build up a large and flourishing city, which should be a rival to anything on the borders of Lake Erie. The construction of the road had been repeatedly delayed and stopped for want of money, but when it was opened as far as Hornellsville and contracts were made to complete it to Dunkirk, hope again revived and everybody along the line and in this village became more than happy and all kinds of business began at once to feel its financial effects. To push forward the work as rapidly as possible the company in the fall of 1849 sent its first locomotive to Dunkirk by way of the Erie Canal to Buffalo, and on the deck of a schooner from that city. It reached here late in the season in the charge of the late Horatio G. Brooks, then the very picture of health and in the prime of young manhood. The work of getting it off the vessel and safely to the shore in a cold and stormy November day, required all the pluck and perseverance which so characterized Mr. Brooks throughout his eventful life. The succeeding March he went to Maine and returned with his bride and made Dunkirk his future home. During the year 1850 and the early months of 1851, work was so far advanced as to enable the company to announce the 15th day of May as the day when the first train starting from the City of New York the day before, would run through to Dunkirk connecting by rail the Atlantic Ocean and the Great Lakes. It was indeed the event of the period and from its magnitude and effects upon both east and west, became of great importance. It would be impossible to imagine a more perfect day than that which awaited the thousands upon thousands who came from all sections of this and adjoining counties, to witness the grand opening and to see and hear the distinguished citizens who were on the train somewhere between Hornellsville and Dunkirk. It was before the days of telegraph and, of course, nothing could be heard from the anxiously looked for train, that was bearing Benjamin Loder, President of the company, and all the directors and high officials of the road. It had on board, also, the President of the United States, Millard Fillmore, the great statesman, Daniel Webster; Stephen A. Douglas, known as the "little giant;" the Secretary of War, the Secretary of Navy and nearly the whole of the Presi-

dent's Cabinet. It also carried the principal municipal officials of the City of New York, as well as those of cities along the line, and hundreds of wellknown citizens and capitalists of the great city that had furnished the means to complete the gigantic undertaking. The partially completed "Loder House," which was a colossal structure for any time, stood on the southwest corner of Central Avenue and Third Street and was the headquarters of the distinguished visitors; among whom from this county and vicinity were the late Governor Fenton, the Hon. George W. Patterson of Westfield; George N. Tew, President of the bank in Silver Creek; General Risley, afterwards Member of Congress from this district, and the father of General L. G. Risley now of this city; his son, the Hon. Hanson A. Risley, now residing in Washington, D. C.; his two brothers Levi and William, deceased, and who were the great garden-seed men of that day; Willard McKinstry, the venerable and accomplished editor of the Fredonia Censor, with hosts of others from Fredonia and surrounding villages, too numerous to mention. In Dunkirk, there was a long list of prominent citizens, who had made it their home for years, and had looked forward with beaming vision to this millennial occasion. Among them was the late Walter Smith, who was more instrumental in making Dunkirk the terminus of the road than all others combined; the late Reverend Timothy Stillman, who was the first pastor of the Presbyterian Church in this village, and whose wife is still living with but little of the effects visible of the passing years; the late E. R. Tompson, at that time editor of the Dunkirk Journal, which through various changes has come down as part of the evening Observer, and whose daughters, Mrs. W. W. Brigham and Mrs. J. T. Williams, are alone left of the family in this city.

There was also Dr. Ezra Williams who had at that time been a resident for more than thirty years of the growing village; the brothers James and Henry Van Buren, W. J. Moore, Edward Keyes and hosts of others whom it would be a pleasure to mention if space would permit it. The coming train was to come in on East Third Street and stop at Central Avenue. The entire street was filled with the assembled thousands, who began about eleven o'clock to look with increasing interest toward the

east for the expected arrival. About noon the smoke and the steam of the gaily decked engine was discovered through the woods when another five minutes brought it to its final stopping-place, amid the cheers and shouts of twenty thousand people. The grand company had arrived and the same train brought with it countless numbers of baskets of the most costly wines and champagnes with which to celebrate the great event, which were soon transferred to the Loder House and became part of the splendid dinner which was soon served to the hungry guests; while the outside masses were amply supplied with the meat of the finest beef, roasted in true barbecue style, without money or price. Of the officials on the train, the late Charles Minot, Superintendent of the road, was the most conspicuous. He was a man of wonderful genius and capacity, who gathered around him a well disciplined force of capable employees. Among the proudest and most noticeable of those who brought the precious load from Hornellsville was Charles H. Sherman, who was the engineer chosen by Mr. Minot for the responsible position, and no mistake was made in his selection. He naturally became the observed of all the observers, as having had the safety of such distinguished statesmen and officials in his keeping, and such engineers were few and far between in that day. Mr. Sherman was born in 1818 and commenced railroading when twenty years of age. He came on to the Erie road in 1851 by request of Mr. Minot from his old home in Boston, Massachusetts, and from the day he came through on the first locomotive to the present, this city has been his home. He is still with us, in the employ of the same company and would not hesitate today to run an engine anywhere with all the confidence and skill of forty years ago. It is a pleasure to be able to state that his wife, who has shared life's journey with him, and who is so well known and respected in this city, is among us still with all the vivacity of years gone by. Another venerable couple, who were notable on that interesting day is Mr. and Mrs. A. S. Cobb, who have made this their home ever since. Mr. Cobb came through on this first train as a brakeman, but natural ability and fitness soon made him one of the most popular passenger conductors that run the road. For several years since he has been in business in this city and can, with his accomplished wife,

relate any number of interesting incidents connected with those early days in the history of the Erie Railway. The great speeches made by the world-renowned orators on that eventful day have gone into history, and the closing exercises in the evening consisted of a splendid display of fireworks, brought from New York, in the west part of the city. The Secretary of the Navy was met in the harbor here by all the government steamers on the lake, forming quite a fleet and returning east by the way of Buffalo. Daniel Webster and his son remained over for several days on account of the sickness of the latter, the guests of Hanson A. Risley. The son, Fletcher Webster, was under the professional care of Dr. Ezra Williams. On the day succeeding the opening, Mr. Webster made a splendid speech on national subjects and others to a large audience that had assembled in the immense dining-room of the Loder House to listen to one of the foremost statesmen and orators of that or any other age.

New life, new energies and renewed hopes for the commercial prosperity of Dunkirk stimulated every citizen. The eighteen years of waiting since the company was organized had been a continuous series of failures, disappointments and sorrows. Life and animation at once stimulated all those who had so long looked forward to the completion of the great railway as the beginning of a new era when business of all kinds would start and continue until the wheels of wealth and independence would place them beyond the bounds of want and anxiety. For several years after celebrating the grand opening, the commercial prospects of Dunkirk were bright and encouraging. It had at once become known as the western termination of the greatest railroad ever constructed and a place where labor could find constant employment and capital invested in any amount with the certainty of profitable returns. Its prospects immediately became bright and blooming and there seemed to be every encouragement for the rapid growth of an important, flourishing city. But its days of silent waiting for great commercial enterprises and disappointments had not ended. The wealth and business that was so confidently expected upon the arrival of the first train from New York was, from one cause or another, postponed, so far as Dunkirk was concerned, for another series of years. Other inter-

ests had drawn off much of its legitimate trade and commercial importance; and while the opening of the railroad had added largely to the growth, prosperity and population of all other sections of the county, the rapid growth so confidently expected for Dunkirk had not been realized. But its advantages as an important commercial point could not be ignored nor long neglected by the business world. The building of locomotives, started by the late Horatio G. Brooks and M. L. Hinman, both of Dunkirk, opened an industry that infused renewed hopes and life and added decidedly to the city's business prospects.

The above works were incorporated November 11, 1869, and the articles of incorporation were filed in the office of the Secretary of State on the 12th day of February, 1869. There were five Trustees. At a meeting of the Trustees held in the City of New York on November 13, 1869, Horatio G. Brooks was elected President and Marshall L. Hinman, Secretary and Treasurer. The first order for locomotives was for twenty-five of the eight-wheel type of engines, with six-foot gauge, which was the gauge of the Erie at that time. During the December following the organization they built one locomotive and twenty-seven during the following year. During the year ending December 31, 1871, they built forty-five locomotives and for the year ending December 31, 1872, they made seventy-three, which was an average of six per month. The financial panic of 1873 was a great draw-back to its prosperity, and the consequent depression of business continued for about six years, but Mr. Brooks was so impressed with the thought that prosperous times were returning that he immediately commenced the construction of a new building, so that at the end of the year 1880 he had built one hundred locomotives; in 1881 they made one hundred forty-six, and in 1882, two hundred three. The depression of business preceding the year of 1894 was so felt by the company that during this year they made but ninety engines; in 1895 they made one hundred ninety-four. From the year 1896 up to the present time the business has been so increased that in the year 1901 three hundred seventeen locomotives were built.

Mr. Brooks died April 20, 1887, at his home in Dunkirk. From the time of his death to the consolidation of the works with the American Locomotive Company, Marshall

L. Hinman and Robert J. Gross were the leading spirits in the management of the works. Mr. Hinman became President of the company in 1892 and Mr. Gross Vice President. With the consolidation of the works as part of the American Locomotive Company, Mr. Gross became one of the prominent officials of the amalgamation, with an experience in the manufacture of locomotives second to none in the country.

Among the men who have given the best years of their lives to the success of the works we may mention David Russell who for years was General Superintendent; Theodore M. Hequembourg, who became Secretary June 9, 1897, and Harry Tandy, now at the head of the locomotive works at Kingston, Ontario, and who was Assistant Secretary for several years. Harry C. Hequembourg and Charles J. Carney now hold prominent positions in the American Locomotive Company and are regarded as among the most intelligent and valuable members of the consolidation.

This was followed by another important event—the construction of the Dunkirk, Allegheny Valley and Pittsburg Railroad, bringing several of the most flourishing towns of the county in direct trade with Dunkirk. The extension of the Western New York and Pennsylvania Railroad, the building of the Nickel Plate Road, the trolley line from the flourishing Village of Fredonia, with the addition of the Erie Railway and the double-tracked Lake Shore and Michigan Southern Railway, all trains of which stopped here, made of Dunkirk the most important railway center in the county, and added largely to its prospective growth and commercial importance. These prospects have been largely increased with the extensive improvements made to its fine natural harbor which, through the labors and influence of Judge Warren B. Hooker, while in Congress, was vastly improved by the general government and given a depth of nineteen feet of water, in addition to effective, permanent breakwaters. The Brooks Locomotive Works, after many trials and reverses, gradually attained rank and reputation for the splendid machines turned out by its skilled workmen and its wise and systematic management. At its consolidation with the American Locomotive Company it at once became one of the most important branches of that progressive organization, and now with its three

thousand intelligent mechanics it can easily turn out daily two colossal engines with weight and power sufficient to haul trains of hundreds of heavily laden cars over the steepest grades to be found between the Atlantic and Pacific. In addition to the large increase of facilities for meeting the demands for locomotives, the importance of the city as a railroad and commercial center has brought additional commercial enterprises, including its mills and various machine shops, its carriage works and one of the most important works ever started within the bounds of the city—the United States Radiator Works, which now with its abundant capital and wise management is destined within a very short time to become one of the most important branches of business within the city. This establishment, which stands next in importance to that which is daily turning out these massive engines, added to the constantly increasing smaller works that are well supplied with the necessary funds and employing increasing numbers of skilled workers, is giving a stability to business of all kinds and a constant increase of population that is adding to its commercial importance and demonstrating the benefits growing out of the building of the Erie Railway. Its construction brought the entire county into close and direct touch with Lake Erie and the Great West, and furnished a short and quick market to every town and hamlet within its border, adding to its wealth and population from year to year. Dunkirk has but recently entered upon that degree of prosperity to which it so fondly looked forward during the construction of the railway that had promised so much for it. All of its advantages as a city, which are now so real and apparent, can be directly traced to the large commercial interests that have been developed and made profitable through the facilities offered by the completion of the greatest railway that the world had ever seen up to its opening from the Atlantic to the Great Lakes. The commercial advantages brought forward by the construction of the Erie Railway, have built largely the flourishing towns and villages, in addition to the growth of its two cities, in every section of our beautiful county whose history is so dear to every son and daughter of our beloved old Chautauqua.

#### PETER B. ALEXANDER.

Peter B. Alexander of Dunkirk was of the rugged type of manhood sure to resent an insult, never failing in his friendships and not wanting in his appreciation of good fellowship. He was born at North East, Pennsylvania, February 16, 1825, and there during the early years of his life he received that sturdy training and simple education afforded by the schools of the time.

With a large stock of native common sense, he prepared to battle with the world. Until 1855 he was a sailor on the Great Lakes accompanying his brother, Captain Squire Alexander, on frequent trips. It was



PETER B. ALEXANDER.

in 1865 that he formally changed his residence to Laona and engaged in the manufacture of printing paper in partnership with his brother-in-law, the late W. D. Kellogg. He was successful in his business affairs and in 1888 he moved to Dunkirk where he resided with his happy family until the day of his death.

In the City of Baltimore on January 2, 1856, he and Mary Ann Graham were united in marriage. His wife died December 29, 1897, and his son, William F. Alexander, died on December 17, 1900. Peter B. Alexander died on March 24, 1902, and he was sur-





JOHN W. BABCOCK.

vived by the following children: Miss Virginia M. Alexander of Allegheny; Clifford J. and John G. Alexander, respected citizens of Dunkirk.

The late Peter B. Alexander was converted and joined the Methodist Episcopal Church in 1845. He was a devoted and thereafter lifelong member of that organization, serving as layman and in other capacities until the day of his death. In the passing of Mr. Alexander Dunkirk lost an esteemed citizen and the younger generation a keen and loving friend.

#### JOHN W. BABCOCK.

John W. Babcock, the only and adopted son of Delos and Huldah Babcock, was born November 26, 1851, in the town of Ellicott. His real family name before adoption was Wicks, and he is the own brother of Charles H. and Andrew W. Wicks. He lived in El-lery till the spring of 1857, when his parents moved to Levant in the town of Poland and their farm here was John's home until 1874.

Like many other progressive men of this county he was thoroughly accustomed to the toil and privations of farm life. At an early age he showed a strong fondness for school life and this bent of mind was encouraged by his parents.



ELNORA M. BABCOCK.

He taught the winter terms of his own district school for the years 1867-68 and received his first higher education in the Jamestown Union School and Collegiate Institute whence he was graduated in June 1870. He also taught one term of school during the winter of 1869-70 at Sugargrove, Pa.

Having obtained a state scholarship in 1874, he entered Cornell University where he graduated four years later with the degree of Bachelor of Arts.

December, 1870, he married Miss Elnora E. Monroe of Freehold Township, Pennsylvania. Their four children were Maude R. Frederick M., Gertrude M. and Jessie H., of whom the last two died in infancy.

In 1878 Mr. Babcock was appointed Principal of the Silver Creek Academy and remained there until he came to Dunkirk in 1880 as Principal of the Academy and teacher of languages and mathematics. In 1881 he became City Superintendent of the public schools of that city, discharging the duties of Superintendent in a most competent and faithful manner and under his management the schools won an excellent reputation. The fact that he served as Superintendent for twenty continuous years shows the esteem in which he was held by the citizens of Dunkirk.

He is a member of Irondequoit Lodge, Dunkirk Chapter, Dunkirk Council and Dunkirk Commandery.

During the year 1899 Mr. Babcock became largely interested in the mining business in the State of Washington. Immediately after resigning the Superintendency of the Dunkirk Schools, he was elected Vice President and a Director of the Columbia River Gold Mining Company, which office he still holds.

Although much of his time is spent in Washington Mr. and Mrs. Babcock still make Dunkirk their home.

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#### ELNORA M. BABCOCK.

Elnora Monroe Babcock, wife of John W. Babcock, was born in the Town of Freehold, Warren County, Pennsylvania, January 11, 1852, where she lived until her marriage.

Since 1889 she has been actively engaged in suffrage work and for several years has held the office of Superintendent of Press Work for the National Suffrage Association.

From early girlhood she felt the injustice of denying to women a voice in the affairs of government, which concerns them equally with men, but as her time was taken to a great extent with household affairs and she lived in a community where but few sympathized with the cause and none ready to come out and take a stand for it, she did no active work along this line until 1889, when mainly through her efforts a Political Equality Club was organized in Dunkirk of which she was made President. The club flourished remarkably under her management, soon increasing its membership from twelve to one hundred. Before the close of her first year as President of the Dunkirk Club she was elected President of the Chautauqua County Political Equality Club, which became the most thoroughly organized county in the United States and remained the banner county during her Presidency, having twenty-five flourishing local clubs within its borders and an enrolled membership of eighteen hundred.

She presided over the first Woman Suffrage meeting ever held at the great Chautauqua Assembly, July 25, 1891, where through the efforts of the County Club, Woman Suffrage was given a place on their program. During the three years in which

she served as President of the County Club, she presided each year at Chautauqua on Woman's Day. She also presided at Lily Dale on Woman's Day during her Presidency of the County Club.

At the end of three years she resigned the Presidency of the County Club to take the office of Superintendent of Press Work for the New York State Suffrage Association. In this work she met with such marked success that it attracted the attention of the National Suffrage Association and at the earnest request of Miss Susan B. Anthony she was induced to take the office of National Press Superintendent which she did in 1899. Under her management the work has been thoroughly organized until there is scarcely a newspaper in the United States that does not receive suffrage matter either directly or indirectly through the National Suffrage Press Bureau in Dunkirk.

She has sent out one hundred seventy-five thousand articles the past year in addition to what her various state and local assistants have furnished their own local papers. She also furnishes various press associations and newspaper syndicates with suffrage matter.

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#### FRANK B. BARNARD.

Frank B. Barnard is everywhere recognized as one of the enterprising and popular citizens of Dunkirk. Born in Brandon, Vermont, August 6, 1853, Mr. Barnard came to Dunkirk in November of 1875. It was as an employe of the Standard Oil Company, that Mr. Barnard came to his adopted city; and as he served this corporation for twenty-seven years, it is evident by that fact that he is faithful to every trust and determined in the execution of the plans at hand.

Mr. Barnard's education was commenced in the district schools and later he took a course in the Erie High School. But in addition to the studies of the Academy, Mr. Barnard has profited by contact with life and through his service for a company always demanding the highest measure of administrative ability. He was married to Emma L. Burman of Dunkirk June 8, 1882, and they have two children: Ella L. and Frances J. Barnard. The family is highly respected in the social circles of the Northern Shore.

Mr. Barnard has traits of personality



FRANK B. BARNARD.

which naturally led him to take an active interest in politics. Under the appointment of Mayor Alexander Williams, Sr., he served as Police Commissioner for four years; and at the present time he is Postmaster of Dunkirk, having been appointed by President Theodore Roosevelt. In these public as well as private trusts he has met the exacting standards of the day.

Mr. Barnard's business and public activities are supplemented by membership in the following: The Masonic Blue Lodge, Chapter, Royal Arch Masons, Commandery No. 40, Knights Templar, and Scottish Rite. He is an Odd Fellow, a member of the Red Men, Loyal Legion and Order of the Iroquois. He is a member of the Unitarian Church.

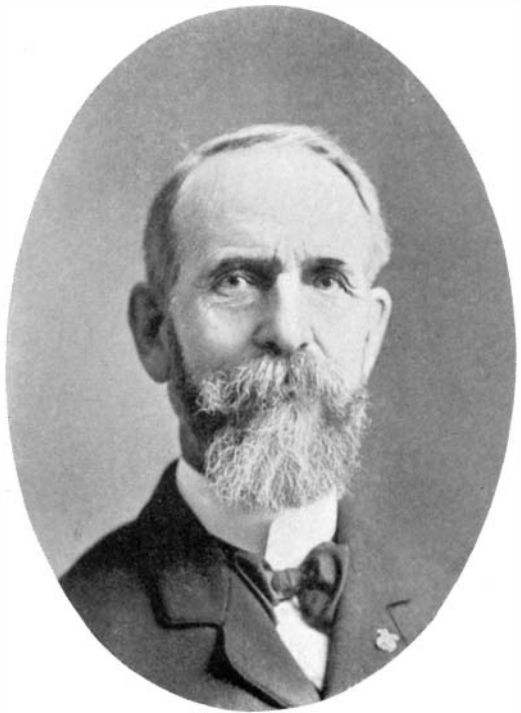
#### JOHN S. BEGGS.

John S. Beggs was born in Dunkirk December 24, 1822. He was educated in the common schools and began his business career on the lakes. In 1846 he entered the service of the New York and Erie Railroad Company in the engineering department, first working on the Delaware Division. On the completion of the road to Dunkirk he was assigned to a locomotive, his run being between Piermont and Middletown. He subsequently served as a conductor and later was appointed to the responsible position of Roadmaster of the Western Division. He served in this capacity until 1865, with great credit to himself and benefit to the company, and was then promoted to the position of Superintendent of the Western Division. In this last office he succeeded the founder of the locomotive works. In 1882 he retired from that office and accepted the position of freight agent of the company at Dunkirk, a place of great importance and one that he filled with ability until his death, March 11, 1889. He married in 1849, Malvina, daughter of Suel Dickinson of Dunkirk. Five children were born—Leonora, Henry, Edward, Frederick and John S. He was a life long and unswerving Democrat. From 1861 to 1873, inclusive, a period of thirteen years, he represented the Town of Dunkirk on the Board of Supervisors. He was untiring in this service, both for the interests of his town and the county, and his record as shown in the proceedings of the Board stamp him as one of the leading spirits. He was a member of the Water Board of Dunkirk from its organiza-

tion in 1868 until his death. He was also the last President of Dunkirk under its village charter. He was a leading member of the Masonic fraternity and for many years was a Knight Templar.

#### CHARLES BLOOD.

Charles Blood, now serving his twenty-sixth year as Coroner of Chautauqua County, and whose embalming board and fluid are used by the leading undertakers of the United States, was born in the City of Ottawa, Canada, October 30, 1835, and is the son of William and Harriet (Burpee)



CHARLES BLOOD.

Blood. The Blood family is of Irish descent and one branch of it settled in Vermont, whereof its descendants, one was William Blood, who was born in 1811. He removed in early life to Ottawa, Canada, where he resided for some years and afterwards in 1852 settled at Lockport, New York, which he made his place of residence until his death in 1876 at sixty-five years of age. He was a Republican and in early life had met with the sad loss of his wife, who died in Ottawa in 1841. Mr. Blood was engaged during the greater part of his life in the manufacture of chairs in the Cities



JOHN S. BEGGS.

of Ottawa, Canada, and Buffalo and Lockport, New York.

Charles Blood was reared, until he was six years of age, in Ottawa, when his parents removed to Buffalo, New York, where he resided until 1852, when he went with the family to Lockport, New York. At the latter place he learned the trade of upholsterer and in 1858 came to Dunkirk where he embarked in the furniture business, to which he added undertaking in 1866. His success as an undertaker and funeral director was so complete, that he soon disposed of his furniture business and has given his attention ever since to undertaking. A leading paper says: "He is not only one of the leading undertakers of New York but is a thoroughly representative man of the most generous impulses and genial qualities."

He is one of the nineteen undertakers who signed the call to organize the New York State Undertakers' Association, which owes much of its effectiveness to his efforts. One of the most important events of Mr. Blood's life is his invention and patenting of the "Folding Embalming Board."

It is undoubtedly one of the most convenient and scientific contrivances for handling the dead which has ever been introduced in the United States and has received the commendation of every undertaker who has examined it, as attested by the many flattering letters in the possession of its manufacturer. In addition to the invention of his popular embalming board, he has compounded an "Antiseptic Embalming Fluid," which has met with marked success wherever it has been used. It is injected into the arterial circulation. These two inventions are not only sold in all parts of the United States but also in many foreign countries.

He is a Republican in politics; has been one of the Coroners of Chautauqua County continuously for the past twenty-six years, and is a member of St. John's Protestant Episcopal Church. He is a Past Master of Irondequoit Lodge, No. 301, Free and Accepted Masons, and a member of Dunkirk Chapter, No. 191, Royal Arch Masons; Dunkirk Council, No. 26, Royal and Select Masters, and Dunkirk Commandery, No. 40, Knight Templars, and Ismailia Shrine of Buffalo.

On November 30, 1860, he married Emily DeWitt, daughter of Alvin DeWitt of Dunkirk. They have had five children: Charles, Frank and Fred, deceased; T. Hersee, mar-

ried Adeline W. Kidder, daughter of Rev. P. P. Kidder, engaged in the livery business, as well as undertaking, with his father and is a licensed embalmer; Myrtie, married Clement J. Reed, station agent at Falconer, New York, where they reside.

He has been the recipient of many favorable press notices, one of which said: "For thirty-eight years Mr. Blood has been a successful undertaker. His experience in this line is of great service to him as Coroner and has enabled him to save an expense to the county in many ways. As an embalmer he has no superior and when the body of an unknown person has come under his charge, he has always embalmed the remains free of charge and kept them for several weeks, while he made every effort for their identification. Often friends from distant states have identified the remains from a photograph taken several days after the body has been embalmed."

Charles Blood is a man of energy and business capacity, as is attested by the flourishing condition of his undertaking trade.

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#### JAMES G. BLUNT.

James G. Blunt was born at Cincinatus, Cortland County, New York, April 7, 1868. Graduated from Ligonier High School of Ligonier, Indiana, in 1888, after which he took a three years' course in Mechanical Engineering in the University of Michigan. He then was one year with Bucyrus Steam Shovel and Dredge Company of Bucyrus, Ohio; two years with Welland Iron Works at Welland, Canada; one year with Industrial Works, Bay City, Michigan; two years as instructor in manual training in Pueblo, Colorado, public High School, and for the past eight years chief draftsman for the American Locomotive Company at Dunkirk. Mr. Blunt is a Mason and an Odd Fellow, a member of the Central Railway Club of Buffalo. He was also one of the incorporators of the Dunkirk Sand and Supply Company, and at present Treasurer of that company.

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#### TIMOTHY BRICK.

Timothy Brick was born near the City of Tralee in County Kerry, Ireland, in 1831, and died in Dunkirk December 3, 1898. He came to Dunkirk in 1850 and entered the employ of the Erie Railroad Company, whose road was then under the process of con-



TIMOTHY BRICK.



HENRY F. BRICK.

struction. Shortly thereafter he entered the printing office of W. L. Carpenter, editor and publisher of the Dunkirk Journal, where he remained until 1854, at which time he opened a grocery store on Third Street. In 1856 he built the Farmers Exchange Hotel, located on the northeast corner of Lion and Third Streets, and carried on a hotel business there until 1878 when he purchased the Eastern Hotel. Here he continued in business until his death, having passed forty-two years in the hotel business. For more than thirty of his last years of hotel-keeping he had no bar and kept a strictly temperance house. When others endeavored to persuade him to put a bar into his hotel on the ground that it would make his business much more profitable financially, his conscientious reply was: "I don't want money made that way." He was probably the oldest hotel landlord in Chautauqua County at the time of his death.

The deceased was strictly a home man and yet he was widely known. His registers show that people from almost every part of the world had been his guests and to his fellow citizens he was known as a straightforward, strictly honest man, always interested in the affairs of the day. In his family he was a kind and thoughtful husband and father.

Mr. Brick was married February, 1854, in Buffalo, and his wife survives him. Their children were: T. John, William F., E. Emily, Henry F., Carrie A., Emma, Lizzie G. and Katie E.

#### HENRY F. BRICK.

Henry F. Brick was born in Dunkirk and for the greater part of his life has been a resident of that city. He is a son of Timothy and Elizabeth Brick (see preceding sketch.)

His early education was received in the public schools of Dunkirk, but later he attended the Normal at Fredonia and finished off with a course in the Eastman's Business College in Poughkeepsie. His first position in the mercantile world was with Adam, Meldrum & Anderson in Buffalo, and his knowledge of the boot and shoe business was obtained in Jewett's shoe store, Buffalo. Returning to Dunkirk, Mr. Brick engaged with his father, T. M. Brick, in the management of the Eastern Hotel, until he opened his shoe store at 315 Lion Street in 1894, which business has steadily increased until

now he has one of the most complete establishments in Western New York, outside of Buffalo. He carries all the best makes of boots and shoes manufactured and the public can always be suited here in quality, style, price and fit. There is nothing lacking in the stock. He is thoroughly conversant with his business and studies the needs and wants of his customers and therefore keeps in stock footwear to suit all classes.

Mr. Brick stands high in the business community. In 1899 he was elected President of the Merchants' Association of the City of Dunkirk. He served on the Board of Assessors for seven years and is a member of St. Mary's Lyceum.

#### TRUEMAN ROWLEY COLMAN.

Trueman Rowley Colman was born in Coventry, Connecticut, November 13, 1809. He came of Puritan stock, his ancestors having lived in Coventry as early as 1713, and from them doubtless he inherited his Christian character, his intense love of right and hatred of wrong. With his parents he



TRUEMAN R. COLMAN.

moved to Madison County, New York, in 1814, and at the early age of thirteen began business for himself. In 1826 he went to Utica when he became manager of a large mercantile firm. In March, 1829, he purchased the stock removed it to Ellicottville and began his mercantile career. Up to about 1843 he was one of the leading merchants of Cattaraugus County. He then in



company with others purchased seventy-five thousand acres of land, located in Cattaraugus, Allegany and Wyoming Counties, which they afterwards sold at a large profit. He remained at Ellicottville until 1854, when he removed to Dunkirk and established the Lake Shore Bank, of which he was President until his death, August 18, 1884.

Mr. Colman was appointed Treasurer of Cattaraugus County in 1846 and reappointed again in 1847. He married at Ellicottville, April 21, 1831, Sophia M. Beecher, who died at Dunkirk, September 30, 1867, aged fifty-four years. Their children were: Charles Henry, born July 5, 1832, died August 19, 1832; Emily, born July 3, 1833 died December 9, 1833; Albert Emilius, born February 8, 1835, married, first Emma Chapman, deceased, married second Eliza Russell; Lydia Beecher, born June 8, 1837, married James H. VanBuren, died October 8, 1872; Ellen Sophia, born August 25, 1840, married, first Captain P. Barrett, killed in battle; married second, Dr. Asa S. Couch; Mary Melissa, born December 31, 1842, married Samuel J. Gifford; William Trueman, born February 18, 1845, married Grace Kennedy, died at Dunkirk June 11, 1891.

Mr. Colman was an active member of the Episcopal Church. Having risen from a condition of poverty in his early days to one of affluence in later life, his greatest pleasure was in helping those who were deserving.

#### WILLIAM T. COLMAN.

From early boyhood he was prominently connected with the Lake Shore Bank, which was founded in 1854 by his father, the late Trueman R. Colman, and upon the death of the latter in August, 1884, the duties of President of the bank, and the general management of its financial affairs devolved upon the subject of this sketch. The responsibility then thrown upon Mr. Colman was assumed with a determination to carry forward the business of the bank with the same energy, fidelity and integrity that had been so prominent a trait in his father's management. In his business and the affairs of the city in which he was interested, in social life and among the large circle of friends with whom he was continually meeting, he was genial and pleasant, and the soul of honor. He was frequently called upon to fill positions of honor and trust by

his fellow citizens and several times a member of the Common Council.

In 1877 he was elected President of the Village of Dunkirk and was always active in all matters that tended to its growth and advancement. Mr. Colman was born at Ellicottville February 18, 1845, and removed to Dunkirk in 1854. In June, 1871, he married Miss Grace Kennedy, eldest daughter of Charles Kennedy, now of Washington, District of Columbia. She died in February, 1885, leaving four children: Agnes, married L. N. Murray, now deceased; Elsie, died in 1895; Royal C., married Bessie W. White, now resides in New York City, and Shirley,



WILLIAM T. COLMAN.

married Florence G. McDonnell of Wheeling, West Virginia, now connected with the Lake Shore National Bank and resides in Dunkirk. He has one son, W. T. Colman.

Two sisters alone remain of the original household: Mrs. S. J. Gifford of Dunkirk and Mrs. Dr. Couch of Fredonia. His mother died in 1867. At the time of his death, June 11, 1891, Mr. Colman was President of the Citizens' Club, of Buffalo Club, a member of St. John's Vestry since 1885, a member of the Water Board. He was a pure minded benevolent Christian gentleman in every respect.

**THOMAS J. CUMMINGS.**

Thomas J. Cummings, one of the prominent young men of Northern Chautauqua, has been a lifelong resident of Dunkirk. He was born in that city on July 14, 1871; there he received the preliminary education leading to his subsequent professional course; and in that community he has won the political and professional success merited by every young man of ability and integrity.

He attended the common schools of his native city; took a course in the Dunkirk High School and subsequently attended St. Mary's Academy. Having the advantages of

**THOMAS J. CUMMINGS.**

such preparation, he was graduated from the Fredonia State Normal and Training School during the year 1892. During the course of the ensuing year Mr. Cummings taught school in the Cherry Creek-Villanova District of the county.

Thus having taken advantage of his many early opportunities and having profited by the counsel of his seniors, Mr. Cummings determined to adopt the law as his chosen profession. He entered the office of Stearns & Warner, where he enjoyed the atmosphere of an active legal practice. Later Mr. Cummings entered Cornell University and the Cornell Law School, being graduated from

the latter department of the institution in 1898 with the degree of Bachelor of Laws. The same year he was admitted to the Bar at Rochester, New York, and thereafter he became a member of the firm of Stearns, Warner & Cummings. He remained with that legal partnership until January, 1901, and since that date he has been a successful individual practitioner. Mr. Cummings possesses executive as well as oratorical ability and his rise in the profession has been a fulfillment of the anticipations of his many friends.

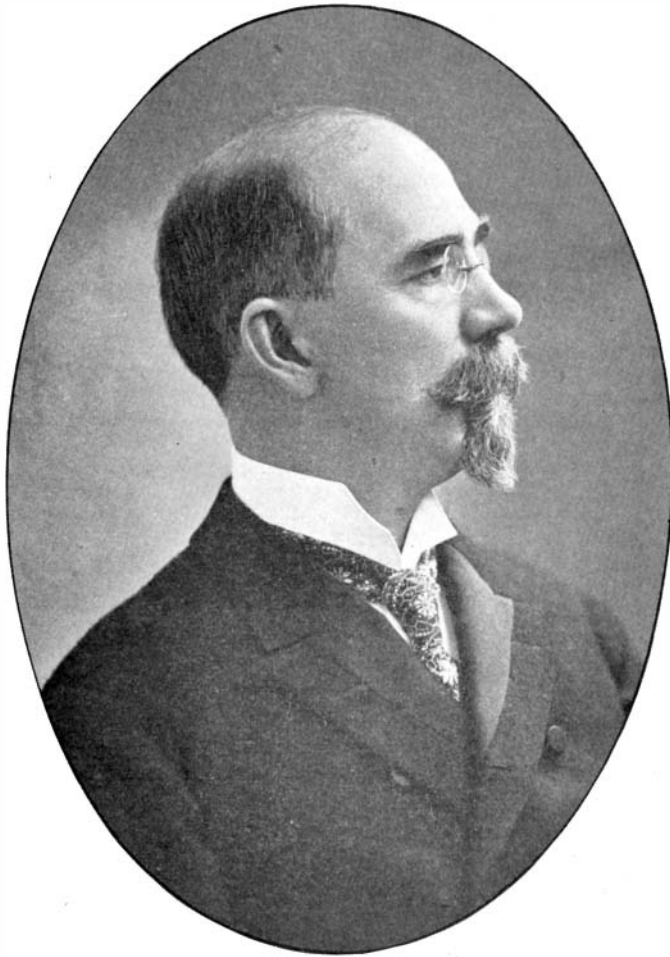
Even before his admission to the Bar the subject of this sketch was active in the Democratic politics of the county. In 1899 he was a candidate for Member of the Assembly in the Second Chautauqua District against S. Fred Nixon, and during 1902-3 he served two terms satisfactorily as City Attorney of Dunkirk. At the present writing Mr. Cummings is serving his second two year term as Supervisor from Dunkirk.

Mr. Cummings is a member of the New York State Bar Association; affiliated with Buffalo Council, Knights of Columbus; Ancient Order Hibernians, and of the Young Men's Association. He is active in St. Mary's Lyceum, the Liberal Club and the Dunkirk Club. In religion he is a communicant of St. Mary's Roman Catholic Church of Dunkirk.

Mr. Cummings is a son of Michael and Ellen (Canty) Cummings, early residents of the city of Dunkirk. Mr. Cummings (father) was a member of Company I, One Hundred Eighty-seventh Regiment, New York Volunteers. He died in 1880 and Mrs. Cummings in 1895.

**ROBERT J. GROSS.**

Robert J. Gross may be numbered in the list of the industrial leaders of Chautauqua County. His life record is the story of a young man who on his own initiative and by personal industry, rose from the ranks to leadership in the world of affairs. Robert J. Gross was born in Brighton, Canada, on the twenty-first day of November, 1850. After securing an elementary education in the public schools of his native town, he entered the employ of the Montreal Telegraph Company in 1863, being then but thirteen years of age. As a telegraph operator he was alert and awake to such opportunities as were presented to an ambitious young man. At the age of nineteen he left his



ROBERT J. GROSS.

native land for the United States and after some years in Buffalo and Dunkirk as train dispatcher for the Erie Railroad, entered Pueblo, Colorado, where he held the positions of Trainmaster and Superintendent of Transportation. He saw and took an active part in the building of that road, which was done under the most trying and unusual conditions from an engineering standpoint and otherwise. He left the Denver and Rio Grande in 1881 to engage with the Erie Railroad at Dunkirk and in 1882 with the Brooks Locomotive Works in Dunkirk, New York, and has since been an active factor in the management of their affairs.

A glance at the list of industrial, fraternal and religious organizations of which Mr. Gross is a member will show that he is a man of unbounded activity and broad vision. He became Vice President of the Brooks Locomotive Works in 1892 and remained actively in that position until June, 1901, when that company was absorbed and became one of the eight constituent works of the American Locomotive Company. Mr. Gross was made Second Vice President of the new company and in that position is one of the salient forces that have placed the American Locomotive Company in the forefront of the locomotive works of the world. He is in close touch with the financial leaders and important industrial interests of this and other countries and his counsel is sought in many of the important undertakings of this progressive age. Not only the city of Dunkirk but the county alike is indebted to Mr. Gross, for by his executive ability and insight he has been one of the principal factors in the continuous development of the American Locomotive Company, whose products may be found in every portion of the earth. Had it not been for this corporation, the population of Dunkirk would be far smaller and Chautauqua County would not have the honor of producing locomotives which have received the approval of experts in many lands. One would surmise that, as Second Vice President of the American Locomotive Company, Mr. Gross would have every moment occupied. But, fortunately for the city of his adoption, such is not the case. Mr. Gross has likewise been President of the United States Radiator Company since its incorporation in May, 1890. It is not necessary to dwell upon the extensive shops maintained by

that company in Dunkirk. Since its organization he has been one of the prominent directors of the Hartford Axle Works, of Dunkirk, which was recently reorganized into the American Air Tool Company with Mr. Gross as President and Director, and in 1902 became a director of the Webb C. Ball Watch Company, whose plant is located in the City of Cleveland. In connection with his financial interests, Mr. Gross became a director of the Lake Shore National Bank in 1898 and continued in the directory until 1903 when he was elected President and director of the Merchants National Bank of Dunkirk, which is now building a handsome up-to-date bank building to take care of its increasing business. These details demonstrate that the subject of this sketch is among the first of the industrial leaders of the state.

No less worthy of mention are the activities of Mr. Gross in fraternal, religious and social organizations.

He is a member of the Masonic Fraternity and has attained the thirty-second degree in that ancient and honorable order. He is also a Noble of the Mystic Shrine.

Being an active churchman he is a member and trustee of the First Presbyterian Church of Dunkirk to which he has recently made the munificent gift of a set of beautiful chimes (ten bells.) The rich and tuneful harmonies of this chime of bells are much enjoyed by the inhabitants of Dunkirk as well as by the stranger within her gates. Mr. Gross is also a trustee of the Buffalo Presbytery and of Fisk University, Nashville, Tennessee.

His interest in the proper development and welfare of young men is evidenced by the fact that he is a member in perpetuity and a director of the Dunkirk Young Men's Association.

Not unlike many of those who have risen from the ranks, Mr. Gross maintains an interest in the vocation of his youth, being a member of the Old Time Telegraphers' Association and of the American Railway Master Mechanics' Association.

In a social and professional capacity Mr. Gross is a member of the Lawyers' Club of New York, the Transportation and Republican Clubs of New York, the Country Club of Dunkirk, the Buffalo Club of Buffalo, the Dunkirk Club of Dunkirk, the Minnesota Club of St. Paul, the Toronto Club of Toronto, Ontario, a life member of the "Wel-

come Society of Japan," and the well known Union League Club of Chicago. He is an affable gentleman whose social qualities make him a popular member of these organizations.

The political affiliations of Mr. Gross have been with the Republican Party. In 1883 he capably acted as Chairman of the Republican County Committee. He also served for a number of years as a member of the Board of Water Commissioners of the City of Dunkirk and rendered valuable service. His public as well as his private enterprises have always been characterized by the same zeal and keenness which contributed to the early success which he achieved in life.

In 1903 Mr. Gross was delegated by the directors of the American Locomotive Company to make a thorough investigation into the possibilities of extending the export of American locomotives into the markets of the world and to establish permanent business relations in every foreign country with the American Locomotive Company. With this important and responsible mission in mind Mr. Gross, with his Secretary, Charles M. Muchnic, left Dunkirk and sailed from San Francisco March 11th via steamship "Siberia," on a trip around the world. The journey as planned was of the broadest scope, exceeding that of any business trip heretofore undertaken. His itinerary included a visit to Japan, China and the Philippine Islands. From Port Arthur he traversed the Great Siberian wastes and the sweeping plains of Russia, making the entire journey to St. Petersburg over the Great Siberian Railway. After leaving St. Petersburg he visited nearly every country in Europe, having accomplished which he returned to New York after an absence of nearly a year.

Shortly before leaving on this important journey the officers of the American Locomotive Company and several others of his associates tendered Mr. Gross a farewell banquet at the Buffalo Club, Buffalo, New York.

President David R. Francis of the Louisiana Purchase Exposition, appreciating Mr. Gross' wide business and manufacturing experience, appointed him a member of the International Jury of Awards for the Machinery Department. The group Jury chose Mr. Gross as their Chairman and he subsequently received the greater honor of being

elected Chairman of the department or Grand Jury which office entitled him to membership on the Superior Jury of Awards and he served until final adjournment of the jury on the completion of their important duty.

Mr. Gross established his residence in Dunkirk in March, 1873. Fourteen years later on the 23rd of June, 1887, he married Helen E. Wheeler of Milwaukee, Wisconsin. They are without children. They have a very attractive home at Number 60 West Fourth Street and it is one of the centers of culture and refinement in the social life of the city.

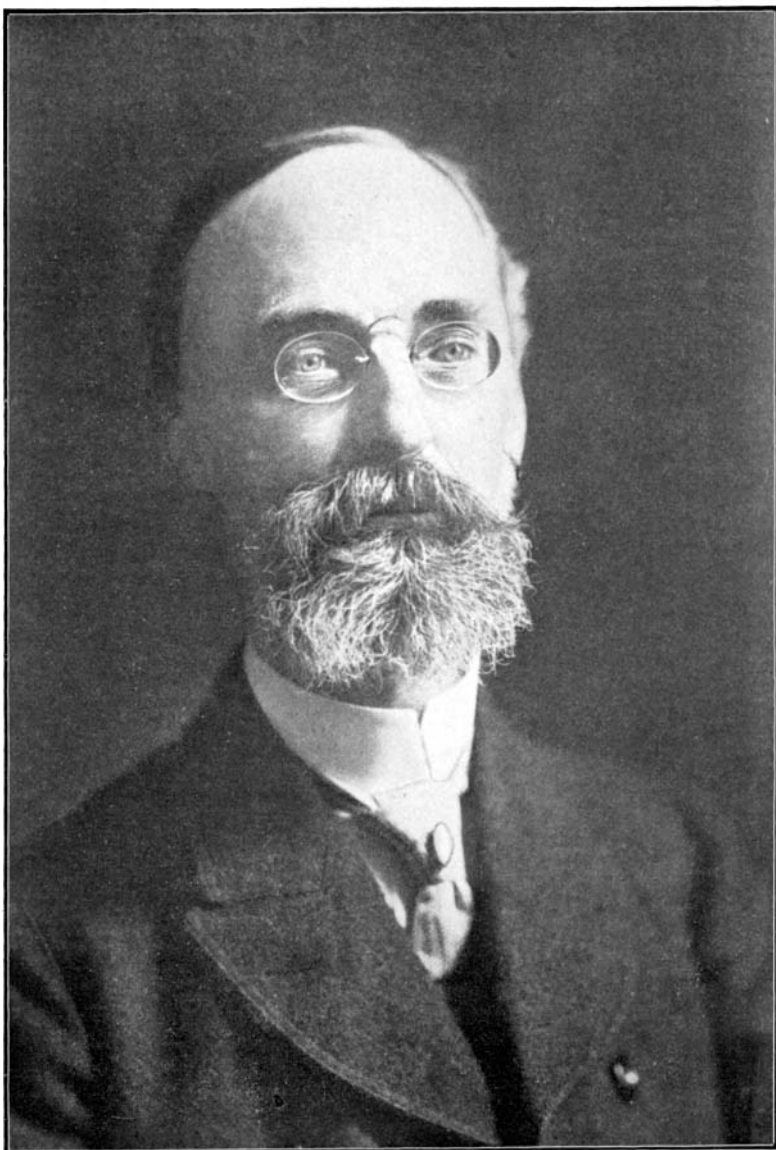
#### CHARLES E. HEQUEMBOURG.

Charles Ezra Hequembourg was born at Dunkirk, New York, July 9, 1845; was educated in the common schools; served in the United States Army from 1863 to the close of the war; married Harriet E. Thurber of St. Louis, Missouri, July 31, 1872; was an early operator in the Pennsylvania oil fields, and a pioneer in the development of natural gas transportation; was elected Mayor of Dunkirk in March, 1894, and again in March, 1895; has been engaged in business, chiefly as civil engineer and contractor, in Dunkirk since 1865.

#### MARSHALL L. HINMAN.

A chronicle of the career of Marshall L. Hinman of Dunkirk, implies the record of a man who has been a factor in the development of one of the notable industries of the age, one who in public office and private life had secured and maintained the respect of the community, and altogether an example of the well rounded man. Born in the Town of East Otto, Cattaraugus County, New York, December 12, 1841, Mr. Hinman may be rightly termed the descendant of sturdy stock. His parents, Mr. and Mrs. Simeon B. Hinman were among the pioneer settlers of Cattaraugus County, having moved to that then wilderness from Vermont in 1826. Going into the family tree, it is related that the subject of this sketch is a lineal descendant of Sergeant Edward Hinman, a loyal subject of King Charles the First, and who in order to save his neck from the halter of Cromwell came to New England between 1650-1652 and settled in Stratford, Connecticut.

With the vigor and blood of this ancestry in his veins, it is not surprising that Mr.



MARSHALL L. HINMAN.

Hinman is one of those rare men fitted for the highest success. Early in life he attended the public schools of East Otto and later he took a special course in the higher branches at the schools of Otto. Having thus made adequate preparations, Mr. Hinman commenced the battle of life. Taking up his residence in Dunkirk April, 1861, he moved to Hornellsville in October, 1864, and becoming a resident of New York City in May, 1865, he returned to Dunkirk to take part in the organization of the Brooks Locomotive Works, the birth of that remarkable institution dating from November, 1869.

Those men who were factors in the organization and development of the Brooks Locomotive Works will be regarded as pioneer captains of industry, when the commercial history of the generation is penned in detail. Mr. Hinman will rank among the foremost. Throughout all the vicissitudes of locomotive building and the tribulations of commercial panic, Mr. Hinman never lost faith in the ultimate success of this gigantic industry. He served as the first Treasurer and Secretary of the corporation, then the growth of the plant demanded that he devote all his time to the affairs of the Treasurer's office; he widened his sphere of activity as the corporation extended and he was called to the Vice Presidency; it was but a step to the Presidency of this company with a national prestige and he occupied that office satisfactorily. Subsequent to his Presidency, Mr. Hinman served for another period as Treasurer of the Brooks Locomotive Company.

Having succeeded in one of the notable fields of industry, it is not surprising that Mr. Hinman entered into other branches of commercial activity. He was elected Vice President of the Lake Shore National Bank of Dunkirk April 30, 1883; he succeeded to the Presidency upon the death of William T. Colman June 20, 1891, and he continued to hold the position until July 15, 1896. The position of Mr. Hinman in the business life of Western New York is recognized and this is not the place for an enumeration in detail of the firms and corporations in whose success he is interested.

Having made a success of his business life, Mr. Hinman devoted some attention to politics. He was the Democratic nominee for State Senator in November, 1885, but he was defeated by Hon. Commodore P. Vedder in this dominant Republican dis-

trict. But his townsmen knew his worth and ability and their appreciation was unstinted; he was elected President of the Dunkirk Board of Education in October, 1886; and served until April 15, 1892. Being elected Mayor of Dunkirk in 1885, he was re-elected and served as executive of that city until April 21, 1887, when the press of business engagements necessitated his resignation. Later, in May, 1889, he was elected President of the Board of Water Commissioners and continued to hold that office until March 15, 1892. Like his private obligations, Mr. Hinman in the fulfillment of his public duties has manifested ability, insight into public affairs and an unquestioned integrity.

He was married to Amanda Josephine Miller, eldest daughter of Colonel Ezra Miller, in Brooklyn, September 16, 1868. Their daughter, Sadie Blanche Hinman is the wife of William May Garland and resides in Los Angeles, California. Their son, Marshall L. Hinman, Jr., died June 14, 1888, at the early age of fourteen years.

The Masonic record of Mr. Hinman includes membership in Dunkirk Lodge, Chapter and Council. He is a Past Commander of Dunkirk Commandery.

This in brief is the chronicle of the aggressive, ambitious and successful life of Marshall L. Hinman.

#### CHARLES D. MURRAY.

Charles D. Murray had an interesting and significant lineage. His father, Dauphin Murray, was Sheriff of Steuben County, New York, and participated in the War of 1812; while his grandfather fought at Bunker Hill and in other Revolutionary battles. The maternal side of the line is equally distinguished, including General Sedgwick, Governor of Jamaica, and other notable men. Mr. Murray himself had an interesting and varied career. When he was only nineteen years old the California gold fever broke out, and the subject of this sketch joined the westward tide of emigration, and in due season reached San Francisco. It is hard to picture at the present time the scenes of those days. Men flocked to the Pacific coast from all over the country—some overland by wagon and others around the Horn—and all acquired, if not tangible riches, at least a wealth of experience. Young Murray, however, did not become a



CHARLES D. MURRAY.



miner, but confined his attention to business pursuits. Finding no other opening, he obtained employment as a drayman, and as soon as he had saved a little money bought a dray for himself. A year later he engaged in the produce commission trade as a member of the firm of Murray & Foster. The firm carried on an extensive business and Mr. Murray made two voyages to Australia with cargoes of lumber. Such an experience was full of interest in those early days, before the steam vessel and the cable had dispelled the romance connected with that distant land.

Mr. Murray was called east in 1855 by the death of his father, and engaged in the lumber business at Hinsdale, Cattaraugus County, for several years. The commercial depression following the panic of 1857 and especially a strike on the Erie Railroad preventing the shipment of lumber, brought business reverses to Mr. Murray and he was forced to abandon the lumber business and begin over again. He obtained a position as railway mail clerk on the Erie Road, traveling between Hornellsville and Dunkirk and employed all of his spare time in the study of law.

In 1860 he was admitted to the Bar and at once opened a law office in the Town of Hinsdale, where he practiced for four years. At the end of that time he removed to Dunkirk, where he won for himself a position at the Bar and in public life that has made him a conspicuous figure in Western New York.

Municipal affairs occupied a large share of Mr. Murray's time and thought. He served one term as Mayor of Dunkirk and has been repeatedly nominated for high offices by the Democratic Party, of which he was an ardent supporter. He was a delegate to several state conventions, and to the national convention of 1884 that nominated Grover Cleveland for President.

The district in which he lived is strongly Republican in politics, and Democratic success here is of the nature of a forlorn hope. Mr. Murray had nevertheless accepted the nomination of his party for the State Assembly, and twice for representative in Congress, and has greatly reduced the majority of his opponents whenever he has run. In 1870, for example, he came within three hundred votes of election from the Thirty-third Congressional District, which usually gives a Republican majority of six thousand. This fact attests Mr. Murray's

popularity at home and shows the estimate placed upon him by those who knew him best.

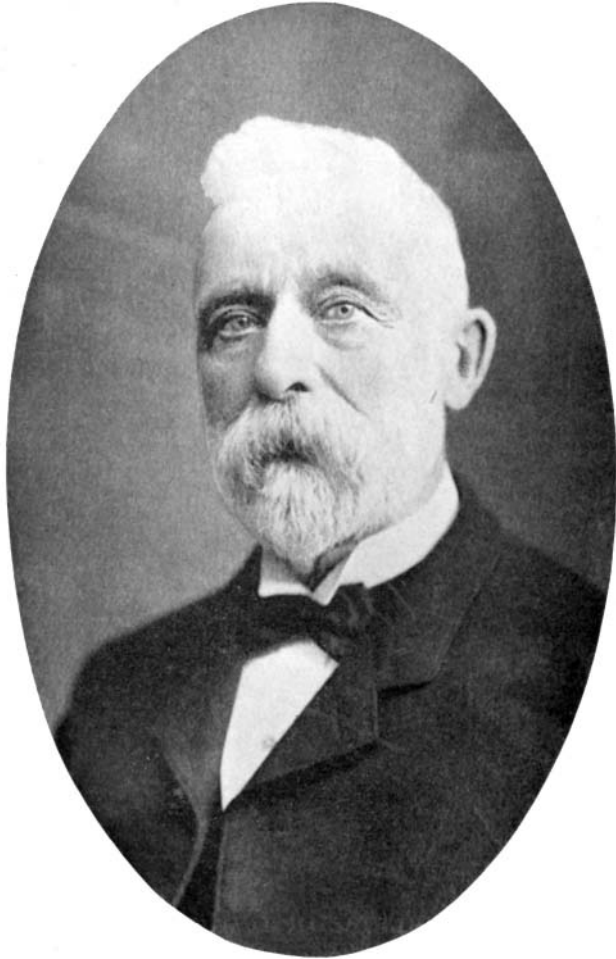
In educational matters Mr. Murray has been an important factor in Dunkirk. As President of the Board of Education for seven years, he contributed more than his fair share of work and care to a task that often proves thankless. The internal improvements of the city also received his attention and he demonstrated his value to the city not only as Mayor but as President of the Board of Water Commissioners. He was President of the Merchants' National Bank and of the Hartford Axle Company, and Vice President of the United States Radiator Company. He was a communicant and Senior Warden of St. John's Episcopal Church. A conservative business man, an earnest and upright citizen, he enjoyed the esteem of a large circle of friends and the confidence of his fellow citizens.

Personal Chronology.—Charles De Kalb Murray was born at Guilford, New York, May 4, 1831; received a common school education; engaged in commerce in San Francisco, 1850-55; married Orpha A. Bandfield of Hinsdale, New York, May 20, 1860; was admitted to the Bar at Buffalo in 1860; was President of the Board of Education of Dunkirk, New York, 1875-79, and 1883-86; was first President of the Board of Water Commissioners in 1871 and Mayor of the city in 1880; was nominated for Congress in 1870 and 1872, and for the Assembly in 1884; had practiced law in Dunkirk from 1864, until his death September 11, 1902.

#### DAVID RUSSELL.

David Russell was a sturdy, self-reliant son of the land of Robert Bruce and Robert Burns. Born in St. Andrews, Scotland, May 30, 1826, and was a son of Thomas and Jane (Russell) Russell. His father was a native of historic old Edinboro Town, Scotland, and was a tinsmith by trade, which business he followed in his native land until his death.

David Russell was reared in his native town and received a common school education. After leaving school he learned the trade of a machinist and thereafter worked in that useful industry. In 1845 he came to America and located in Patterson, New Jersey, where he at once secured work. Here he remained until 1852, when he came to Dunkirk, and went to work as a machinist in the Erie railroad shops and continued in



DAVID RUSSELL.

their employ until October, 1869, when H. G. Brooks, the general manager, suddenly received an order from the President of the road to permanently close the works. Instead of doing so, however, he immediately reorganized them under the name of the Brooks Locomotive Works. Mr. Russell entered their employ and was steadily and deservedly promoted from one position to another, going a stride or two each time, until he was appointed Superintendent, a position in which he commanded the universal respect of the employes and the commendation of the employers. This position he held until May 3, 1902, when he was given a grand reception and farewell. On this occasion an elegantly engrossed testimonial was given him, which expressed their most sincere regret on his retirement from active service and their personal esteem and appreciation of his kindness, fidelity and merit. Politically he was a Republican. He was Supervisor of Dunkirk in 1884, a member of the School Board and also Police Commissioner. In religious principles a Scotch Presbyterian, of which church he was a member and a Trustee. A member of Irondequoit Lodge, Free and Accepted Masons, of which he was Past Master; Dunkirk Chapter and Dunkirk Commandery. A man of firm convictions and of a kind and generous disposition, ever ready to devote his best efforts in aid of any movement conducive to the welfare of his fellow-citizens.

David Russell was married March 15, 1847, to Eliza Russell, daughter of James Russell, of Montrose, Scotland. He died April 13, 1903. Mrs. Russell died April 10, 1899. Their children were: Thomas, born June 16, 1848; James, born November 7, 1849; Mary J., born April 7, 1851, married, December 24, 1872, Lee M. Herrick; David, born July 24, 1853; George R., born May 24, 1856; John F., born June 29, 1863; Nellie R., born January 13, 1865, married, June 20, 1888, O. M. Kimball.

#### LESTER F. STEARNS.

Honorable Lester F. Stearns, a son of Crawford and Lovisa (White) Stearns, was born in the Town of Villenova July 27, 1855. The Stearnses and Whites are of English descent and the grandfathers (Benjamin Stearns and Joel White) came from New England to this country early in the century where they followed farming. Benjamin

Stearns was a native of Vermont and died in the Town of Villenova in 1865. Joel White (the maternal grandfather) was born in Massachusetts, from which state he came to this county, in which he followed farming and manufacturing until his death. (For a more elaborate genealogy of the Stearns family see Hanover section, this volume.)

Mr. Stearns grew to manhood on the farm and completed his education in the Forestville Free Academy. Leaving the Academy he taught school for two years and then went to the Bradford oil district where he remained for one year, having the supervision and oversight of a large tract of oil territory. After returning from the oil fields he resumed teaching which he followed until 1879 when he commenced the study of law, with Julius A. Parsons of Forestville and then came to Dunkirk where he was for some time with Holt & Holt but completed his legal studies with Chester B. Bradley at that time District Attorney. He was admitted to the Bar in 1882 and in June of that year opened a law office at No. 221 Central Avenue where he remained until he removed to the new Platt building at No. 311 Central Avenue in 1896 and remained there until he, in company with Judge Warren B. Hooker, erected the New Stearns building at 338 Central Avenue, where he is now pleasantly located, having the most pleasant and comfortable suite of rooms in the city and enjoys a large law practice. He is favorably known throughout the western portion of the state as an excellent trial lawyer, being almost universally successful in the many important litigations which he has had in charge.

In 1883 he was nominated Special County Judge but declined the nomination and in the following year was elected Special Surrogate and served as such for three years. In 1886 he was nominated District Attorney after a sharp political contest and was elected that year and his record in the discharge of the duties of that office, in which he was unusually successful, and the conviction of criminals was such that the Republicans of Chautauqua County in 1889 gave him a unanimous renomination.

In 1891 he was elected City Attorney of the City of Dunkirk which position he successfully filled for six years, during which time many of the most important improvements in the City of Dunkirk were made, he having entire legal supervision over the



LESTER F. STEARNS.

same. In this time he also successfully defended a number of important cases for the city. He is a sturdy, ardent, active Republican in politics and is the recognized Republican leader in the City of Dunkirk and one of the leaders of Northern Chautauqua.

In 1896 he was elected one of the two delegates from this Congressional District to the National Republican Convention at St. Louis, which first nominated William McKinley to the Presidency, and went to that Convention as an ardent McKinley man. Previous to this he had a most pleasant personal acquaintance with President McKinley and in 1897 President McKinley cordially tendered him the position of Third Assistant Postmaster General and urged him to accept the same, but which, for business reasons he was obliged to decline. He continued in the active practice of his profession up to October, 1899, when as the choice of the State Organization he was appointed State Tax Commissioner by Governor Roosevelt. This appointment came at the beginning of the administration of the famous Special Franchise Tax Law, which was adopted by the Legislature at a Special Session at the urgent instance of Governor Roosevelt and in the successful administration of that law by the present board of which he is a member, he has had very much to do as the legal member. It was largely his work upon that commission which brought about the successful termination in the Court of Appeals recently of those cases decided in that Court, involving the constitutionality of the Special Franchise Tax Law.

His work in that position was so satisfactory that in February, 1903, he was re-appointed by Governor Odell and his nomination and appointment were confirmed by the Senate without reference.

In the business, social and political affairs of the City of Dunkirk Mr. Stearns is a prominent figure and is consulted upon all matters pertaining to the growth and welfare of the city, always being active in his efforts to promote the same.

Mr. Stearns was married on the 16th day of July, 1889 to Mary H. Hiller, a daughter of Police Justice Orville M. Hiller of Dunkirk. The children of that marriage are Harold C. Stearns, born August 8th, 1890; Lester O. Stearns, born December 28th, 1893; Helen L. Stearns born September 4,

1900, and Rodger V. Stearns born January 11, 1902.

Mr. Stearns has a modest, comfortable home situated on Eagle Street in the City of Dunkirk, New York.

#### WALTER SMITH.

Walter Smith was born March 21, 1800, in Wethersfield, Connecticut. He was a lineal descendant of Lieutenant Samuel Smith who emigrated to America with his family in 1634 and was a man of great prominence in the Colony of Connecticut.

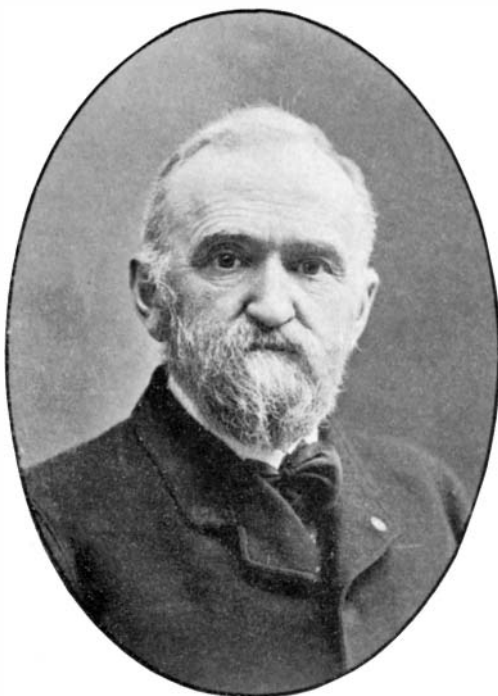
Walter Smith was educated in Litchfield, Connecticut, and choosing a mercantile career was sent at the age of fifteen to Cazenovia, New York, where he engaged as a clerk with Jacob Ten Eyck. At the early age of nineteen, Mr. Ten Eyck confiding in the ability and integrity of the youth established him in a mercantile business in Fredonia, New York, which was conducted under Walter Smith's name and under his sole management. At the end of the first year Mr. Smith had cleared twenty thousand dollars and had paid Mr. Ten Eyck in full for the capital he had advanced.

Quoting from a paper written by Walter Smith: "My associations in the County of Chautauqua were close and intimate from the spring of 1819 to 1840. It led me to know how people emigrating without capital to a heavily timbered country were enabled, by their own industry, with their own general capacity and good common sense, to clear their farms, pay for their lands and become wealthy, and this gained me to look back to the commencement of the clearing of these farms with all the hardships, the deprivation of what would now be considered the ordinary comforts of life, as the happiest period of their lives."

Mr. Smith was fortunately able to advance to many of these early farmers capital to enable them to make the first payment on their lands and they in return brought their black salts, house ashes and their farm produce to his store, "for," as Mr. Smith writes, "we purchased everything the farmer produced. My profits increased from twenty thousand dollars the first year to seventy-five thousand dollars at the close of the sixth year of my business and the cash received for goods sold, at the time of sale never exceeded ten per cent. in the aggregate for the year; nine



WALTER SMITH.



B. R. GIFFORD.



FRED GIFFORD.

per cent. was charged to the purchaser and paid for in black salts or produce. The sale of pot and pearl ashes varied in different years, both in quantity and price. They were shipped to Montreal until the Erie Canal was finished in 1825, by vessel to Black Rock, by open boat to Schlosser, by ox teams hauled from there to Lewiston, from thence by vessel to Cape Vincent, then by batteaux down the St. Lawrence to Montreal and sold by Horatio Gates Company and the proceeds remitted to New York to my order. In order to furnish the farmers a market for their produce I obtained a contract to supply the government stations along the lakes with provisions and the farmers of Chautauqua County furnished everything needed except white beans, which I purchased in Ohio."

Orders on Walter Smith's store and due bills over his signature became the currency of the county.

In 1826 while in the full tide of his prosperity he became associated with Dewitt Clinton and others in the proprietorship of

Dunkirk. He was one of the first projectors of the Erie Railroad and the leading and most efficient man to promote it. He spent the greater part of the winters of 1830 and 1832 in Albany bringing the importance of the road before the Legislature and it was largely through his influence that the road was chartered April 24, 1832.

Mr. Smith comprehending the revolution railroads would make in business (although at that time there were but five thousand miles of railroad in the world) made the prediction that "the day will come when cattle fatted in Indiana, Illinois and Ohio will be brought to the New York market," and was derided as visionary. The remarkable financial crisis of 1836 overtook and involved him in the common disaster but with Mr. Smith there was no bating of effort, courage or hope.

In 1843 he moved to Ohio and assumed the management of an extensive iron plant near Vermillion. In 1852 he returned to Dunkirk.

Walter Smith married May 8, 1825, Min-

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It has been no small undertaking for the photographers to do the work required for a work of this size and character. The value of the cuts depends very largely on the photographic work. The Messrs. Gifford, who have been in business at Dunkirk for over twenty-five years, made many of the photographs and views for the northern part of the county that appear in these volumes.

erva Pomeroy Abell, daughter of Mosely W. Abell of Fredonia. Their children were: Mary Augusta, married John M. Barbour, Chief Justice of the Superior Court of New York City; Kate Eliza Meyers; Walter Chester; Sara Dwight, married first Hoyt G. Palmer, second A. J. Avery of Dunkirk; Cornelia Tryon.

The following was taken from an obituary notice written by Hon. Hanson A. Risley at the time of Mr. Smith's death September 21, 1874:

"This slight sketch gives but a hint of this remarkable man, who for almost half a century occupied so large a space in the business affairs of Western New York. Throughout this long career, marked with patient endeavor and noble enterprise, he always maintained a reputation for generosity, courage, energy and fidelity. He leaves behind a bright example of all those manly qualities which give to life its value and reward.

"There was nothing trivial, narrow or false in his character. He had no aims but were worthy, no aspirations but to extend means and opportunity for usefulness. In all his changing fortunes, under bright or clouded skies, he was ever the same genial, intelligent companion, worthy and upright citizen, true and steadfast friend."

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#### ROLLIN W. SNOW.

One of the active practitioners of Dunkirk is Rollin W. Snow, whose office is located on Central Avenue, recognized as one of the principal highways of that community. Mr. Snow was born in Rose, Wayne County, this state, January 11, 1870; his father being Chauncey L. Snow and his mother Hannah (Wright) Snow.

That they were sturdy believers in the education of the young and that their offspring appreciated the value of educational facilities, may be judged from the training received by Mr. Snow prior to his admission to the Bar. He attended the district schools in Sheridan; he passed through the courses of the Forestville High School and subsequently he attended the Cornell University of Law. In addition to his academic knowledge of the law, Mr. Snow was fortunate in completing his practical legal education by the service of a clerkship in the offices of John G. Record and later Walter Record of Forestville. Mr. Snow was ad-

mitted to the Bar in the month of February, 1900, and during the course of the following March, he formed a partnership with Daniel A. Reed. The firm of Reed & Snow is recognized as one of the leading of the younger legal partnerships in Northern Chautauqua.

During portions of the years 1900-1901, Mr. Snow held a position in the State Com-



ROLLIN W. SNOW.

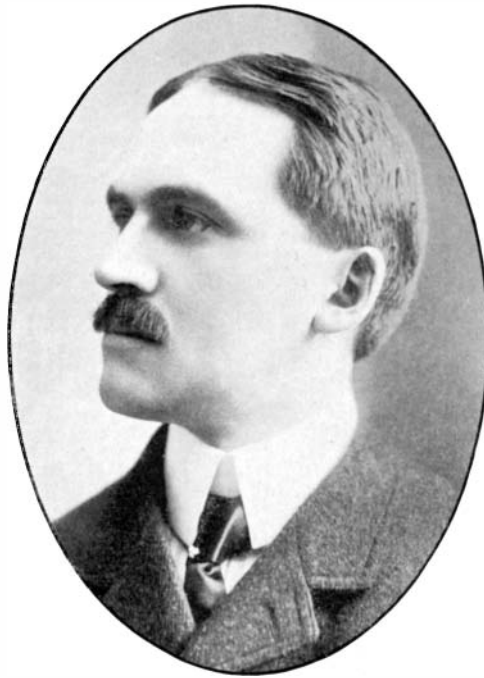
troller's office at Albany; in that, no less than in his later occupations, he has manifested ability, vigor and withal a genial spirit in his relations with his colleagues.

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#### ELTON DEAN WARNER.

In the person of Elton Dean Warner we have one of the leading lawyers of Western New York. Mr. Warner is essentially a Chautauqua County boy; he was born in Villanova July 23, 1867, his father being Erastus D. Warner and his mother Jane R. Warner of Forestville, Chautauqua County. Mr. Warner profited by a course in the Forestville Academy, graduating therefrom and subsequently entered the Cornell University of Law where he devoted three years of his younger manhood to make ample preparation for the duties of his





ELTON D. WARNER.

chosen profession. Graduating from Cornell in June of 1889, Mr. Warner was at once admitted to the Bar of the state; and during the year 1890 he commenced to reside in Dunkirk where he has secured a prominent and lucrative position in his profession.

Early in 1903 Mr. Warner and Bert E. Farnham formed a partnership for the practice of law at Dunkirk, New York. In addition to the general legal work of his practice Mr. Warner has received substantial recognition in other public fields of activity. Always an energetic Republican in the politics of Chautauqua, Mr. Warner has successively served as Assistant District Attorney, Attorney for the Dunkirk Board of Health, City Attorney of Dunkirk for two terms and a member of the Board of Education of his adopted city. During the years 1901-1902, Mr. Warner was Deputy Attorney General of New York State and in that capacity he showed marked executive and administrative ability in the conduct of affairs while stationed at Albany.

In other spheres of life Mr. Warner is no less efficient and prominent. He is a member of Phi Delta Phi, law fraternity; he is an active Mason and he has served as President of the Young Men's Association of Dunkirk for several terms.

Mr. Warner and Miss Gertrude Shephard were married at Forestville on December 21, 1892. Their only son, Alan Dean Warner, was born July 15, 1895.

Able, popular and studious in his chosen profession, Mr. Warner is destined to secure increasing prominence in the professional and political circles of Western New York.

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#### ALBERT E. NUGENT.

One of the leading lawyers of Dunkirk, Albert E. Nugent, was born in Villenova, New York, September 15, 1870. His grandfather was James Wickings, who settled near Forestville in 1839. The father of Albert E. Nugent came to this county in 1837; Charlotte Wickings, the mother of Mr. N., was ten years old at that time. The present Mr. Nugent is, therefore, connected with two of the families active in the early settlement of the county.

Having a stock of sturdy health and mental vigor, young Nugent applied himself to securing an education. He attended the Forestville Academy and graduated from that institution in June, 1889. Commencing the study of law in the offices of Sherman & Farnham of Forestville in November, 1889, he completed his legal training



ALBERT E. NUGENT.

with Holt & Holt, his admission to the Bar following in January, 1893. He applied himself at once to the duties of his chosen profession meeting with an unusual degree of success. Since the first of January, 1903, Mr. Nugent has been associated with Thomas Heffernan in the practice of law in Dunkirk. Prior to that his attention was given to the business of Holt & Holt to which he succeeded during 1894.

Not unlike many of the Democratic attorneys of the county, Mr. Nugent has been an unsuccessful candidate for public office. He was the nominee of that party for District Attorney in 1897; he was a candidate for Supervisor in the Second and Third Wards of Dunkirk in 1898, and a year later the Democracy nominated him for Surrogate of Chautauqua County. He was elected a member of the Dunkirk Board of Education and he continues to creditably perform the duties of that position at the present time.

Albert E. Nugent and Eleanor S. Roberts were married in Dunkirk October 19, 1898. They have one son, Albert E. Nugent, Jr.

Amidst his professional duties Mr. Nugent has found time to take an interest and attain noteworthy prestige in the domain of Masonry. He is a member of Dunkirk Lodge, No. 767, Free and Accepted Masons; Dunkirk Chapter, No. 191, Royal Arch Masons, and Dunkirk Commandery, No. 40, Knights Templar. He is affiliated with Ismailia Temple of Buffalo, New York. As Assistant Grand Lecturer of the Fortieth Masonic District of New York for a period of three years, and as District Deputy Grand Master of the Fortieth Masonic District in 1897, Mr. Nugent became known to a wide circle of the brethren. Whether in his professional, fraternal or civic duties, Mr. Nugent has always been esteemed as an upright and popular citizen.

#### ROBERT H. GILMOUR.

Robert H. Gilmour, Superintendent of the Brooks Works of the American Locomotive Company, is of Scotch parentage and was born in Toronto, Ontario, July 20, 1854. He received his education in the Toronto schools and at the age of fifteen years entered upon apprenticeship as a machinist in the Grand Trunk shops located at that place. After serving his time he secured a position as fireman with the Toronto, Grey and Bruce Railway then building from Toronto to Owen

Sound, but remained in that position for only one season.

In 1875 he entered the employ of a foundry at Peterborough, Ontario, where he remained about a year. He then returned to Toronto where he engaged in foundry and machine work for another year.

In 1878 he entered the government service in the Engineering Department at Ottawa and Toronto. At the end of two years he severed his connection with this branch of work and took employment with the Northern Railway of Canada as machinist with headquarters at Toronto. He left there the next year to take charge of the machinery of the extensive saw mills at Trenton, Ontario. The equipment over which he had supervision included twenty-eight boilers, twelve engines, tug boats, etc. After three years' service he resigned this position and returned to the Grand Trunk at Belleville, Ont., where he was placed in charge of the entire water service of the line between Toronto and Montreal. He remained here about a year, resigning to accept a position with the Canadian Pacific Railway as Roundhouse Foreman with headquarters in the far northwest at Broadview, Alberta. At the end of a year he left the Canadian Pacific Railway to run an engine on the Manitoba and North Western and after a year's service became Master Mechanic of that road with headquarters at Portage La Prairie. He remained in this position for two years and then resigned to accept the general foremanship of the Chicago and Atlantic at Huntington, Ind.

He remained in this position a year and then went to Brainerd, Minn., where he was appointed General Foreman of the Northern Pacific. He filled this position with such signal ability that at the end of a year he was promoted to be Master Mechanic of the Manitoba Division with headquarters at Winnipeg.

In May, 1894, after six years' service, he left the Northern Pacific and accepted a position as Superintendent of the Watrous Iron Works Company at Brantford, Ont., where he remained seven and one-half years. During his service with this company he was instrumental in building up the plant and equipment so that it has become one of the most modern and successful works in the Dominion. So valuable and efficient had he become in this line of work that the Canada Foundry Company of Toronto sought him out and tendered him a position as



ROBERT H. GILMOUR.

Superintendent of their plant. He brought to the new position the same energy and efficiency which he had exercised at Brantford and with equally flattering results.

In January, 1903, the Superintendency of the Brooks Works of the American Locomotive Company was tendered him and after due consideration was accepted. Mr. Gilmour's work in this position has been attended with marked success and much of the splendid record of the Dunkirk shops is due to the untiring zeal and watchfulness of its Superintendent.

Mr. Gilmour was married in December, 1876, and has living one son and three daughters.

His fraternal affiliations consist of membership in the Master Mechanics' Association, Odd Fellows and Foresters. He is a member of the Presbyterian Church and a man of high standing and influence in the social circles of the community.

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#### DANIEL A. REED.

Daniel A. Reed, lawyer, college athlete, and well known citizen of Dunkirk, comes of a seafaring family, his father, Captain William A. Reed, having spent many years on the ocean. He was born at Sheridan September 15, 1876, and commenced his school studies in District Number Three of the township. Later he entered the Silver Creek High School and in 1896 he entered Cornell University where he took a three years' course, graduating with the degree of Bachelor of Laws. He then took a one year post graduate course, and was subsequently admitted to practice law in the courts of New York State.

While in college Mr. Reed achieved an enviable reputation as an athlete. He has the record for heavy weight lifting at Cornell and for three years he held the heavy-weight wrestling championship of the University. He played on the Cornell football team the same length of time and for two years occupied the important position of coach, performing the exacting duties with such ability that he was able to command a salary of one hundred fifty dollars per week and expenses.

Mr. Reed was also employed as a football coach for other universities. He handled the team of the Cincinnati University for two years. He was a coach for the Pennsylvania State College for one season and he

was a coach for a time of the team of Georgetown College, Kentucky.

March 1, 1901, Mr. Reed formed a partnership with Rollin W. Snow of Dunkirk for the practice of law and took up his residence at 309 Central Avenue of that city. His legal abilities attracted enough attention to bring about his appointment as an attorney in the Excise Department at Albany, a position that he at present holds, and the duties of which he has performed with credit to himself and the satisfaction of all concerned.

Mr. Reed is a member of the Adelti Ki, and Sacchord fraternities and the Quill and



DANIEL A. REED.

Dagger Societies of Cornell. He is also a member of Irondequoit Lodge, No. 301, Free and Accepted Masons, of Dunkirk and also of the Dunkirk Club. In 1903 he was President of the Young Men's Association of Dunkirk. In politics he is an active Republican and he is recognized as one of the party leaders of Northern Chautauqua.

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#### AUGUSTUS HOLSTEIN.

Augustus Holstein was born in the manufacturing city of Cassel, the Capital of the Province of Hesse-Nassau, Prussia, March 4,



AUGUST HOLSTEIN.



JAMES HOLSTEIN.



HERBERT HOLSTEIN.

1828, and was a son of Peter and Elizabeth (Burger) Holstein. His father, Peter Holstein, was an educated military man, who had accumulated a snug fortune, married Elizabeth Burger in 1800, by whom he had six children, and spent seventeen years in the military service of Germany, being Colonel of the Fifth Prussian Regiment under General Blucher at the Battle of Waterloo, which practically ended the career of the Emperor, Napoleon Bonaparte, of France. The Battle of Leipsic and the burning of Moscow had also seen him an active participant and for his gallant conduct he had bestowed upon him the gold medal and iron cross, the most honorable and distinguished decorations won by army officers in Germany. In religious matters he was a Protestant as was also his wife. He died at his home in Cassel, in 1858, aged seventy-nine years; his wife, a native of the same place, died in 1855, aged sixty-five years.

Augustus Holstein was reared in Cassel and graduated from the Polytechnic Institute there. He spent a year in traveling over Europe, and in 1847 came to America, landing in Quebec, but left that city in a week on account of an epidemic of cholera and smallpox, and by steam and rail journeyed to Carbondale, Pennsylvania, where he remained five years, during which time he learned the carpentering business. In 1852 he came to Dunkirk and entered into partnership with Joseph P. Rider, and engaged in carpentering and contracting, in which business they continued until 1867 when he lost his right hand in an accident. In the latter year he was elected a member of the Board of Education and in 1876 Justice of the Peace and held that office until his death. In his political principles he was a Republican and always took an active part in politics. He was a member of the Methodist Church and a member of the Ancient Order United Workmen.

On July 9, 1851, Mr. Holstein married Mary J. Earl, daughter of Beecher Earl of Carbondale, Pennsylvania. Their children were: James A., Augusta, Charles E., George, Charles B. and Joseph E. Mrs. Holstein died January 12, 1865, aged thirty-seven years, and her husband, the subject of this sketch, February 16, 1891, aged sixty-three years.

#### JAMES HOLSTEIN.

James Holstein, a popular and competent city official of Dunkirk, was born in that

city September 25, 1852. He was educated in the Dunkirk schools and the Fredonia Academy, after which he went to the Indian Territory and engaged in railroading for two years. He then returned to Dunkirk, learned the carpenter trade, and was for twenty years the foreman in a large sash and blind factory.

Mr. Holstein now successfully conducts a general insurance business; he is also president of the W. J. Lawrence Clothing Company, of that city. Politically, his life has been a busy one; he has served three terms of two years each, as Alderman of the Second Ward of the Lake City; was Deputy Sheriff under Sheriff Cooper and is now Deputy under Sheriff Jones. He is a director and the Secretary of the Brooks Memorial Library and Hospital, which has done more good than any other institution ever organized there.

Mr. Holstein is a member of the Young Men's Association; the Order of Elks, of which he is the presiding officer; the Knights of Pythias, Odd Fellows and the Maccabees.

He married April 23, 1872, Julia I. Draper of that city. Their children are Herbert, (see following sketch), Charles and George died in infancy.

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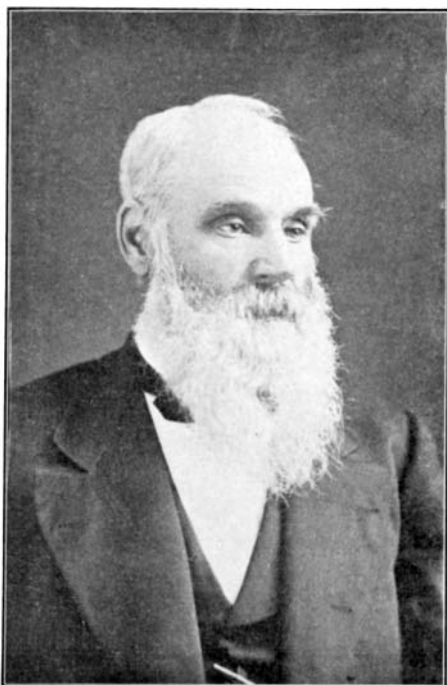
#### HERBERT A. HOLSTEIN.

Herbert A. Holstein was born at Warren, Pennsylvania, August 31, 1877. His maternal grandfather, Noah Draper, was an early settler in the Town of Pomfret. He attended the public and High schools of Dunkirk from which he was graduated in 1897; simultaneously taking a course in Civil Engineering in the International Correspondence Schools; working at this profession for nearly two years before graduating. After completing his Engineering course he studied law with Messrs. Stearns & Warner for two years, when he was elected Assistant Engineer of the City of Dunkirk, remaining under both Democratic and Republican administrations until January 19, 1904, when he engaged in business for himself, and is now a member of the firm of James A. Holstein & Son, general insurance, real estate and loans. Mr. Holstein is an attendant of the Methodist Episcopal Church, a member of Dunkirk Lodge, No. 922, Benevolent Protective Order of Elks; belongs to the Young Men's Association of Dunkirk, is the Secretary and Treasurer of the Chau-

tauqua County Gun and Rifle Club, and one of the highly esteemed young men of the Lake City.

#### ASHBEL ROBERTS SELLEW.

The subject of this sketch was born in what is now the Town of Arkwright, Chautauqua County, New York, August 3, 1818. His father, Ashbel Sellew, came from Glastonbury, Connecticut, the home of the Sellew family for several generations. The family trace their lineage back to Duke Philip Sellew (French spelling de Salieu), of Bordeaux, France, 1650, a prominent



ASHBEL R. SELLEW.

Huguenot who, upon the revocation of the edict of Nantes in 1685, was obliged to flee to England. One of his descendants, Philip also by name, came to America and settled near Boston. His son John married Hannah, granddaughter of the Duke of Hamilton of Scotland. This marriage resulted in two sons, also called Philip and John, from whom the Sellews in America have descended. The family in New England were classed as Puritans and centered in and around Glastonbury, Connecticut, where the family records may be found including a full discription of the ducal coat of arms.

Ashbel, the son of John Sellew, above

mentioned, left Glastonbury, Connecticut, in 1811 to go into the "far west," as it was then called. He came into Western New York and settled at Millford, now called Lamberton, in the Town of Portland. He took part in the War of 1812 and was present at the burning of Buffalo in 1814. At the close of hostilities he returned to Chautauqua County and in 1815 he married Emma Roberts, sister of Titus, Eli, Franklin and Abner Roberts, at the Roberts homestead in Sheridan. From this marriage the subject of this sketch was born.

His life on the farm in Arkwright was uneventful except that his father died while he was a lad, but at twelve years of age he decided to leave home and make his own way in the world. Aside from the clothes he wore his possessions were carried in a handkerchief. He walked to Lodi (now Gowanda), Cattaraugus County, New York, where he found a home with his uncle, Titus Roberts, with whom he remained until he went into business for himself.

In January, 1842, he was married to Jane Maria Tucker of Collins, Erie County, New York. From this marriage eight children were born. Five of them are living at this writing: Walter Ashbel, a bishop of the Free Methodist Church, residing at Jamestown, New York; Edwin Patterson, publisher of *The Friend*, Philadelphia, Pennsylvania; Emma Sellew Roberts, one of the Principals of the A. M. Chesbrough Seminary, North Chili, New York; Sara M., of Evanston, Illinois; George Tucker, Professor of Mathematics in Knox College, Galesburg, Illinois.

His first business venture was a general store at Versailles, New York, which he successfully conducted. He soon, however, returned to Gowanda and bought a small foundry which had been conducted by Stephen Tucker, his father-in-law. This he successfully conducted, enlarging the shops and extending the business until it became generally known as "The Gowanda Agricultural Works." An extensive hardware business was also carried on by him at the same time.

In the early sixties a partnership was formed with Alexander W. Popple of Collins, New York, which continued until the death of Mr. Popple in 1876, and a very extensive business was carried on under the firm name of Sellew & Popple. They introduced and for many years manufactured exclusively for Western New York and



Pennsylvania the Walter A. Wood mowing machine.

In 1868 the firm purchased the "Dunkirk Iron Works" at Dunkirk, New York, and began to manufacture boilers, engines and mill machinery. Here their business was also extensive and they shipped their goods into many states. They also built machinery for boats, including the old Jamestown and many other boats on Chautauqua Lake, some of which are still in use at the date of this writing.

After the death of Mr. Popple Mr. Seliew continued the business and engaged extensively in manufacturing machinery for the great oil field of the Bradford district. This naturally led him into producing oil in which he also engaged extensively. In company with Messrs. Isham and Van Vleck, both of Dunkirk, he drilled the first gas well in that field that was used for com-

mercial purposes. This somewhat famous well was the beginning of what afterwards became the Bradford Gas Light and Heating Company. Afterwards he became involved in some oil property with unworthy partners which with some other unfortunate endorsements forced him to make an assignment. The conditions resulting from this greatly troubled him as his business standing and honor had always been highly valued by him.

In 1885 he moved back to Gowanda and died there November 7, 1887, at the age of sixty-nine, in the full profession of the Christian faith, and was buried in Forest Hill Cemetery at Fredonia, New York. He was a Democrat in politics but was never prominent or active in political life as his whole life centered in his business and his home.



[Home of Harmon Camp, where he at one time entertained Garibaldi the Italian patriot. Now the dwelling house of Charles F. White]

