

**IRONDEQUOIT
CENTENNIAL**

Album

1839 · 1939

**PUBLISHED BY
IRONDEQUOIT CENTENNIAL COMMITTEE**

R
qr974.788
I71i

PRICE 25c

CANNOT BE PHOTOCOPIED

b

IRONDEQUOIT
CENTENNIAL

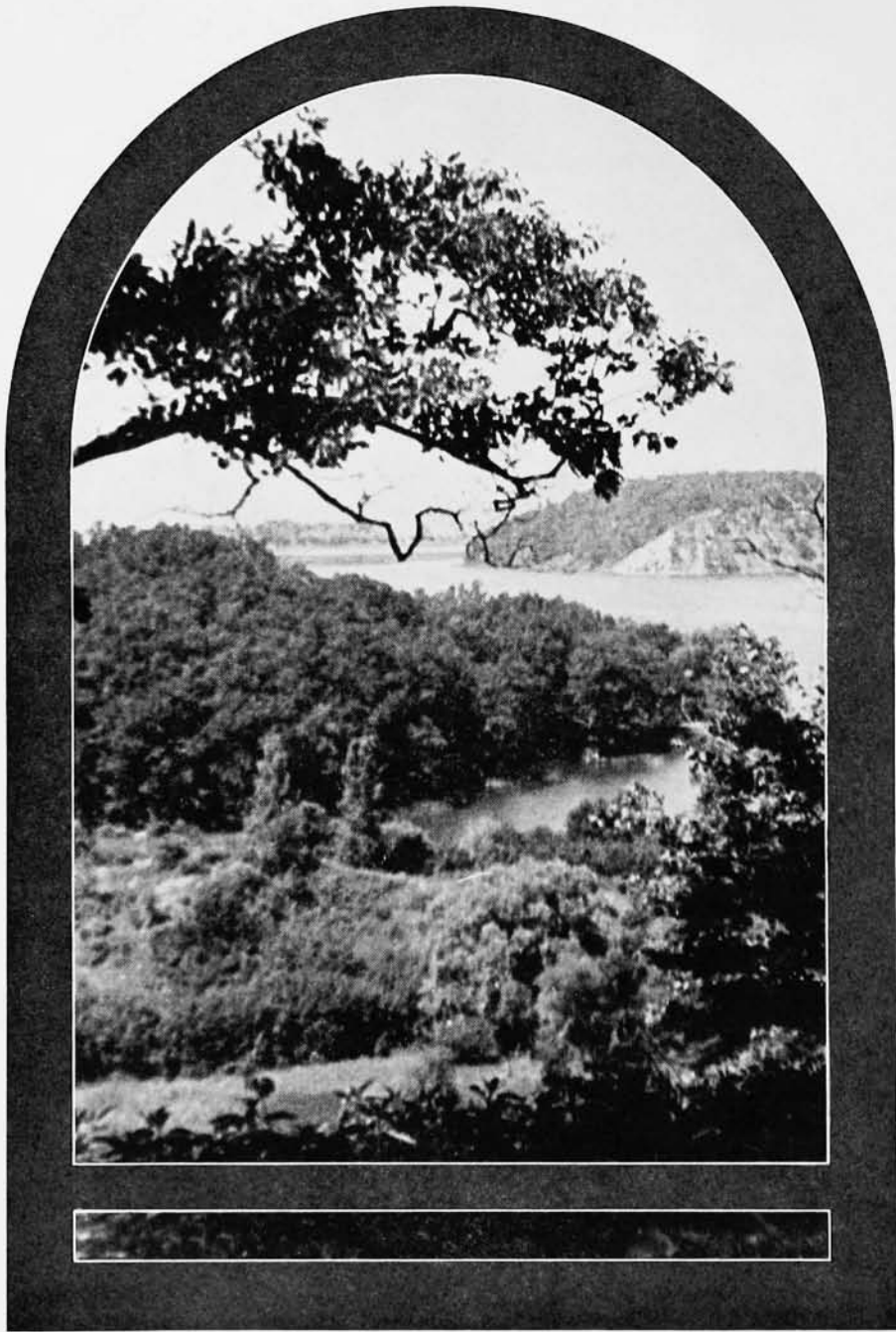
Album

1839 • 1939

Published by

IRONDEQUOIT CENTENNIAL COMMITTEE

WILLIS G. BROADBOOKS, *Editor*



"Where Irondequoit Green meets Ontario's Blue"

Typical of Irondequoit's verdant, glacial hills and cool, green waters is this view of Irondequoit Bay and adjacent countryside looking north to Lake Ontario, from the topmost heights above Newport.

Mr. Fred E. Hassey
7-26-39

FOREWORD



THE purpose of this Album, and the desire of the Irondequoit Centennial Committee in creating it, is to provide a suitable souvenir of a memorable occasion—the 100th Anniversary of the founding of the Town of Irondequoit, N. Y.

But more especially is it intended to establish for the first time in printed form a complete, though necessarily brief, factual and pictorial review of the happenings of a century and more—events that have brought a forbidding, fever-infested wilderness along the rugged pathway of the years to the prosperous and populous garden-like community of today.

On the pages which follow—in terse, chronological sequence and by means of abbreviated footnotes, biographical reminiscences and historical excerpts—are recorded highlights in a tremendously interesting, exciting and colorful pageant of time.

For the background and basic materials from which this Irondequoit Centennial Album is constructed, the reader is indebted to descendants of many pioneer families of Irondequoit and to various sources outside the township, including Rochester library and museum archives—but most of all to the untiring efforts of Mr. Charles W. Peiffer, chairman of the Centennial Committee, in assembling and making available historical annotations he has gathered and compiled for more than fifty years.

The Editor

PREAMBLE

IRONDEQUOIT BEFORE 1839

IRONDEQUOIT quite properly may be called "gateway to the Genesee Country." For it was through Irondequoit Bay that the earliest explorers and settlers penetrated from Lake Ontario to the wilderness of western and southwestern New York—long before the land agents and surveyors brought their charts and instruments from Pennsylvania and the East.

And Irondequoit Bay gave "Tryon Town" to the mapmakers, long before Rochesterville boasted its Indian Allan.

Although the history of Irondequoit, as we know it today, properly begins with the year of its founding, 1839, some brief consideration must here be given to events prior to that time, beginning with the earliest known visits of white men; with special attention to the existence of counties and towns, now obsolete, which once embraced all that now is Irondequoit.

For purposes of easy reference and to conform to the general style of the remainder of this book insofar as it pertains to the running history of Irondequoit, the period from 1669 to 1839 is here covered briefly in chronological arrangement:

1669 • Robert Cavelier (Sieur de la Salle), French general and explorer who discovered the Mississippi River, makes first visit to Irondequoit Bay, August 10, coming from Montreal. (He thought he had discovered the "northwest passage to India.")

1678 • LaSalle makes second visit to Irondequoit Bay, on his way through Lake Ontario from Lachine to Niagara Falls, with first two sailing vessels on Great Lakes. (By this time he knew he wasn't on his way to India.)

1679 • LaSalle, before leaving to construct more sailing vessels for use on Lake Erie (he built "The Griffin" on Niagara River at what is now the village of LaSalle, near Niagara Falls, N. Y.), visits Father Hennepin and other Franciscan missionaries at head of Irondequoit Bay. They have erected a chapel of bark (near Mercy High School and present Ellison Park) for worship by Indian converts.

1687 • Marquis de Denonville (Governor of New France, as Canada was then known) brings mixed army of 3,000 French and renegade Indians into Irondequoit Bay (July 10) intending to exterminate implacable Iroquois Nation. But Western New York Indians out-manuever Denonville, and what started as a military campaign becomes an inglorious raid on Indian villages and a few helpless and infirm natives.

1688 • Smarting under indignities of Denonville expedition, Iroquois set sail from Irondequoit Bay to "repay" visit of the French, and pillage and plunder Montreal.

1718 • French, under Denonville, establish Fort des Sables (Fort of the Sands) on site of previous temporary stockade on sandbar at Irondequoit Bay outlet (where Sea Breeze now is located).

1721 • Aroused by French encroachment and erection of Fort des Sables, English erect fort on east bank of Irondequoit Creek, occupied by Captain Peter Schuyler and company of volunteers. Under grant from Governor Burnet, 10 Englishmen, led by son of Captain Schuyler, establish on Irondequoit Bay first English settlement in Western New York.

1759 • Fort Niagara (French) falls to the English, under Sir William Johnson, an Irishman who is Indian agent for the Crown in Western New York. Other French forts at Quebec, Montreal and Pittsburgh fall to English in rapid succession.

1761 • On a canoe trip from Fort Niagara to Oswego, Sir William Johnson puts in for visit to Indians and missionaries on shores of Irondequoit Bay.

1763 • New York State divides itself into twelve counties to take the place of three "ridings," as original subdivisions of state were called. These counties are named as follows: Albany, Cornwall, Duke, Dutchess, Kings, New York, Orange, Queens, Richmond, Suffolk, Ulster and Westchester.

English win the upper hand in North America, with surrender by France of all her possessions on this continent to England and Spain.

Colonel Bradstreet and 1,200 English soldiers camp at Irondequoit Bay, on way to Detroit. Israel Putnam (later a hero of the Revolution) is a junior officer in this contingent.

- 1772** • Part of Albany County taken away to form Tryon County.
- 1776** • Declaration of Independence. Revolutionary War really started year before.
- 1783** • American Revolution declared over, with signing of peace treaty with England.
- 1784** • Tryon County (carved from Albany) is changed to Montgomery County. Revolutionary patriots so detested Governor Tryon, last of the English rulers of New York State, they could not abide his name attached to one of their counties.
- 1786** • Western limits of Montgomery County extend to the Niagara River.
- 1789** • All of Western New York included in Phelps and Gorham Purchase (including present Irondequoit) is re-created as Ontario County.
- 1791** • Robert Morris and Holland Land Company purchase from Phelps and Gorham great tract in Western New York, west of Ontario County, with headquarters in Batavia.
“Walker the Ranger” (William Walker, a member of General John Sullivan’s ~~army~~ Revolutionary campaign against the Indians of Western New York in 1779) builds cabin east of the mouth of the Genesee River (at Summerville) and becomes first white settler in territory north of Ridge Road (now Irondequoit).
- 1793** • Population of Western New York is 7,000.
- 1794** • Township of Northfield is organized, and embraces most of territory on east side of Genesee River.
- 1795** • Aaron Burr and Theodosia (on horseback, bound for Niagara Falls) turn off at Avon to visit Falls of the Genesee.
A family named Dunbar comes to live at Irondequoit Landing. (Now we’ve got two settlers—Walker at Summerville, and the Dunbars at head of bay.)
- 1796** • Oliver Culver takes up his residence at Irondequoit Landing, near head of Irondequoit Bay. (Culver Road, named after him, wasn’t even a cow path.)
Southern half of Ontario County is taken away to form Steuben.
- 1797** • Louis Philippe of France journeys from Canandaigua to see the Genesee Falls, and dines with Mrs. Orange Stone (East Avenue and Clover Road).
- 1798** • First American vessel (“The Jemimah”), built by Eli Granger and Abner Mingells at Hanford’s Landing (west bank of river gorge), makes its appearance on Lake Ontario.
First deed recorded in Ontario County (Irondequoit is still unborn, and a part of Ontario County).
- 1799** • Tryon’s Town (they’re bound to keep memory of that rascal, Governor Tryon, alive) is established at Irondequoit Landing (head of bay) and provides first inkling of real estate booms that are yet to be. (It lasted less than 20 years.)
- 1800** • Population of United States, 5,308,483.
Oliver Culver, having roamed considerably after first arrival in 1796, returns from Vermont and undertakes first permanent settlement, near head of Irondequoit Bay. Becomes superintendent of first primitive ashery (manufacture of potash) in this section, at Irondequoit Landing.
Other pioneer Irondequoiters this year are Elijah Scudder, Jesse Case and Jesse Tainter, all living in Culver’s settlement.
Colonel Nathaniel Rochester (for whom Rochester is named) comes from Maryland on first visit to Genesee Country (near Avon).
First ground used for burial purposes (in Irondequoit) is established at Sand (Hooker) Hill. (Still exists, in rear of home of Professor Ryland Kendrick on Portland Avenue, near Ridge Road.)
- 1802** • County of Genesee formed by taking lands from Ontario and Steuben Counties. Genesee County embraces all of New York State west of Genesee River and a line drawn south from mouth of Canaserago Creek.
Emmer Reynolds and family, from Maryland, and John Culver (brother of Oliver) settle at Irondequoit Landing.
- 1805** • Congress establishes Charlotte as “Port of the Genesee.” Samuel Latta appointed first Collector of the Port.
Ransford Perrin (later to be Irondequoit’s second Town Clerk) moves in.

1806 • Andrew McNabb (you guessed it—he's come from Scotland) "established at Charlotte with a stock of goods and as local land agent." (He remained until the War of 1812.)

Town of Northfield (including all of present northeast section of Monroe County) is renamed "Boyle" township.

1808 • Merchants Road, connecting Indian villages near Victor with canoe transportation on Irondequoit Bay, is converted from foot trail to wagon road and extended all the way from Canandaigua to the lower Genesee River.

1810 • Adonijah Green (father of Seth Green, famous authority on fish and fishing) joins Irondequoit pioneer settlers, building home at Lower Falls (where Carthage "bloomed and died" a few years later.)

Town of Penfield is formed by taking off a slice of Town of Boyle.

A Mr. Jones (no, we don't know his first name) settles on west shore of Irondequoit Bay.

1812 • This same Mr. Jones builds first frame house in Irondequoit (not yet so named).

Hosea Rogers (Irondequoit pioneer) is born (opposite present Rochester School for the Deaf on St. Paul Street).

Charlotte and Hanford's Landing (up the river) are contending for commercial and shipping supremacy, when War of 1812 breaks out.

Town of Perinton is formed by taking away some more of the Town of Boyle.

Colonel Rochester returns from Maryland and begins laying out Rochesterville (now Rochester) and builds first Main Street bridge over river.

1813 • What's left of "Boyle" becomes Town of Smallwood.

Den of rattlesnakes discovered on east bank of Genesee River and "Rattlesnake Point" (foot of Sagamore Drive) gets its name.

1814 • Town of Smallwood passes out of existence, being divided into two new towns—Brighton and Pittsford.

Commander Yeo and squadron of British armed vessels bombard Charlotte (War of 1812 still hangs on) and are met by Colonel Isaac W. Stone, Captain Brown and Captain Ely, with 22 armed citizens and an 18-pounder cannon. The defenders and their cannon successfully rout the enemy vessels after an exchange of shots that hurt nobody seriously.

First school, constructed of logs, 18 x 24 feet in size, is erected on farm of Alexander Button. Abner Wakely moves to town from Greene County.

1815 • Merchants Road (most of which no longer exists) is the only road in the territory soon to be named "Irondequoit." It connects Brighton with Charlotte, and is favorite route of Canandaigua merchants to the lake. (Its course across Irondequoit was diagonal from Culver Road [present terminus] to rear of old Hooker cemetery on Portland Avenue, and along route of present Thomas Avenue to the river.)

With hostilities with England (War of 1812) now concluded, emigration receives fresh impetus, and tide of population moves westward over Ridge Road, which has become one of the state's "great" thoroughfares. Now and then a family halts and stays on, east of the Genesee.

Abel Densmore (Densmore Creek takes its name from him) comes from Massachusetts to settle on Lot 43. Joseph Leggett comes in from Saratoga County.

1816 • Caleb Lyon begins settlement on east side of Genesee River at Lower Falls.

Elisha B. Strong, Canandaigua lawyer, and Elisha Beach, from Connecticut, purchase 1,000 acres near Lyon's home and establish the village of "Carthage." Other pioneers there were Oliver Taylor, Captain Spear, Adonijah Green and Hosea Rogers. They say they're going to give Rochesterville a "run for its money." (And they might have, too, if the bridges they built over the river hadn't fallen as fast as they were built.)

Abel Densmore builds first frame barn, near Irondequoit Bay.

1817 • Elisha Beach, Heman Norton (Norton Street was named for him), Francis Albright and Elisha Strong finance construction of wooden arch (first) bridge across river at Carthage.

Seth Green (famous inventor of fish lures and game conservationist) is born in log cabin (near junction of present Empire Boulevard and Culver Road).

That house Mr. Jones built near the Bay in 1812 is burned down (providing Irondequoit's first known residential fire).

District School No. 8 goes up on St. Paul Street (then in Town of Brighton).

1818 • Village of Carthage petitions for "a branch United States bank" and holds its breath while the bridge nears completion.

First steamboat on Lake Ontario—the "Ontario," from Sackets Harbor, with Captain Luscher in command—enters Genesee River.

Old stone lighthouse (still standing) is erected at Charlotte.

Town of Pittsford is being carved up to form another new town—Henrietta.

1819 • First Carthage Bridge is finished. Contractors guarantee it for one year—and celebrate by erecting a "tavern," too (the first in Irondequoit), under management of Captain Ebenezer Spear.

1820 • Contractors get reputation for sticking to their estimates. Carthage bridge falls—one year and one day after it was completed. Another one is being promoted (suspension type this time). Better luck!

1821 • We've got enough towns now to make a county. So Ontario and Genesee "give" to create Monroe County (named after James Monroe, then President of the United States), February 23, with Rochesterville as county seat.

First deed in new Monroe County is recorded, and first Court House has cornerstone laid.

1822 • Seven thousand bushels of wheat come up the river by lake boats and are unloaded at Carthage Landing, for delivery to Rochester mills.

1824 • Alexander Hooker (destined to be first Town Clerk of Irondequoit—if they ever get the town established) deeds Sand Hill burying ground (present Portland Avenue, near Ridge Road) to Irondequoit (still a part of Brighton).

Carthage now has three stores, two warehouses, a tavern, chair factory, sawmill, tannery, blacksmith shop and a distillery.

1826 • Green's Tavern is built (at northeast corner of what is now St. Paul and Norton Streets, and probably is second hotel in Irondequoit).

1830 • Last wolf in Monroe County—killed in Irondequoit-to-be!

1831 • Work starts on building of Carthage Railroad (from Erie Canal aqueduct at present South Water Street, in Rochester, to Brewer's Dock, on east side of river gorge, south of Veterans' Bridge). First cars are horse-drawn. (The road was short-lived, being abandoned in 1843). An inclined railway is to carry freight from railroad down cliff to dock.

1832 • Fishermen (overflowing Irondequoit Bay and seeking new streams to conquer) throng lower reaches of Genesee River, below the Falls.

Hosea Rogers leaves Carthage and purchases enormous farm (near present Stop 4½ on Summerville bus line).

1834 • U. S. engineers build first crib piers at mouth of Genesee River, to improve harbor. Hiram Pardee (grandfather of G. Herbert Pardee) produces first commercially marketed Irondequoit peaches on his Pardee Road farm.

Rochesterville drops the "ville" and incorporates.

1836 • First "Float Bridge" is built over headwaters of Irondequoit Bay (where Empire Boulevard now crosses). John McGonegal built it—and it really floated, on sort of pontoon arrangement anchored at either end.

1838 • Alexander Hooker, Sam Bradstreet, Bill Shepherd, Ransford Perrin, and a half dozen other "bigwigs" living along Ridge Road and thereabouts, are talking about forming *another new town* (yessiree—it's IRONDEQUOIT this time)—and begin negotiations to see how Brighton would feel about giving up some of its territory.

They're holding meetings in various farmhouses almost every night. Sure looks as if something big was in the wind!

As the year ends word is passed around that those Brighton town officers are leaning strongly toward giving up their area bordering Lake Ontario and Irondequoit Bay—and are willing to decide things "for keeps" next spring.

IRONDEQUOIT'S on the way at last!

"The Moving Finger writes; and having writ, moves on." — OMAR KHAYYAM

It is this day ordered that all of the South West corner of thirty two which has heretofore constituted School district No One in said Town of Irondequoit shall from this date be considered and shall be a part of School district No three in said Town under my hand at Irondequoit 19th day of December 1843
 Wm Shepherd
 James Swaine
 J. C. M.

Resolution creating a New School district in the Town of Irondequoit
 Resolved That a new School district be formed to consist of the North part of the present School district No 3 which said district shall be bounded as follows
 To wit

The Commissioners of Common Schools of the Town of Irondequoit having met at the house of Abner H. Hooker in said town, in pursuance of previous notice to each of the Commissioners, do hereby adopt the following resolution in relation to the division of the said money among the several School districts as follows viz

1st District	12.71
2nd District	28.88
3rd District	51.80
4th District	70.00
Total	163.29

Number of Districts	Students	Income amount	Salaries	Teachers wages
One	40	96	12 58	81.47
Two	6	79 36	10 58	68 78
Three	125	130 53	17 10	113 43
Four	4	50 50	4 73	45 77
Five	115	123 21	16 40	106 81
Total	400	440 10	61 19	362 60

It is this day ordered that the South West corner of thirty two which has heretofore constituted a part of district No One in said Town of Irondequoit shall from this date be considered and shall constitute School district No three in said Town under my hand at Irondequoit the 19th day of December 1843
 Wm Shepherd
 J. C. M.

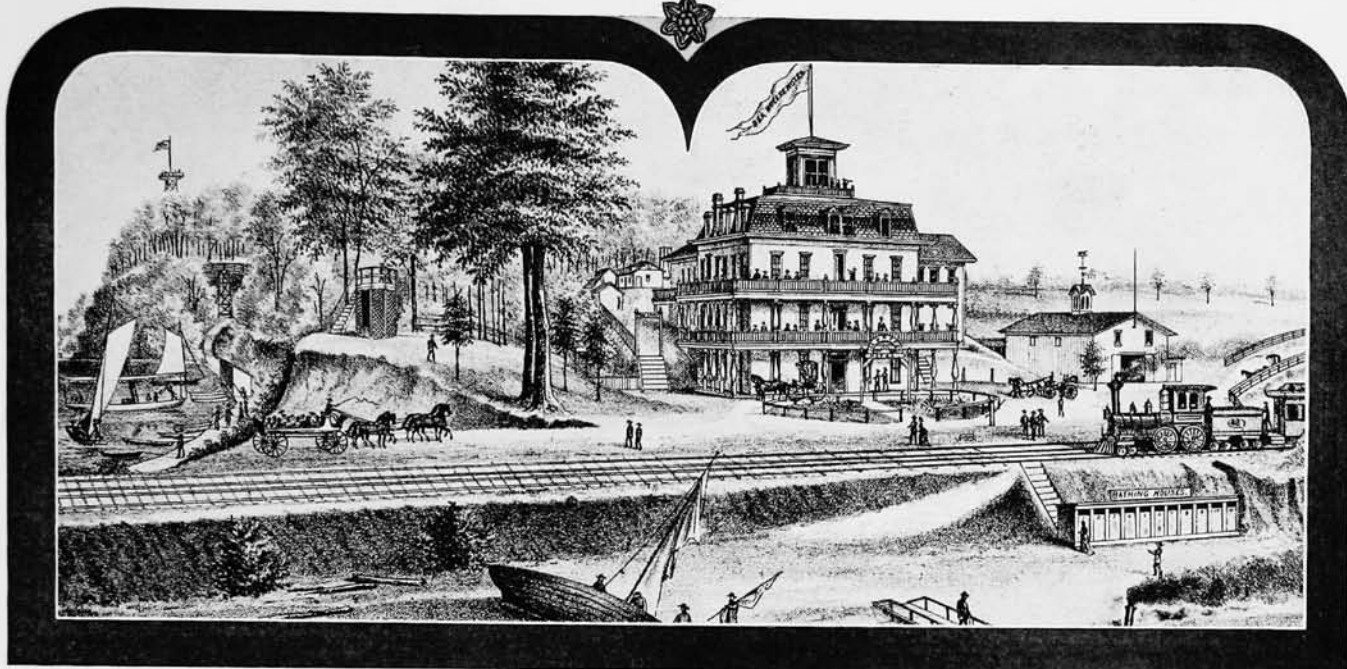
Irondequoit March 4th 1851
 P.S. since the report was made out to G. Holbie Sep 9th schools the past year has paid to me two dollars and forty nine cents (\$2.49) belonging to district No one which is now in my hands
 Wm Shepherd
 J. C. M.

number three (3) be formed of the North part of number one (1) or No 3 as designated in the town to be bounded as follows - viz Beginning at the corner of Lot No 20 (17) thence west along the river, thence North along said river to the corner East along said river until it intersects with Lot Ten (10) and Eleven (11) thence Southwardly until it strikes Lot number twenty (20) thence East to the East line of Lot No 20 (17) thence on said line to the place of beginning
 given 6th May 1839
 Abner H. Hooker
 Jonah Brown
 J. W. Bradstreet

joint district
 12.03
 63.81
 429.25
 \$ 495.09
 31
 Due from Superintendent Balance of
 Recorded March 12th 1850
 Caleb H. Holbie Town Clerk

Commissioners of Common Schools
 Abner H. Hooker
 Jonah Brown
 J. W. Bradstreet

Reproduced above are excerpts from some of the oldest known official documents of the Town of Irondequoit... handwritten records of meetings and annual reports of the Commissioners of Common Schools, the earliest bearing date of May 6, 1839—exactly 39 days after the township was established.



SEA BREEZE HOTEL in 1877. In right center a train on Lake Ontario Shore Railroad (now R. W. & O.) is seen arriving. Boats on Irondequoit Bay are shown at extreme left center, with old observatory tower in Sea Breeze grove directly above them.

1839 • IRONDEQUOIT • 1939

1839 • Township of Irondequoit—its name borrowed from that of the Bay—is formed, March 27, by carving a chunk out of the Town of Brighton.

The new township has Lake Ontario for its northern boundary, Genesee River on the west, Irondequoit Bay on the east and the City of Rochester to the south. (The present Clifford Avenue was Rochester's northernmost city line.)

First town meeting is held in James Swayne's Tavern (on site of present Forest House, at Ridge and Culver). William Shepherd is chosen first Supervisor, and Alexander A. Hooker, Town Clerk.

Commissioners of Common Schools of Irondequoit meet in home of Town Clerk Hooker to define boundaries of School Districts 1 and 2, and at the same time establish a district to be known as No. 3.

Word trickles through from Cooperstown that Abner Doubleday has invented game of "baseball."

1840 • They're tearing down a sawmill and planting some more willow trees on the west side of the Bay, about halfway between Float Bridge and the outlet. Rumor has it another tavern is going up.

Sure enough! Joseph Vinton is building a beautiful inn. He's going to call it Newport House.

Town of Webster is created by dividing Penfield.

Irondequoit's first census is taken, and the population is 1,252. Rochester now has 20,191 inhabitants, and the population of the United States is just over 17 million.

Alex Hooker and Samuel W. Bradstreet, school commissioners, report a total of \$296 in public

school funds to be divided between its three districts and the portion of Brighton School District No. 7 which remains in Irondequoit.

Mr. Shepherd is still Supervisor, with Ransford Perrin as Town Clerk.

1841 • William Blossom begins his term as Irondequoit's second Supervisor, Mr. Perrin continuing as Clerk.

The Newport House is finished and open for business, but politicians haven't discovered the "whispering willows" yet!

1842 • Another school district—No. 4—is added to Irondequoit on the strength of those census figures of year before last.

Later this year: "In consequence of inability on the part of inhabitants of said District 4 to build a schoolhouse and maintain it, it is ordered set back into districts from which it was taken."

Supervisor Shepherd back in saddle. Jim Swayne (the tavern man) elected Town Clerk.

1843 • Jonah Brown takes office as third Supervisor of Irondequoit; Mr. Swayne continues as Clerk.

1844 • Too bad School District No. 4 didn't stay put! Irondequoit now has 419 school children between the ages of 5 and 16, according to former Supervisor Shepherd, who is named Superintendent of Common Schools.



NEWPORT HOUSE IN 1870, with its famous willow trees, as seen from bridge over the cove. Note horse-drawn carryalls, lower right.



NEWPORT HOUSE TODAY. Some of the willows are gone—as are G. O. P. powwows there—but exterior of ancient inn is unchanged.

1845 • Irondequoit's population totals 1,461—but the city folks are moving into Rochester to beat the band. City's population is 26,965.

John McGonegal becomes town's fourth Supervisor, succeeding Jonah Brown. Clerk Swayne returns his job to Mr. Perrin.

1846 • German Titus, well known Irondequoit farmer, takes a bride. She's Augusta Roberts of Mendon. (That won't help Mendon's population any!)

The Tituses don't know it, of course, but their son, Dell Titus, is going to be a vegetable ("truck") gardener of renown, establishing the largest greenhouses in the United States and becoming nationally famous for research in developing new varieties of vegetables.

Jim Swayne gets his town clerk job back from Perrin, but McGonegal is still Supervisor.

1847 • Better luck this time! School District No. 4 is re-created, and its boundaries defined by A. C. Hobbie, replacing Shepherd as Superintendent.

James Mandeville now Supervisor. Town Clerk Swayne seems to have a life job.

1848 • It worked! The new school district is on its feet, and the schoolhouse will be ready soon.

The only way to get a new town clerk was to elect Jim Swayne as Supervisor—so that's what happened. Benjamin Wing is the new Clerk.

1849 • Silas B. Colt buys the Cole farm (way down Summerville Boulevard).

[Note: He lived there six years and then sold, "to get a farm nearer to the city"]

Swayne still keeps his tavern, and Supervisorship. Benjamin C. Brown, Town Clerk.

1850 • Some of those 419 school children must be playing hookey, because official records show only 344 attending school this year. All except 31 can read and write, though.

Abram Ernise arrives in Irondequoit and builds log cabin in Garden Street (now Portland Avenue). Joins ranks of successful truck gardeners.

Town's population has jumped almost a thou-

DID YOU KNOW THAT

Early Irondequoit was "made to order" for boys who would rather fish than go to school. The first log schoolhouse, built in 1814, burned a few weeks after school opened.

* * * *

Hiram Pardee, grandfather of Judge G. Herbert Pardee, produced the first commercially-marketed peaches grown in Irondequoit, on his Pardee Road farm, in 1834.

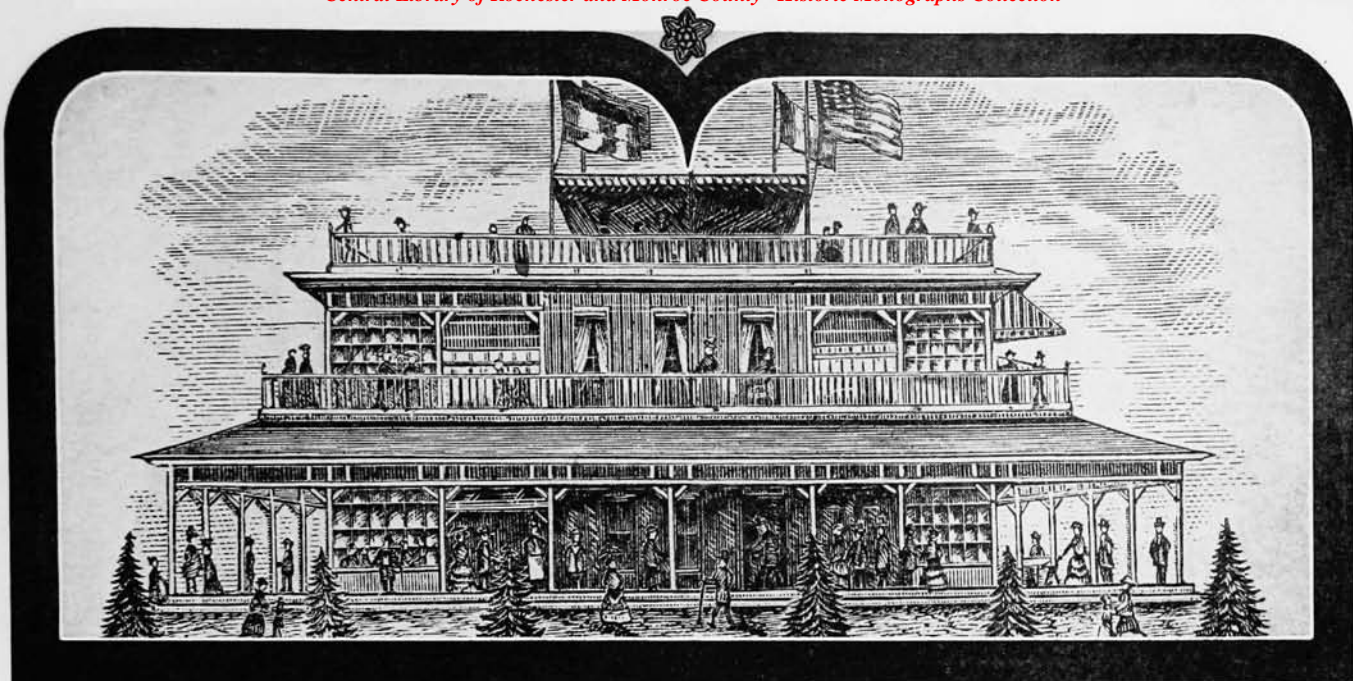
Even more famous than the Newport House and old Glen Haven Hotel, although never so pretentious, is Irondequoit's "Forest House," at Ridge and Culver, on the site of James Swayne's original tavern, where the first courts and voting place were established, and where was located the first Irondequoit post office.

Swayne's Tavern was built about 1830, and in it was held Irondequoit's

first town meeting, nine years after. Its proprietor served the town as Supervisor for twenty years, and his tavern was the political headquarters of Irondequoit from the town's earliest beginnings.

In 1860 the property was acquired by Camille Forest (from whom the later hotels down to the present time took their name).

Six years later Mr. Forest tore down the old Swayne's Tavern and erected a



WINDSOR BEACH PAVILION. Built in 1882, destroyed by fire in 1895. It was popularly known as the "House of Glass." Located on site of present Windsor (Club Windsor) dance pavilion.

sand in five years, and now stands at 2,397. Darn those city folks! They've added almost 10,000 to Rochester in the same time. U. S. population increased 6 millions since 1840.

Former Town Clerk Wing becomes Supervisor and Caleb K. Hobbie, Town Clerk.

1851 • Hosea Rogers builds a red brick house (on St. Paul Boulevard—and it's still occupied by his descendants).

School Superintendent Shepherd says Irondequoit has 676 children of school age. Better be thinking about a truant officer!

The new Supervisor is Samuel W. Bradstreet, and Jim Swayne is back as Town Clerk. You can't keep a good man down!

1852 • Winter so mild Irondequoit farmers are doing work for following spring in December. Imagine, plowing on Christmas Day!

Bradstreet and Swayne team continues in office.

New Plank Road (Ridge Road East) becoming popular turnpike.

Irondequoit joins in mourning death of Daniel Webster, who eulogized the Falls of the Genesee, when he spoke in Rochester (old Reynolds Arcade) recently, saying in part:

"Men of Rochester, I am glad to see you, and I am glad to see your noble city. Gentlemen, I saw your Falls, which I am told are one hundred and fifty feet high. That is a very interesting fact. Gentlemen, Rome had her Caesar, her Scipio, her Brutus, but Rome in her proudest days never had a waterfall one hundred and fifty feet high! Gentlemen, Greece had her Pericles, her Demosthenes, and her Socrates, but Greece in her palmiest days never had a waterfall one hundred and fifty feet high! Men of Rochester, go on. No people ever lost their liberties who had a waterfall one hundred and fifty feet high!"

1853 • Must have taken our tip about the truant officer! School population of Irondequoit now 981. Or, maybe the birth rate was just slow in getting started!

That man Swayne is in again—as Supervisor;

DID YOU KNOW THAT

three-story frame building in its place, giving it the name "Forest House." Shortly before the Bay Railroad was built, the property passed to Emil Newhart, who granted the railroad a right of way in front of the Forest House only on condition that all trains stop five minutes "for refreshments."

The original Forest House was destroyed by fire August 5, 1904, and its present successor was constructed on the

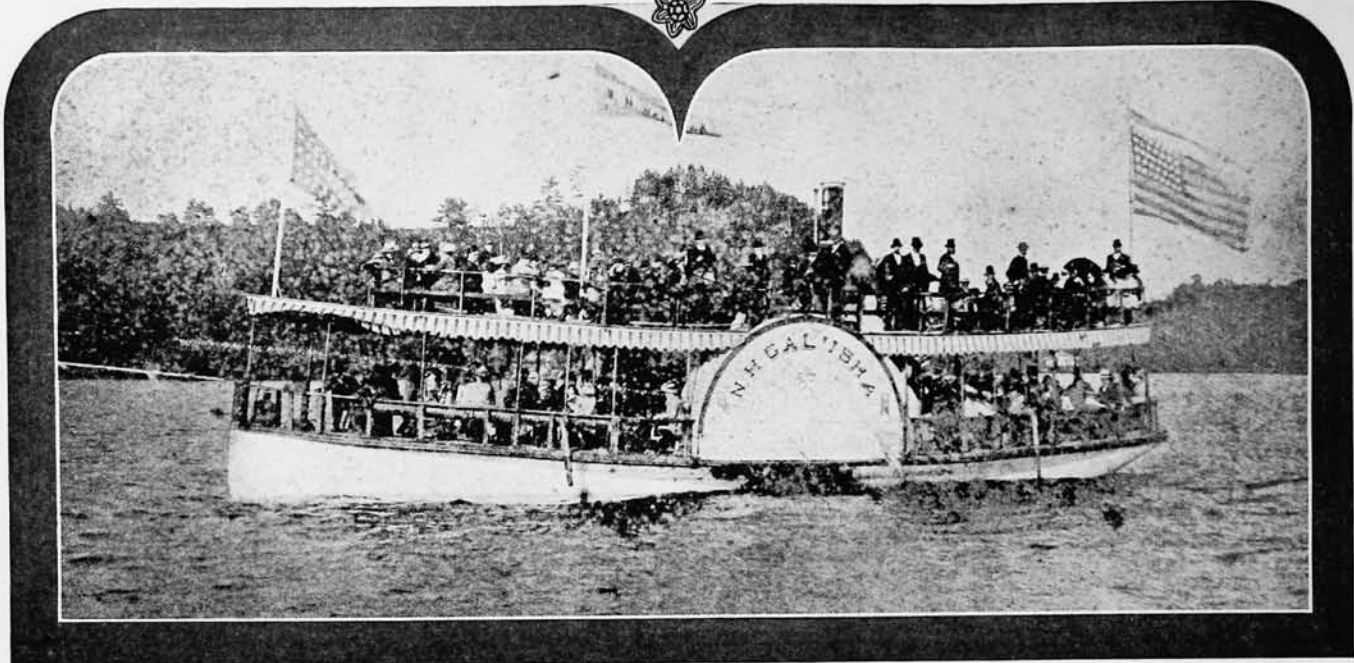
same site shortly thereafter.

* * * *

The history of Newport House, next only in size and elegance to the Glen Haven Hotel, and in some respects catering to a more select clientele, begins in 1840 with its conversion from a sawmill by Joseph Vinton. It was acquired in 1880 by William H. Sours, who turned it over in 1914 to his brother-in-law and son-in-law, Frederick and Warren Frost.

It is now being operated by George W. Henner, pioneer automobile distributor of Rochester.

The annual picnics of the Monroe County Board of Supervisors took place at Newport for many years, and it was here that the late George W. Aldridge and his immediate successors as leaders of the Republican Party in the county held their far-famed "powwows" and announced the lucky candidates under



STEAMBOAT "N. H. GALUSHA," ON IRONDEQUOIT BAY—1879. This was the first side-wheeler, and a forerunner of the "Woodworth" of the early 1900's.

with Albert C. Hobbie as Clerk.

Irondequoit school teachers were paid a total of \$720.02 this year. (Nobody has invented game called "cutting-the-budget" as yet.)

1854 • William T. Rudman, "father" of Irondequoit peaches, is born. (His descendants helped make the town's peach crop famous throughout the United States.)

Swayne gives way to Sherry (James it is, too) as Supervisor, while Ransford Perrin stages "come-back" as Clerk.

1855 • John H. Ernisse and Samuel W. Bradstreet 2nd (both still living and laying claim to being the oldest persons born in Irondequoit) are ushered into world within 15 days of one another, on October 2 and October 17, respectively. (Mr. Ernisse born in log cabin his father built five years before, within few feet of present home at 1759 Portland Avenue.)

Sherry re-elected Supervisor; Daniel G. Brown, Clerk.

Irondequoit population, 3,234; Rochester, 43,887.

1856 • First carriage crosses new suspension (second) bridge at Carthage (St. Paul and Norton Street to Ridge Road)—the village that hoped to put Rochester "out of business."

Ah, there! Jimmy Swayne is back "Supervising" and Clerk Brown stays on.

1857 • That Carthage Bridge falls into the river gorge without warning, having lasted less than 10 months. (Its predecessor of 1820 lasted a year and a day.) With it finally collapse the hopes of Carthage for supremacy "by the Falls of the Genesee."

Supervisor Swayne it is! Henry Butts gets clerkship.

1858 • Chauncey Porter (for many years an illustrious public official of Irondequoit) is born.

John Smyles takes over as Supervisor. Clerk Butts continues.

1859 • Frank C. Titus (destined to become one of

DID YOU KNOW THAT ?

the weeping willows that lined the bay shore.

* *

The present red brick house on the old Hosea Rogers farm at Stop 4½ on the Summerville bus line, was constructed in 1856. Mr. Rogers purchased the immense farm in 1832, and it remained in the Rogers family until 1925, when it was subdivided into building lots. Mr. Rogers, born in Carthage in

1812, and originally a lake captain before turning farmer, planted a large boat anchor in front of the house as a hitching post. It remains there still. Mr. Rogers died in 1904, one month before his 93rd birthday. In his early life he was the builder of no less than fourteen lake vessels.

* * * *

Newport and the Newport House were the "swanky" resort of the silk-

stocking class, at the turn of the century, while Birds and Worms and Weible's Hotel catered to the great middle class. Birds and Worms was named after what was probably the first club to locate its cottage on Irondequoit Bay—"The Early Birds and Unfortunate Worms Club," which got its start on August 19, 1870, at the home of Judge Charles A. Gardner, in Rochester.

* * * *



TRANSPORTATION IN 1882. One of the old Kalmbach carryalls waiting for its quota of 24 home-going revelers at Bay View. It conveyed to and from the Bay Railroad stops.



TRANSPORTATION IN 1902. An Irondequoit-owned pleasure car of the early "horseless buggy" days. Beside the driver of this one-lung, side-winding Cadillac sits Charles W. Peiffer.

Irondequoit's leading market gardeners) is born. Smyles holds over, and Perrin is back as Clerk.

1860 • Irondequoit's population slowing down a little. Census shows total now 3,547. Rochester has 48,204 souls; and the U. S., over 31 million. George E. McGonegal is the new Supervisor, with Perrin still Clerk.

1861 • The rebels have fired on Fort Sumter, and the war fever breaks out in Irondequoit, as elsewhere. (Records reveal 108 Irondequoiters died in the Civil War.)

McGonegal keeps his job. Oh, oh—look who's back! Our old friend Jim Swayne—as Clerk.

1862 • Many townsfolk attend "complimentary benefit to Mr. J. B. Tozer, previous to his departure for the seat of the war." It was held in the Metropolitan Theater in Rochester.

Supervisor, Jedediah White; Clerk—SWAYNE!

1863 • New steamboat, "City of Rochester," begins operating between mouth of the Genesee

River and Cobourg, Canada.

Supervisor, James Sherry; Clerk (one guess?)—SWAYNE!

1864 • Seth Green discovers method of artificially impregnating dry fish spawn, and all Irondequoit anglers wish him well.

Albert C. Hobbie is Supervisor, and John D. Whipple wrests clerkship from Swayne. Whew!

1865 • Union Race Track, a mile around, is being built on the property of Ezra and Hosea Rogers. Looks like big doings soon for the horse enthusiasts of our town. (The site was east of St. Paul on a tract now bisected by Scholfield Road.)

Supervisor Hobbie continues, with John Evershed as Clerk.

Worst flood in history of Genesee River makes a wreck out of Rochester.

1866 • Royalty comes to the Falls of the Genesee. Many Irondequoiters dust off their Sunday best and go to town to get a glimpse of Queen Emma of the Sandwich (Hawaiian) Islands.

DID YOU KNOW THAT

Long before "fish fries" (with potato chips) became the rage at tourist roadside stands hereabouts, Irondequoit was feeding its summer visitors some of the best fish dinners to be had anywhere in Western New York. People came from long distances to eat fried perch and drink cool lager beer with Christ Heilbron, a Civil War veteran, who operated the Outlet House for many years after it was built in 1884. It was a rendezvous

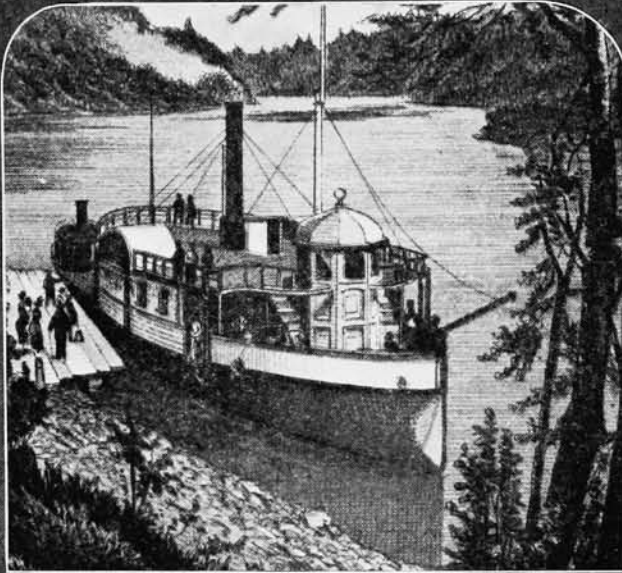
for his fellow veterans for years.

* * *

Coon hunts, carnivals on land and water, an enormous roller coaster and chute-the-chutes and other amusement devices, excellent fishing and boating, concerts by Theodore Dossenbach's orchestra, fine meals and "Fritz" Waltz, its famous headwaiter, were attractions offered in and on the grounds of Glen

Haven Hotel from 1888 until about 1910. Henry Reuter was original owner of the hotel. Over a wooden footbridge to the south of the grounds was Schneider's Island. Bay View, next resort north on Irondequoit Bay, was reached only by carryall prior to 1899, when Glen Haven railroad began operating. It was only a short walk from Glen Haven Hotel to Bay View Hotel and The White House.

* * *



GENESEE RIVER STEAMER at dock in front of Glen House (west side of river, north of present Driving Park Avenue Bridge), in 1882.



WAITING FOR "N. H. GALUSHA" at Newport dock in 1883. The boat has just arrived, in background. Note old oil lamp.

That Hobbie-Evershed combination still going strong.

1867 • Ice gorge forms in upper Genesee River, and there is grave fear all the way to the lake that there will be a repetition of the disastrous flood of 1865.

Fourth of July excursion on the Steamer "Corinthian," with "dancing on the blue waters of Ontario."

Richard D. Cole succeeds Hobbie, and Evershed remains Clerk.

Irondequoit farmers leave their gardens for a day to crowd into Rochester to hail Edward Payson Weston, who's walking all the way from Portland, Maine, to Chicago. He made it, too.

1868 • Oliver Redmond invents the first steam plow and tries it out at the Rochester Fair Grounds. Irondequoit farmers admit it runs, but they'll stick to good old-fashioned implements.

It's Cole and Evershed again!

Seth Green, who's been fishing in Irondequoit

Bay and tinkering with new-fangled piscatorial contraptions for as long as anybody can remember, is appointed N. Y. State Fish Commissioner.

First shipment of iron ore by lake freighter delivered to Rochester Iron Manufacturing Co. furnaces at Charlotte.

1869 • That first boatload of iron ore is poured into first "pigs" at Charlotte blast furnaces, while many Irondequoiters look on and marvel.

Irondequoit grape crop fails to ripen because of cold, and owners of first vineyards in town sustain heavy losses.

Seth Green locates first state fish hatcheries at Caledonia instead of Irondequoit. Oh, well!

Board of Supervisors turns down proposal to build new bridge at estimated cost of \$25,000 near site of old Carthage Bridge, but voters keep Cole and Evershed in office.

1870 • Another census gives Irondequoit 3,990; Rochester, 62,886.

Lake Ontario reaches high water record in May.

DID YOU KNOW THAT

Rochester School for the Deaf on St. Paul Street was moved to its present location in 1888 from South Avenue and Court Street, where it was known as "Deaf Mute Institute." Until 1931 the school occupied as its laundry a building originally known as Railroad and Steamboat House, for passengers on the old Carthage horse railroad. Stairs led from it down the steep river bank to Brewer's Dock.

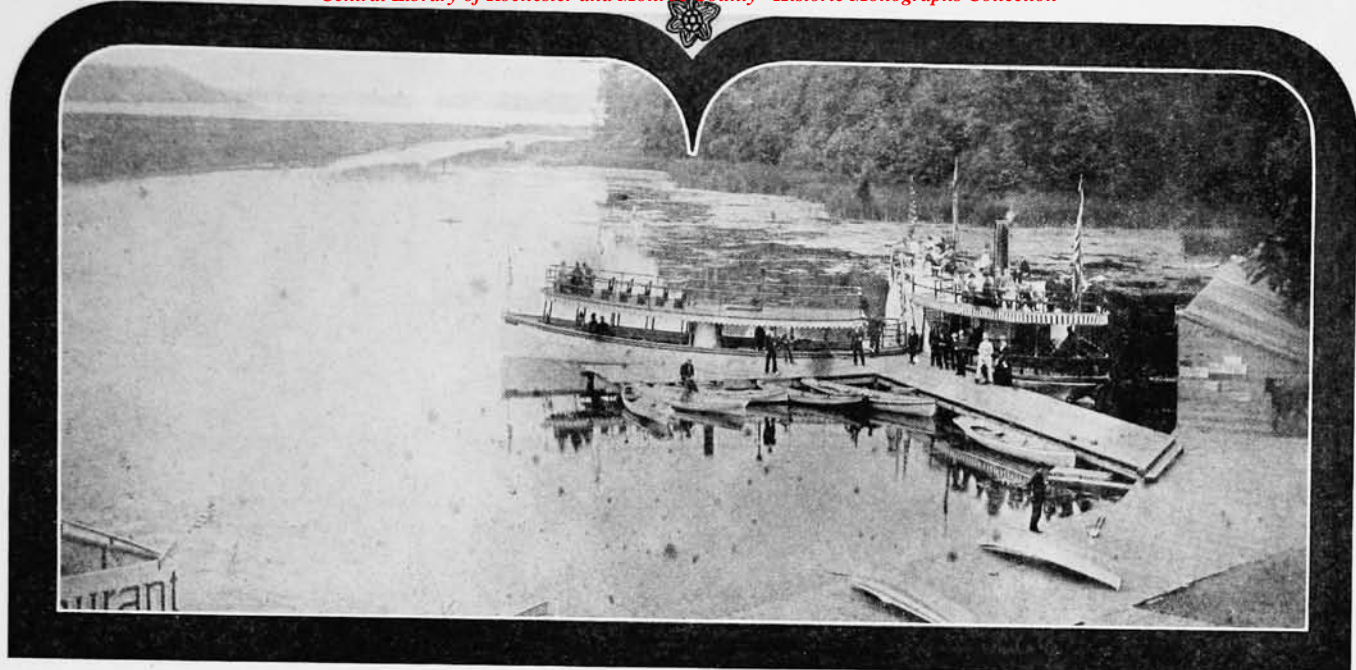
*

High ranking officers of the United States Army and National Guard were frequent visitors to Rifle Range (half-way down highbanks on east side of river gorge, where Chestnut Hill Drive now descends) in days when it was used by 54th Regiment for purpose its name implies. General Brinker, commanding officer, and owner of Rochester Baseball Club in 1892, trained race horses on a small track near the Range, which

degenerated into a picnic ground in later days.

* * * *

St. Paul Boulevard's first pavement was of clay and gravel hauled from Rifle Range and Engelburg by the Ira M. Ludington Company in 1893. A large tree was left standing in the center of the Boulevard near Cole Road. Rochester & Irondequoit Turnpike Company placed its tollgate, a two-story frame



OLD BOAT LANDING ON IRONDEQUOIT BAY AT SEA BREEZE—1880. Steamers "Lookout" (left) and "N. H. Galusha" are shown at dock.

(Record still stands, unbroken.)
Scheutzen Park is opened (in Ridge Road) as a "shooting gallery."

The Glen House is built, on west side of lower river gorge (just north of present Driving Park Ave. bridge). River steamers take excursionists to this new resort, from the mouth of the river.

Joseph C. Tone, not to be outdone by those Glen House people across the river, purchases site of Summerville and Windsor Beach and announces intention of developing a "bigger and better" summer resort.

"Early Birds and Unfortunate Worms Club" is organized in Rochester, and has eye on site for clubhouse on bay.

Cole and Evershed still in harness!

1871 • Irondequoit is becoming "summer resort" conscious. Extensive preparations are going forward to develop Irondequoit Bay, as well as the lake front.

We've got a new Supervisor—Samuel Dubelbeiss, the wine and vineyard man. Evershed keeps

clerk's job. Maybe he'll break Swayne's record.

1872 • Mr. Tone's development is going forward rapidly. Summerville and Windsor Beach are attracting many cottagers.

Oh, oh! The Birds and Worms Club has built a clubhouse on the west bank of Irondequoit Bay south of Point Pleasant.

And, fancy this! A man named George Bing has liberated 100 English sparrows in the parks of Rochester, for no good and sufficient reason. (Most of their descendants now reside in Irondequoit.)

Dubelbeiss and Evershed stay in office.

1873 • There's a lot of talk about Rochester annexing some of Irondequoit. That's a pretty howdy-do! Why don't those city folks let us honest, God-fearing farmers alone?

John Evershed elected Town Clerk for ninth successive year. Henry Walzer becomes Supervisor.

The Union House, located on the Union Race Track Grounds, and one of the best taverns in town, burns to the ground. Its first proprietor, Mr.

DID YOU KNOW THAT

structure, on the east side of the Boulevard, opposite south line of Hosea Rogers' property. Another small toll-gate was put up where Cooper Road now enters the Boulevard, to charge traffic coming down Hudson Avenue into the Boulevard. It was not until 1915 that the Boulevard had its first asphalt pavement.

* * * *

The "dummy" engine and four coaches on the old Bay Railroad jumped

the track at Newport stop on the line's first run from Rochester to Sea Breeze. This first steam train on the line was "imported" from the 1876 Centennial Exposition at Philadelphia; and the first electric launches on Irondequoit Bay originally were "wonders" at the World's Fair (Columbian Exposition) in Chicago.

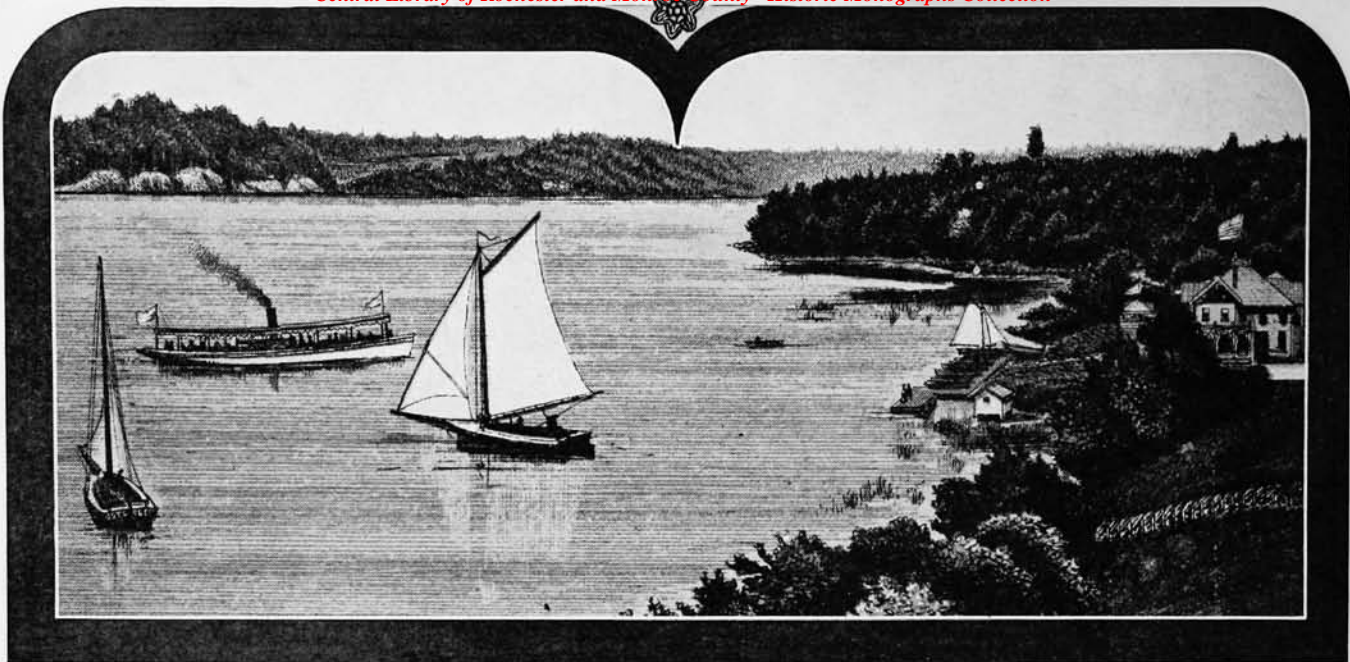
* *

"Rattlesnake Pete" Gruber invented

a water bicycle in the middle nineties, and tried it out between the piers at Summerville. The waves battered it almost to pieces, and Pete gave up the idea in disgust.

* * * *

"Commodore" Murray, once pilot of the chain-anchored ferry between Summerville and Charlotte, regaled his passengers with poetry and jokes, frequently forgetting to collect all his fares.



BAY VIEW HOUSE, on Irondequoit Bay—1882. This view is looking south, toward Glen Haven.

Johnson, had been succeeded by Mr. Nimble.

1874 • Sure enough! Give those city folks an inch and they'll take a mile—and then some. They've cut a big slice off the southern edge of our town and added it to Rochester's northern limits, thus pushing the city line north from Clifford Avenue to Norton Street.

Worst of all! That growing population we were so proud of is now cut smack in half. From 3,990 in 1870, this annexation job pares us down to 1,980 (1880 census). That's about where we stood in 1848. In fact, the town started in 1839 with 1,200 population. Seems like the first 100 years are the hardest! Oh, well, we're going to have a railroad. That ought to bring population back in no time.

Lake Ontario Shore Railroad (later, Rome, Watertown & Ogdensburg branch of N. Y. Central) is under construction, to run from Lewiston on the west to Oswego on the east. They're at work on the first railroad bridge over the Outlet at Sea Breeze right now.

And Walzer and Evershed continue to hold office.

1875 • First steamboat operates on Irondequoit Bay. It's called the "Jennings," and was built by a man of the same name at Glen Edyth. It's a sort of flat-bottom raft with an upright boiler.

Lake Ontario Shore Railroad completes its swing bridge over the river between Irondequoit and Charlotte, and tries it out. One man pushing on a long wooden handle can swing it without other help. It works!

1876 • First trains run over the new railroad, and summer resorters, picnickers, fishermen and just plain folks begin to swarm into Irondequoit like ants. What do we care if the city took away half our population two years ago. We'll show 'em now!

George Schwartz is appointed game constable, and begins crusade against fish pirates in the Bay.

George W. Way named first paid captain of volunteer U. S. Life Saving Crew at Charlotte. (Moved to Summerville side of river in 1887.)

DID YOU KNOW THAT

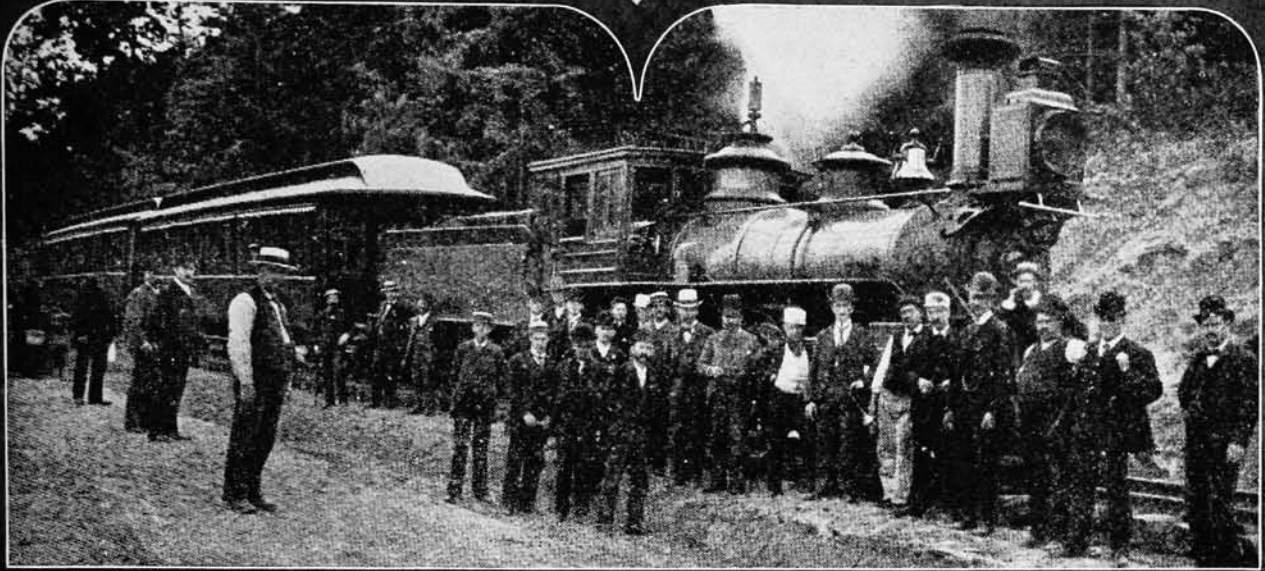
Julius Friedrich, contractor, moved an Irondequoit hill to fill a swamp, which extended from Windsor Beach to the Genesee River (1893). The water in the swamp was 20 feet deep in places, and it required 10,700 cubic yards of dirt to fill. As the filling proceeded, hundreds of big turtles came to the top. One, "nearly as large as a washtub," provided soup for 42 workmen on the job for three days running. Nineteen work

horses were trapped in the swamp.

* * * *

Prior to 1894 not a soul lived north of Stutson Street in Summerville and Windsor Beach in the winter, and even the Life Saving Crew departed with the first snowfall and remained away until spring. St. Paul (or Summerville) Boulevard was known as St. Paul Street (sometimes called East Side Boulevard) its entire length, and ended in a swamp

where Bengel's Inn now stands. Large farms and peach orchards occupied practically all the land from Ridge Road to the lake. Titus Avenue (called East Road or "Little Ridge"), Hudson Avenue (now Cooper Road), Pine Grove Avenue (then Sherry Road), and Thomas Avenue (known as Smuggler's Road and, later, River Road) were the only thoroughfares leading off St. Paul in Irondequoit.



FIRST STEAM TRAIN ON GLEN HAVEN LINE—1889. Shown here arriving at Glen Haven after making the initial 3½-mile run from Rochester. It was a narrow-gauge, single-track road, with one train an hour at the outset.

The Simpson home (still standing) is erected, at St. Paul Street and city line.

Walzer and Evershed re-elected. This is Evershed's twelfth term in a row.

1877 • Sea Breeze Hotel at Lake Ontario and the Bay is doing a flourishing business, thanks to the new Lake Shore Railroad which passes the front door. L. A. and G. W. Allen are the proprietors. (The Allen Hotel of a later date stood on piles built out over the lake, but on the opposite side of the railroad from the original.)

Steamboat "N. H. Galusha," first side-wheeler, begins operation on Irondequoit Bay; followed shortly by two companions, "The Brewer," and "The Lookout," both steam propelled but smaller. The "Lookout" is able to make the run all the way from Float Bridge to Sea Breeze.

Franz Schneider has completed his hotel on Schneider's Island. A nice wooden footbridge connects the island with Glen Haven mainland.

Plenty is happening! Let's forget Supervisors and Clerks for a while.

1878 • First passenger elevator installed on high-banks of the Genesee at the Glen House, to carry people down to the hotel and docks at the bottom of the river gorge. (Its entrance was from an ornate wooden pavilion and across a covered bridge structure to the shaft proper. The pavilion stood on approximately the site of the present bandstand in Upper Maplewood Park.)

1879 • Steam railroad from Rochester to Sea Breeze begins operation, and "dummy" engine goes off the track on very first trip. It's called the Rochester & Lake Ontario Railway Co. Station and roundhouse are on Portland Avenue near Bay Street (approximate site of present streetcar barns).

Snowdrifts thirty feet high in Irondequoit in January!

1880 • Official census gives Irondequoit 1,980 population—following partial annexation by city (see 1874).

Henry Walzer, former Supervisor and now owner of Newport House, drowns in bay, off Newport.

DO YOU REMEMBER WHEN

Mileposts were set up along east side of St. Paul Boulevard after it was completed in 1894 to enable bicyclists and horsemen to measure their distances and time their speeds.

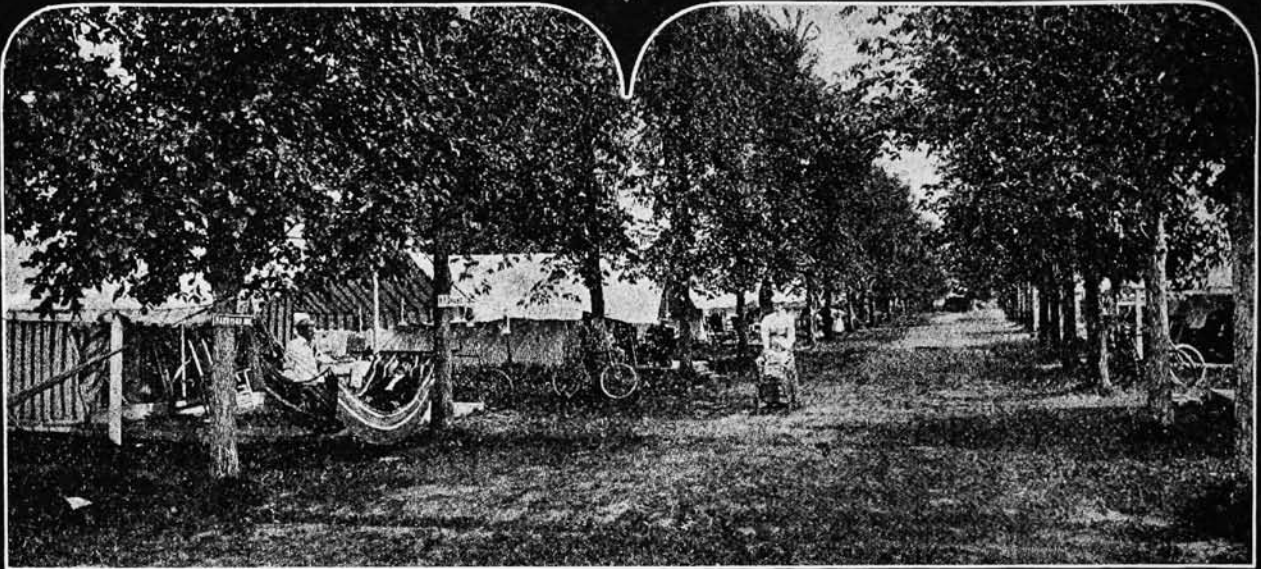
From the beginning of the Summerville trolley line in 1894 until the winter of 1904, cars ran only during the summer months. In order to guarantee winter service, L. P. Gunson bought

\$500 worth of tickets and resold them to residents along the line.

The late Louis Kalmbach, whose widow lives at 2096 Ridge Road East, used to drive the carryall (seating 24) between the city line and Newport House and Bay View. Other carryall operators prior to 1899 were Rauber Brothers, Charles Carter, Walker Lee and the Kalmbach Brothers, whose stables were

on Maria Street. Even after the Sea Breeze railroad was built, the only means of getting down and back the long, steep hills to the bayside resorts was by footpower or horse-drawn carryall.

Bengel's Inn was originally the "Eagle Hotel" (Johnny Heisler, proprietor), and stood on a site across Summerville Boulevard from its present location.



A STREET IN WHITE CITY (Windsor Beach) in 1894. This was one of the most popular summer residential communities on Lake Ontario for more than twenty years. Its population was housed almost exclusively in tents.

William H. Sours acquires Newport House, and begins enlarging and refurbishing it.

Rochester & Lake Ontario Railway Company reports business booming already, and eight coaches hardly enough to meet traffic demands.

1881 • Iceboat yachting is started on Irondequoit Bay. Spectators horrified at speed attained and apparent danger to those on board.

1882 • Rochester Canoe Club organized, with clubhouse on Irondequoit Bay just across the inlet bridge to the north of Newport.

Rochester has half our population—and its first electric lights.

Windsor Beach Pavilion (better known as "The House of Glass") is built on the high bluff overlooking Lake Ontario (on approximate site of the present "Windsor") and is declared by experts to be the finest summer resort structure in Western New York. Owners of Glen Haven Hotel and Sea Breeze Hotel refuse to acknowledge this claim by Frank Fritzsche, Joseph Stallknecht and Sol Wile,

proprietors and builders of the Windsor pavilion, which replaces a smaller structure on same site.

1883 • That new pavilion at Windsor Beach wants business, so Rochester and Lake Ontario Belt Railroad is built, from Avenue D across St. Paul Boulevard and down highbank of river to Windsor Beach, and begins operation. First train carries 1,500.

1884 • Looks like the Bay resorts and Sea Breeze would have to take a back seat. Business is booming at Windsor Beach, and the new railroad is packing 'em in.

1885 • City Baseball League begins playing in Irondequoit, after Rochester refuses to grant permission for games in city. (Ban continued until 1892.)

Steamer "Woodworth" goes into service on Irondequoit Bay.

1886 • Rochester Yacht Club organized, and construction of clubhouse on river front at Charlotte

DO YOU REMEMBER WHEN

First Irondequoit melons made their appearance, about 1899, being grown from special seed provided by James Vick Seed Company, of Rochester, which was first to market them.

* * * *

If an automobile of the early 1900's could climb the Float Bridge hill it was considered "quite some punkins." This hill was a favorite testing and demonstration place for early automobile sales-

men, as well as for such of their customers as could boast "high powered" gas buggies.

* * *

Rock Beach, one of Irondequoit's finest residential districts, was known as "Willow Bank" prior to 1900, because of the presence of a number of large willow trees on the lake shore at that place. Hans Weis and Whiting B. Morse started a summer tent colony there, and

soon after 1900 began the building of the fine homes at this spot. Mrs. Wareham Whitney was one of the first to locate a pretentious summer home at Rock Beach. William Bausch, William J. Stuber, George H. Clark, Carl Loeb, Libanus Todd and many others followed. Supreme Court Justice John Van Voorhis (a member of the Centennial Committee) has a permanent home at Rock Beach.



OLD GLEN HOUSE IN 1890. It was at river's edge just below Driving Park Avenue Bridge (built same year), and was reached by elevator from what is now the Indian Trail, on river bank, opposite bandstand in Maplewood Park.



DOCK AT NEWPORT IN 1885, with Steamer "Lookout" loading passengers. Ornate latticework, double-deck pavilion was a landmark on Irondequoit Bay for many years. It was part of Newport House property.

is begun. (Later moved to building on Summerville lake front where Popp's Inn was subsequently located.)

Announcement is made that steamers "Ontario" and "Thorne" will make regular trips from Charlotte to Thousand Islands after July 1.

Rochester newspaper says: "About 1,500 people visited Sea Breeze yesterday. The new pier is just completed and the river steamers were enabled to extend their trips (from Glen House and Brewer's Dock in river gorge) to this resort. By some blunder the pier has been made too high for the easy landing of passengers."

1887 • Rochester & Glen Haven Railroad Company incorporates, with F. S. Minges as President; Frank B. Crouch, Vice-President; James Farmer, Treasurer; and W. C. Gray as Chief Engineer.

Rochester Yacht Club holds its first regatta on Lake Ontario, off Summerville.

Steamboat "Sylvan Stream" arrives at Charlotte harbor to begin regular trips to and from Thousand Islands.

Full crew of eight paid surfmen engaged for Summerville Life Saving Crew (Coast Guard), and quarters moved from Charlotte to Summerville.

1888 • City folks "stole" half of Irondequoit's population few years ago, but object to Sunday baseball games on moral grounds. So Rochester Baseball Club (International League) plays its Sunday games at Windsor Beach.

1889 • First steam train operates on Glen Haven line, over 3½ miles of narrow-gauge track from East Main Street station in Rochester to the Bay. Threatens to restore to Irondequoit Bay resorts (especially Glen Haven) some of the popularity that new Windsor Beach Pavilion and St. Paul Belt Line had transferred to Summerville and the Lake. By end of first year of operation, Glen Haven line had carried 115,882 passengers.

Greatest flood since 1865 sweeps down the Genesee, spilling tons of uprooted trees, demolished frame buildings and other debris over the Falls and onto the banks of lower gorge.

DO YOU REMEMBER WHEN

Huntington Hills, overlooking Durand-Eastman Park from the wooded area reached from Culver Road by way of Hoffman Road, is another of the town's exclusive home areas. It was founded in 1922, when E. Maurice Trimble (also a member of the Centennial Committee) purchased a part of the farmland adjoining the park on the southeast corner from Miss Alesta Huntington. * * * *

Louis Geisler's Pier Hotel, Sea Breeze Pavilion, Allen's Hotel and the Wisner Hotel (not to mention the Outlet House and a dozen others down by the bay outlet) all did a thriving business at Sea Breeze in the early 1900's. When the enormous "Circle Swing," first amusement device of its kind in Western New York, was erected just south of the big Sea Breeze Pavilion, on the high bluff, people came from many miles to marvel

and ride in it. Its long cables holding the cars, which swung far out over the park when in motion, were illuminated by strings of electric lights after sunset. * * * *

Long before the opening of Seneca Park, in 1903, Irondequoit boys cut saplings in the dense woodland there and fashioned their own "shinneys." Commercially made hockey sticks were unknown.



GLEN HAVEN HOTEL in its heyday of popularity, in 1900. It was one of finest resorts on lake or bay.



FIVE JOLLY BEACH RASCALS indulging in a bit of horseplay at Summerville, 1898.

Ironquoiners salvage plenty of lumber. First electric streetcar line out of Rochester operates, to Charlotte—but Ironquoin is well satisfied with its three steam lines (Sea Breeze, Windsor Beach, Glen Haven) and the lucrative business they bring to lake and bay resorts.

1890 • Cyclone does considerable damage to orchards, gardens and farm buildings as it sweeps over Ironquoin and out over lake, after exacting heavy toll in Rochester.

Driving Park Avenue Bridge (present structure) is opened to traffic, with its easterly approach in the town of Ironquoin.

Congress declares Ironquoin Bay "navigable water," but townsfolk, fishermen, and steamer captains have known it for many a long year—and profited handsomely thereby.

15,000 bicyclists in Ironquoin, Rochester and adjacent territory form Wheelman's League and demand better streets and cinder paths to ride on.

Ironquoin population back to 2,415. Pretty near time for Rochester to "move in" again.

1891 • Looks like electric cars are here to stay. Trolleys take the place of horsecars on Main Street in Rochester, all the way from York Street to Glen Haven station on Main Street East.

Many Ironquoiners flock to city to keep an eye on the Republican State Convention, and take a squint at Empire State Express as it makes its first run through Rochester.

Ironquoin's thirsty interested in report that Rochester is 11th city in production of beer, but only 21st in population.

1892 • Riverside Baseball Park is built on Summerville Boulevard, and used for first time.

Work starts on east side tunnel sewer through Norton Street—and all the wells in neighborhood are drained dry, including many in Ironquoin. (The north side of Norton Street was over the city line.)

Highways and railway lines of Ironquoin snowed under in two-day blizzard.

1893 • St. Paul Boulevard is cut through from

DID YOU KNOW THAT

Steam trains and, later, trolleys on the old Bay Railroad used to make a five-minute "franchise" stop at the Forest House to allow dust-laden passengers to quench their thirsts. Those not requiring liquid refreshment bought big red apples, three for a nickel, from a boy named Charles P. Shanhart, now living on Farrell Terrace.

The five-minute wait at the Forest House was known as a "franchise" stop

because the railway line, in order to obtain right-of-way past the Forest House, was forced by its proprietor to insert a clause in its agreement that all cars would stop five minutes there for refreshments.

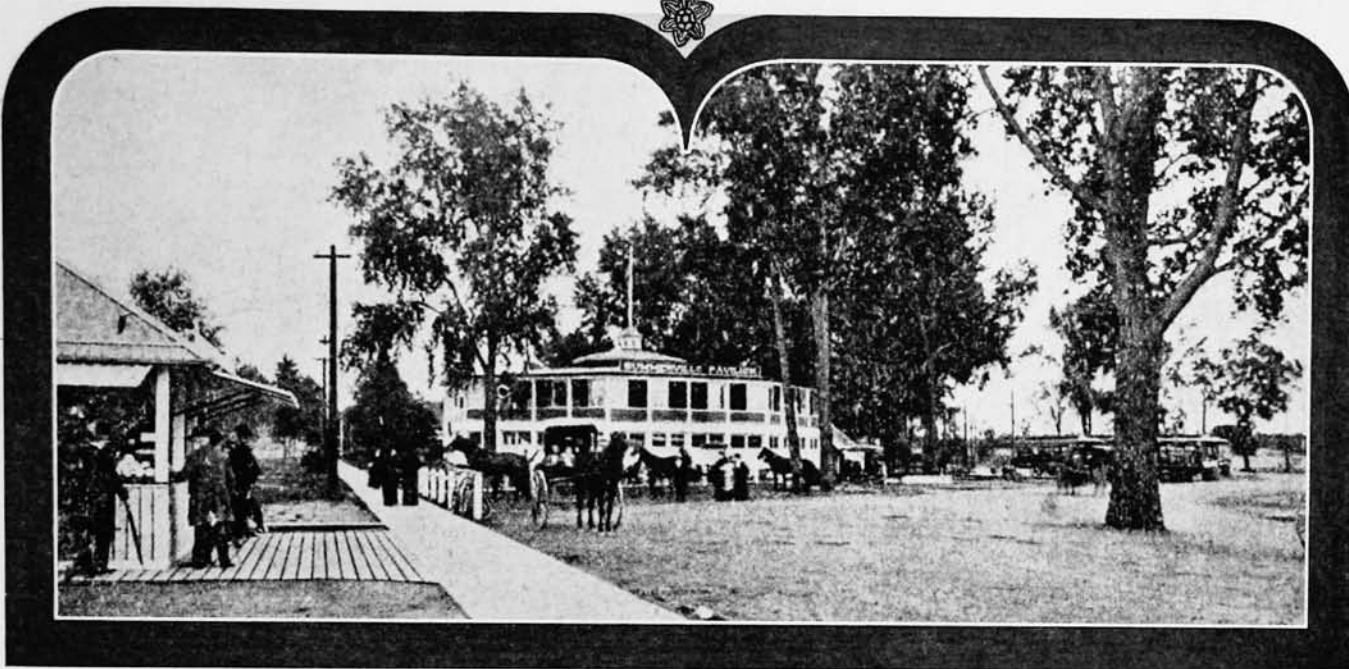
* * * *

Early bicycle clubs whose members raced giddily down St. Paul Boulevard to Summerville, and back, were called by such names as Lake View Wheelmen,

Seneca Wheelmen, Crescent Cycle Club, Century Wheelmen, Flower City Cycle Club, Rochester Athletic Club, and Rambler, Genesee, West End, Press, and Newport cycle clubs.

* * * *

Jack Turner, who conducted Rock Cottage Hotel in lower St. Paul Street, was once trainer for the great John L. Sullivan. And Mrs. Turner was "champion lady boxer of the world."



SUMMERVILLE IN 1894. This scene is looking east from the ferry landing at the Genesee River, and shows the old Summerville Gardens (called "The Round House") in background.

Cole Road to the new ferry landing at Summerville, and wooden bridges constructed to carry highway over R. W. & O. railroad tracks. Tollgate house and Summerville Gardens (Round House) erected.

North Park (now Seneca Park) is opened. Part of it is in Irondequoit.

Full-sized models of Columbus' ships—Santa Maria, Pinta and Niña—stop at Charlotte on way to World's Fair (Columbian Exposition) at Chicago.

Jay Leake takes up his residence at Rattlesnake Point (on Irondequoit side of river, near foot of Sagamore Drive—and he lives there still).

Rochester & Irondequoit Railroad Company begins construction of electric trolley line from Ridge Road to Lake Ontario, with right-of-way on both sides of St. Paul Boulevard, to replace passenger service on old Belt Line down river bank to Windsor Beach. Officers of new company are J. N. Beckley, President; William B. Ellwanger, Secretary; Frederick Cook, Treasurer; Ira M. Ludington, Superintendent.

Irondequoit Turnpike Company incorporates to operate new toll road (St. Paul Boulevard) all the

way from Ridge Road to Windsor Beach. (Rochester & Irondequoit Railroad Company later took over both the turnpike corporation and the Summerville-Charlotte ferry operations.)

Rochester & Glen Haven Railroad purchased by new company known as Glen Haven Railroad Company, for price reported to be \$160,000.

Summer excursion business on lake steamers to Canada, Thousand Islands and between Sea Breeze and Charlotte exceptionally gratifying.

1894 • Old Glen House on west bank of river below new Driving Park Avenue bridge burns to the ground. (It was never replaced.)

Steamboat "North King" making regular trips from Charlotte to Thousand Islands. (Continued until 1912.)

East side tunnel sewer through Norton Street is completed—and all wells in neighborhood go dry once more.

Summerville electric trolley line begins operations, during summer months only.

Heavens, they're at it again! Rochester wants to

DID YOU KNOW THAT

Thomas Avenue was once called "Smuggler's Road," and Brower Road went by the inglorious name of "Goose Alley."

The present Bay View was first known as "Shingle Landing" because of its shingle factory, lake boats bringing lumber to it through Irondequoit Bay. One of the oldest mills in Irondequoit was located there (on Densmore Creek, just a few rods from where it empties

into the bay) and remnants of the mill dam may still be seen on the creek banks near the home of Arthur and Walter Lauterbach on Bay View Road.

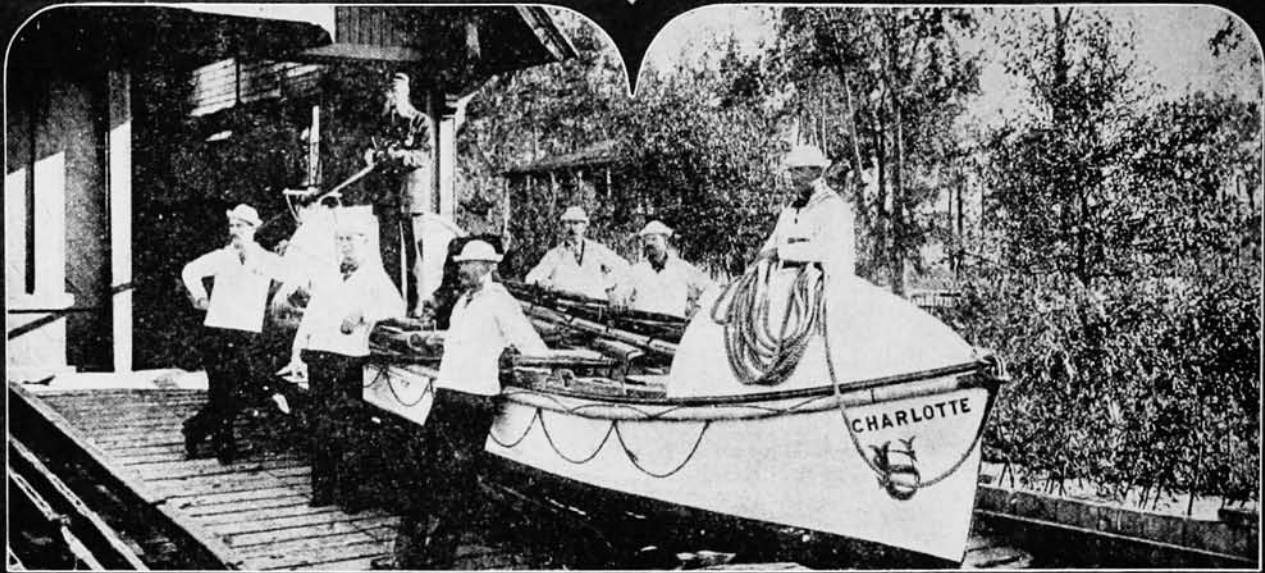
* * * *

Steamers making excursion trips from the two main Genesee River landings below the Lower Falls, and into Lake Ontario, in early nineties, were "The Norseman," "Oswego Belle," "Magnet," "Cyclone," "Arundel," "City of

Rochester," and "North King," from Brewer's Dock on east bank; and "The Rochester" and "Wilcox" from Glen House dock (Hanford's Landing) on west bank.

* * *

Charles W. Peiffer saw a sturgeon six feet long and weighing 150 pounds pulled from the Genesee River on a hook and line at Brewer's Dock, once a favorite fishing spot of Irondequoit.



U. S. LIFE SAVING CREW (now Coast Guard)—1904. Captain Gray and his men are shown with one of the first surfboats, on the runway, on the beach, in front of the boathouse at Summerville.

annex some more of Irondequoit, and some of Charlotte, too. Well, there's going to be plenty of protesting this time.

There are 496 children attending Irondequoit schools now, and the nine teachers who instruct them are paid \$2,936.38 a year (about \$325 each).

1895 • Windsor Beach Pavilion (The House of Glass) burns to the ground. Most pretentious summer resort on the lake, between Sea Breeze and Charlotte, its loss will be a severe setback after 13 years of successful operation.

Net earnings from operation of Rochester & Irondequoit Railroad (Summerville electric line) total \$21,371 at end of first year. Not bad! But that Windsor Beach Pavilion fire won't help any from now on.

C. C. Woodworth appointed receiver for Glen Haven Railroad Company, later sold at foreclosure to the receiver and Frank P. Crouch. New owners will electrify the line and operate as Irondequoit Park Railway.

No considerable village has yet developed in

Irondequoit (since Carthage took "the count") and there is not a single merchant doing business within the town limits.

Irondequoit Union Chapel (near the Forest House) is the only approach to church organization as yet, and holds services every Sunday afternoon. The W. C. T. U. has a strong foothold, though, and a fine hall on Titus Avenue.

1896 • Bicycle racing on Summerville Boulevard is at its height. Many daredevils from neighboring towns and as far west as Buffalo and Batavia participate.

Thomas Strickland builds and opens a grocery store and market on what later became Washington Avenue. (This was probably the first mercantile establishment in Irondequoit.)

Glen Haven electric line, replacing old single-track, narrow gauge steam road, begins operations with motormen and conductors paid 15 cents an hour and all other workmen, 12½ cents.

1897 • "Young Blondin" (real name, James E.

DID YOU KNOW THAT

John Glatt, now 78, and his sister, Mary Glatt, 76, who reside at 676 Joseph Avenue, lived next door to Berg's famous Summer Garden through all of its history, when the lower part of Joseph Avenue was in Irondequoit. Mr. Glatt says:

"With a great vaudeville stage in the hall, a fine band playing from noon to midnight on weekends, spirited teams and carriages coming and going, Berg's

Summer Garden, with its spacious green lawns and fine old trees, and swans on its pond, was a scene of beauty and gaiety. I remember there was quite a stir when Mr. Berg built a plank walk all the way from his Summer Garden up Joseph Avenue to Clifford Avenue (then the city line) so that his patrons wouldn't get their feet muddy. It was considered a history-making improvement in that section."

Among the many attractions at Berg's Summer Garden, besides vaudeville, dancing and concerts, were open-air bowling, a shooting gallery, and an outdoors beer garden. The place burned down in 1889.

* * *

Boats on Irondequoit Bay, following the building of the big side-wheel steamer, "N. H. Galusha," which carried between 500 and 600 passengers on



OLD WHITE HOUSE HOTEL just north of Bay View, in 1900. In foreground are four reasons bay resorts were popular in "gay nineties." Note Bartholomay Lager Beer sign on porch. Building destroyed by fire, 1939.



FIRST GASOLINE LAUNCH on Irondequoit Bay, owned by Unique Social Club, and called "Oteriani." Although a pleasure craft, its mission frequently was to rescue sailors in distress. Picture taken in 1901.

Hardy) startles everyone hereabouts by walking across Genesee River gorge on a cable, starting at a point just south of the entrance to Seneca Park. (A St. Paul Street boy, Oliver Moore, got up early the same morning and performed the feat on Hardy's cable—but "Young Blondin" got the glory. He died in Toronto in May, 1939, aged 64.)

1898 • Irondequoit all agog as discussion concerning proposed annexation of Charlotte to Rochester grows bitter. But it keeps the city folks' evil, covetous eyes off another slice of Irondequoit for the time being.

Patriotic fervor sweeps town as Companies A and H, 3rd N. Y. Volunteer Infantry, and Naval Reserves get taste of Spanish-American War, and 202nd Infantry joins Army of Occupation in Cuba.

Riverside Baseball Park grandstands on Summerville Boulevard destroyed by fire.

1899 • Rochester Yacht Club's entry, "Genesee," wins first Canada's Cup race, at Toronto, and there is much rejoicing and celebration at old Summer-

ville clubhouse. (Later occupied by Popp's Inn.)

Irondequoit's worst railroad disaster! Crowded trainload of pleasure seekers on Sea Breeze steam line (Bay Railroad) overturns while rounding sharp curve at North Avenue (now Portland) and Ridge Road, killing one and severely injuring fifty. (This accident "wrecked" the fortunes of the operators, Rochester & Lake Ontario Railroad, after almost 20 years of prosperity.)

That Windsor Beach Pavilion fire was a more serious blow than anyone realized to traffic on the Rochester & Irondequoit Railroad's steam line to the lake. It is being sold at public auction on foreclosure. Property is taken over by Rochester & Suburban Railway Company.

1900 • Record-breaking snowfall—43½ inches—on first three days of March.

Mississippi type (stern wheel) steamboat, "Damascus," is built on Irondequoit Bay, just north of Bay View.

Rochester & Lake Ontario Railroad (Sea Breeze line) changes over from steam to electric power in

DID YOU KNOW THAT

its two decks, were a smaller steamer called "Lookout," and another double-deck side-wheeler, "The Woodworth." Seven or eight other steamers of smaller dimensions carried passengers on the bay at one time or another.

Orlo Walzer (builder of "The Woodworth") began constructing naphtha launches just before the 20th century started, and some fifteen of these, all told, operated on the bay at various

times up to 1920, or thereabouts. The first were the "Newport I" and "Newport II," followed by the "Glen Haven," "Lookout I," and "Lookout II," "Sea Breeze," and "Glen Edyth."

Other famous bay boats of one type or another were the "W. H. Brewer," "Island Queen," "Irondequoit," "Webster," "Damascus," "Eleanor," "Remus," and two electric launches brought from the World's Columbian

Exposition in Chicago.

* * *

The great bell which used to ring the signal for sailing time of the J. D. Scott steamers from the Sea Breeze pier now hangs in silence at the Duckie cottage near the Outlet. "Scotty's" first Charlotte-Sea Breeze boat was "The City of Rochester." Later came the "J. D. Scott," "Titania," "Algona," "Charlotte" and "Sea Breeze."



FISHERMAN'S PARADISE! Old boathouse and ancient willow near dock at Glen Haven, 1906.



FISHERMEN ON DOCK in front of Unique Social Club on Irondequoit Bay (north of Bay View), in 1900.

effort to regain patronage lost as result of last year's wreck. Rochester & Suburban R. R. Co. is new owner.

Naphtha launches (Newport I and II), built by Orlo Walzer, who also built steamer "Woodworth," make their appearance on Bay.

First electric trolley makes run from Rochester to Sodus Bay, with William Gloor as motorman. What with a bad wreck on our Sea Breeze line and the burning of Windsor Beach Pavilion, Irondequoit will have to watch out or its summer resort business may go to Sodus.

1901 • Members of Unique Social Club, whose headquarters has been moved from Summerville Boulevard to the bayside just north of Bay View, place first gasoline motor launch on Irondequoit Bay. Colonel Samuel P. Moulthrop christens it "Otetiani." (Try to pronounce it!)

Irondequoit Park Railway (Glen Haven line) leased to Rochester & Sodus Bay Railroad for 999 years at annual rental of \$5,000.

1902 • Irondequoit won't have to worry much

longer about wells going dry. Rochester & Lake Ontario Water Company is being organized.

Collision of trolley cars at tollgate on Summerville Boulevard injures fifteen.

Rochester & Sodus Bay Railroad, including Glen Haven line, leased to Rochester Railway Company.

Captain Gray and his crew of eight Coast Guard Life Savers make heroic rescue of five men in lake.

Irondequoit fearful as smallpox epidemic causes 100 deaths in Rochester. More than 1,000 are stricken.

1903 • Townsfolk and frequenters of bayside resorts mourn death of Fred (Fritz) Waltz, for many years headwaiter at Glen Haven Hotel. He held distinction of having served Queen Victoria on two occasions—but not at Glen Haven.

1904 • Rochester & Lake Ontario Water Company begins laying intake pipe in lake, west of Charlotte.

Unique Social Club's gasoline launch, "Otetiani"

DO YOU REMEMBER WHEN

Small boys (and grownups, too) got a "kick" out of hopping the first Sea Breeze electric cars while in motion through Main Street and Portland Avenue in Rochester, before reaching Ridge Road. (Once on the Ridge they went like "greased lightning")

There were low running boards the full length of car on either side, which the conductor walked while collecting fares, and these offered a "thrill" com-

parable to "catching" a ride on a fast-moving bobsleigh in winter time. Perhaps the biggest thrill of all, however, was to be lucky enough to find a seat "up front," on the platform with the motorman.

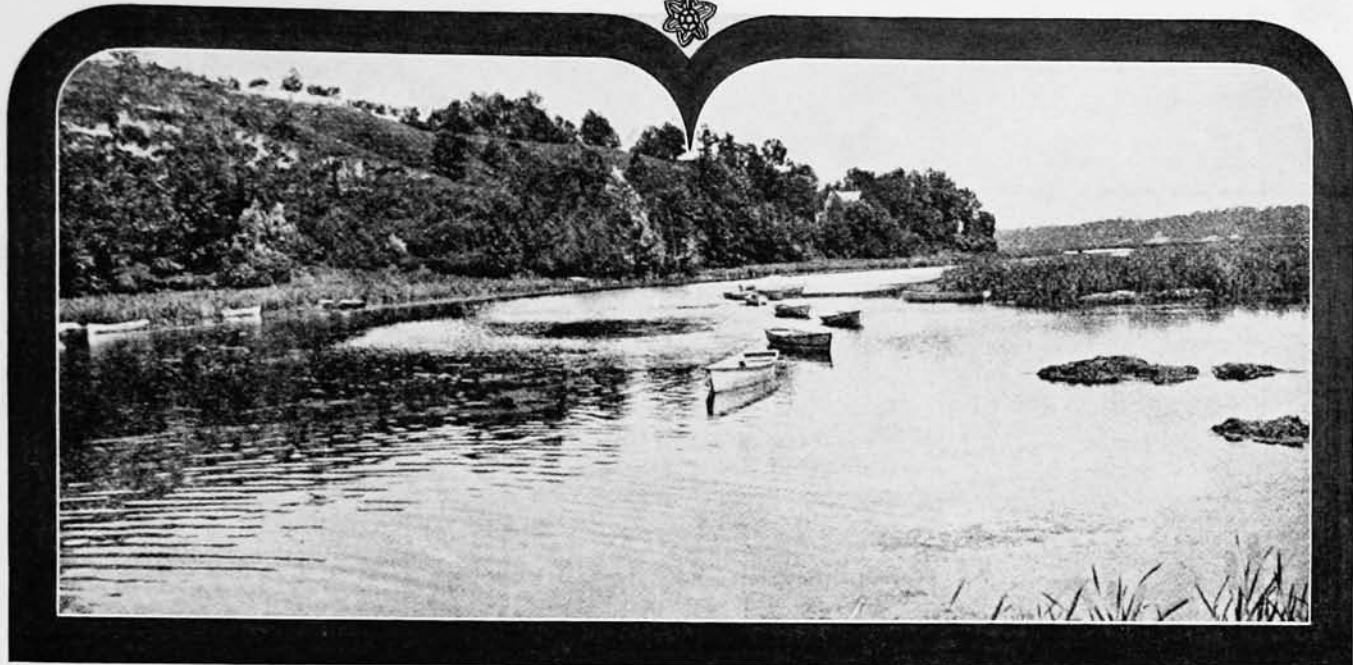
When the cars were full and always after leaving the city line, the conductor lowered a long wooden rail on both sides of the open cars to prevent passengers on ends of full-width seats from

falling out. If it rained, long awning-like curtains could be lowered at the ends of each seat.

After the Forest House stop came Glen Haven (it was a long walk or carryall ride from the trolley station to the bayside at this point), Newport, Birds and Worms, Point Pleasant and, finally, Sea Breeze.

* * *

The section now reached by Seneca



HEADWATERS OF IRONDEQUOIT BAY—1906. This picture is looking north, from Float Bridge.

ani," wins first prize in fleet parade at carnival of Damascus Temple Shrine Patrol off Glen Haven.

Sham battle of San Juan Hill is "fought" on high hills around Zwerger's Point, above Bay View. (Part of Shrine Patrol's Carnival.)

Forest House (second on present site) burns to ground. Built in 1866.

Summerville trolleys run all winter for first time, thanks to L. P. Gunson of Irondequoit, who gave personal check for \$500 "for car tickets" to guarantee year-round service.

Two electric launches, from St. Louis (Louisiana Purchase Centennial) Exposition, placed in commission for passenger service on Irondequoit Bay, with Captain Ellis Wright in charge.

1905 • Naval Reserve builds Summerville armory.

Farmers in Irondequoit are complaining because automobiles frighten horses. Many bad runaways ensue.

1906 • Mercury breaks 35-year record as thermometers register 71 on January 21.

First motorboat races on Irondequoit Bay, sponsored by 1st and 8th Separate Companies, National Guard. Unique Social Club's "Mokomo" comes in second.

1907 • Sloop "Seneca," flying colors of Rochester Yacht Club, wins Canada's Cup races.

New Naval Reserve armory at Summerville is "christened" with arrival of U. S. Gunboat "Sandoval," assigned here as practice ship.

1908 • Immense tract of Irondequoit land bordering Lake Ontario, west of Sea Breeze, part owned by Dr. Henry S. Durand and adjoining acreage purchased by George Eastman, is transferred to City of Rochester for establishment of Durand-Eastman Park.

Sea Breeze Fire Department is organized.

Fanned by sixty-mile gale, fire destroys 40 cottages at Windsor Beach lakeside and on east side of Summerville Boulevard, covering more than 20 acres and with loss of \$125,000. Rochester firemen and apparatus sent on flatcar.

DO YOU REMEMBER WHEN

Park Avenue, west of St. Paul Boulevard, to the Genesee River (just opposite Pine Grove Avenue), was known as "The Flats" (as late as 1895), and was a favorite picnic spot, famous for Sunday beer parties of Irondequoit's German population (and some from Rochester), even before Scheutzen Park (Ridge Road, between Clinton Avenue North and Joseph).

* * * *

The illuminated Fleet Parade which Damascus Temple Shrine Patrol held on Irondequoit Bay, off Newport and Glen Haven, August 1, 1904, was accounted one of the most spectacular events in bay history. Thirty craft, gloriously lighted and brilliantly decorated with flags and bunting, took part, amid band concerts on shore and fireworks over the water. It was followed, two days later, by a sham "Battle of San Juan

Hill" on the heights overlooking Bay View (also a part of the carnival).

* * * *

Captain J. D. Scott (most everybody called him "Scotty") got his start as excursion "king" and steamboat operator as a conductor on the old Bay Railroad, and first sold his famous lake-bay excursion tickets from a tent set up at the Four Corners in Rochester.

* * * *



UNIQUE SOCIAL CLUB headquarters on Summerville Boulevard in 1899, one year before clubhouse was erected on present site on bay, north of Bay View. Club was organized in 1892.



AT STEIN'S HOTEL (Sea Breeze) in 1904. A lively crowd from Unique Social Club on trip around bay with Captain Fred Woodworth (upper left) on his steamboat of the same name.

1909 • Two steel towers—167 feet high—are erected on Charlotte and Summerville sides of river at ferry crossing to carry Niagara power lines across.

Durand-Eastman Park (still in the raw) is formally opened, with sham battle, Indian ceremonial and speeches.

1910 • Tollgate on Summerville Boulevard removed, and toll charges discontinued.

Population of Irondequoit is 3,526. But wait—the real estate boom is just around the corner.

1911 • United Congregational Church in Titus Avenue is founded.

William Ensmen, first proprietor of Summerville Gardens (1894), dies.

After considerable experimenting by amateurs hereabouts, John J. Frisbie makes first successful airplane flight over Rochester.

Irondequoit orchardists "tickled pink" as campaign starts to increase prestige of Western New York apples.

1912 • First water through mains of Rochester & Lake Ontario Water Company reaches Irondequoit patrons. Summerville district first large users.

Rochester & Suburban Railway (Summerville line) consolidated with New York State Railways (Rochester lines).

Many residents of Irondequoit share in first Eastman Kodak employee wage dividend.

1913 • Durand-Eastman Park playground area is transformed into a zoo.

Mayor of Rochester approves bill to annex more of Irondequoit, Greece and other towns.

Rome, Watertown & Ogdensburg Railroad (formerly Lake Ontario Shore Railroad) becomes branch of N. Y. Central.

1914 • Irondequoit quivers and shakes over its first earthquake. Dishes and furniture disturbed at 1:30 p. m., February 10.

United Presbyterian Church founded.

Heaviest snowfall in fourteen years.

Famous Bartholomay Pavilion at Charlotte destroyed by fire.

DO YOU REMEMBER WHEN

First Irondequoit-grown hothouse cucumbers, named "The Deltus" (after Dell Titus, who raised them), were placed on the market in 1909. They were an unusually long, smooth variety, grown from Vick-developed seed, and brought as much as 50 cents apiece in New York.

* * * *

Some of the famous clubs that had clubhouses on Irondequoit Bay prior to

1910 were as follows:

Early Birds and Unfortunate Worms, at Birds and Worms; Unique Social, near Bay View; Acacia, opposite Glen Haven; Star and Waldheim Clubs, at Point Lookout; American Eagle, near Birds and Worms; Empire, at Birds and Worms; North Pole, Hudson Baseball and Sporting, between Pt. Pleasant and Birds and Worms; Rochester Canoe and Manhattan Canoe, north of Newport;

Irondequoit Canoe, opposite Newport; Bunker Hill, north of Point Pleasant; Sawinnashat Canoe, Crescent Social, Pastime Social, Glad Hand, Central Park, Glen Haven and Newport Clubs, Ontario Sporting, Stags, Black Gills.

* * * *

Bicycle racing was at its height on Summerville (St. Paul) Boulevard in the early nineties. Many wheelmen's clubs from the vicinity, as well as unaffiliated



FIRE LEVELS WINDSOR BEACH—1908. View looking east, where St. Paul Boulevard makes right angle turn at lake. Forty cottages (including Unique Social Club) were destroyed, with loss of \$125,000.

World War begins, and Irondequoit joins with cityfolk in providing carloads of clothing for the Belgians.

Many Irondequoiters take part in celebrating 15th anniversary of founding of Rochester Turn Verein.

1915 • Durand-Eastman Park is formally dedicated. Jerry Flynn, well known restaurant proprietor, dies at home on Summerville Boulevard.

Summerville Boulevard opens its first asphalt pavement to traffic, with a grand parade led by Fred Zeitler's 54th Regiment Band.

Work begins on erection of Stutson Street bridge, near site of first Genesee River ferry, foot of Latta Road. (Ferry crossing was moved to Summerville-Charlotte site in 1894.)

1916 • Forty days of continuous drought. Irondequoit peach crop a failure.

Forty thousand persons (including many from Irondequoit) march in Rochester's "Preparedness Day" parade.

Charlotte becomes "Twenty-third Ward" of Rochester, and Irondequoiters tighten their belts for a finish fight against any further annexations of their town.

1917 • United States enters World War, and mobilization of Irondequoit citizens and resources begins. The draft, Red Cross work, "war gardens" and a multitude of other wartime activities engage population.

George John Ritter (then residing at Point Pleasant) is first Irondequoiter to go away to war.

Members of National Guard on punitive expedition in Mexico under "Black Jack" Pershing return home and prepare for service "over there."

Young Irondequoiters flock to Rochester recruiting stations to volunteer. American and Red Cross flags are everywhere. Irondequoit Chapter of Red Cross begins huge program of war aid. The draft is under way. Aliens are eyed with suspicion. War gardens spring up everywhere to help reduce food shortage. Efforts made to curtail all waste.

1918 • Stutson Street bridge opened to traffic.

DO YOU REMEMBER WHEN

riders, assembled at the city line and raced to Summerville, around the loop, and back. This was an almost daily occurrence, just before sunset, with all-day events on holidays and other special occasions.

* * *

The huge granite blocks which form the shoreline from Windsor Beach to Sea Breeze (and even farther east, between Lake Ontario and the tracks of

the present R. W. & O. branch of the New York Central) were brought there in the seventies by the original Lake Ontario Shore Railroad to preserve the railroad embankment from the waves and buffetings of lake storms. "Rock Beach" takes its name from the huge stones.

* *

Ridge Road, east of the present traffic circle in St. Paul Street, at the east

entrance to Veterans' Memorial Bridge, was known for many years as "Plank Road," and was one of the earliest roads in Irondequoit "paved" with planks. It was nothing for iron-tired buggy wheels that got off the planks, or onto the surface of St. Paul Boulevard before it was paved, to sink from six to eight inches into the loose sand. Everybody "ate dust."



OLD COBBLESTONE SCHOOL (District No. 1) in 1894. It was built in 1844 on Culver Road, opposite Bay Street, and stood until 1913. Present No. 1 schoolhouse (Laurelton) is on Helendale Road.



RED BRICK SCHOOL (District No. 4) in 1914. It contained originally only one room, but later was enlarged to three. On site of present Seneca School, St. Paul Boulevard and Thomas Avenue.

Durand Congregational Church (Sea Breeze) founded.

Influenza epidemic sweeps the nation. Many die in Irondequoit.

Daylight Saving inaugurated as wartime measure, but truck gardeners don't like it.

Irondequoit gives generously to "War Chest" campaign.

Wheatless, meatless and sugarless days—and lightless nights!

Irondequoit garden produce brings high prices as war continues.

Schools close to conserve coal for war needs. Irondequoit greenhouse crops endangered by Federal order cutting off 90 per cent of coal supply. Later modified.

The Armistice! November 11.

1919 • The Irondequoit real estate boom is "on" with a vengeance. Tracts and subdivisions spring into being almost over night. Contractors' steam shovels and sewer diggers are everywhere.

Citizens of Irondequoit hold victory dinner and

dance in Grange Hall, May 15, in honor of returned soldiers of World War. Each soldier gets a special Irondequoit medal, and similar medals with gold stars affixed are given to parents of those who never came home—George L. Belmont, W. Percival McPhail, Domien VanCaessels, Amiel T. Verhag, Clayton T. Warner.

Municipal bathhouses erected on lake front at Durand-Eastman Park.

1920 • Lawrence Hickson—pioneer radio operator—begins broadcasting from garage in rear of his home in East Parkway, Irondequoit (—and Radio Station WHEC is born).

Tom Broderick is running a prosperous grocery store in White City.

Almost 7,000 of Irondequoit's finest peach trees go before the axe as real estate boom continues and famous Gunson Farm is cut into building lots.

Population of Irondequoit is 5,123; Monroe County, 352,034.

Irondequoit buried under worst snowstorm in 20 years.

DID YOU KNOW THAT

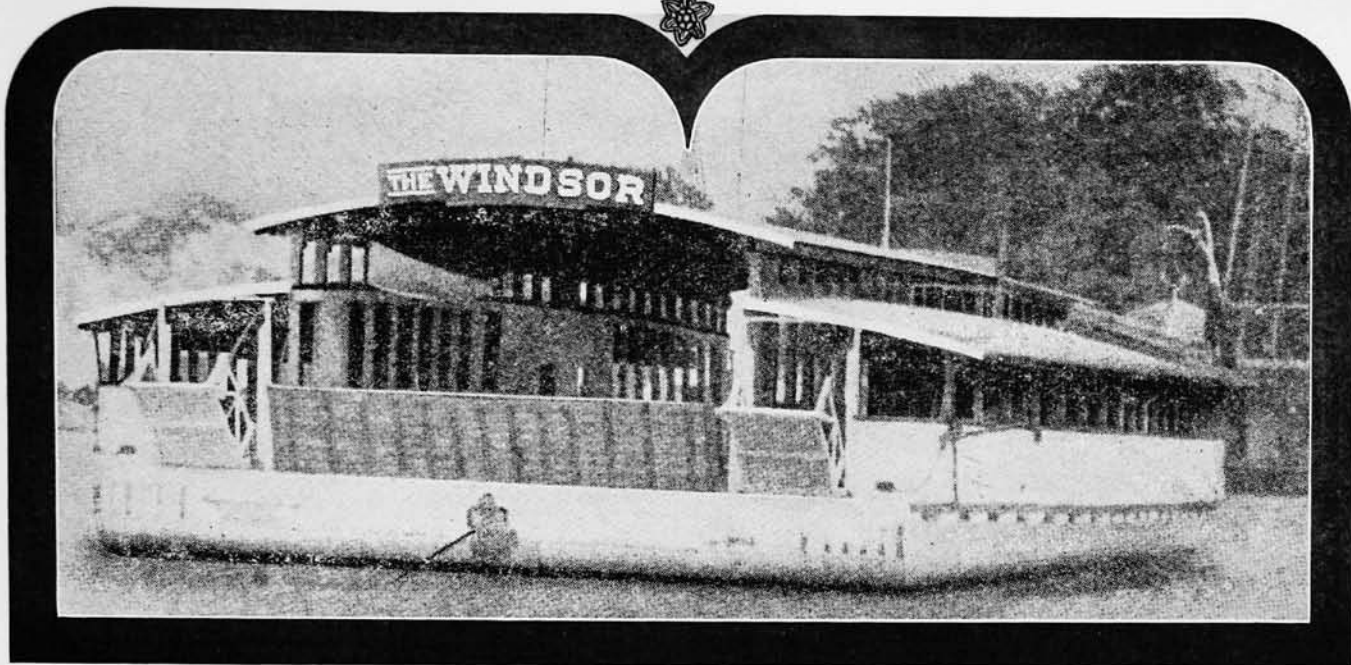
A pond, well stocked with small fish and a popular skating place in winter, once occupied the site of the present St. Paul Street traffic circle, then "down-in Irondequoit." It was an Indian camp and battleground of earlier day. The pond, fed by Norton's Creek, extended east beyond the present Hollenbeck Street. At a later day it furnished ice for the Emerson Ice Company. The old Emerson homestead, a large brick house,

stood approximately where the traffic circle is now located, and at the western edge of the pond.

* * *

Back in the nineties there was a hotel called "The Adelpia" on what is now Washington Avenue, at Windsor Beach. It was located between the two railroad crossings, and was built by Gus Ran. Its proprietor for many years prior to its burning was Robert Hodson.

"Chief" Walter Page, colored engineer on the steamboat "Damascus" of Irondequoit Bay fame, was a graduate of the University of Rochester, an authority on sociology whose learned discussions with his passengers were almost always embellished with quotations from the Bible and Shakespeare. He held what was then known as a "Fifteenth Class" engineer's certificate (since abandoned) and it would now require 125



FERRYBOAT "WINDSOR" AT SUMMERVILLE—1920. This famous old scow, operated by steam engine on a heavy chain anchored at either bank of the river, made the crossing from Summerville to Charlotte, a distance of 500 feet, in 7 minutes flat. It frequently broke loose from its chain and drifted out into the lake. It was abandoned in 1927, having served since 1899.

1921 • Rochester Yacht Club builds its new (present) Summerville home on river, removing from lakefront site adjoining Coast Guard.

Irondequoit, after more annexation talk by Rochester, is a little jittery and "views with alarm" attempts by State of Massachusetts to prove its claim to ownership of Ontario Beach Park across the river.

A great year for new churches in Irondequoit. Three more are founded: St. Ambrose's Catholic, St. Matthew's Episcopal (now inside city limits), and Summerville Presbyterian.

1922 • Massachusetts loses its suit to regain part of the lakeshore lands at Ontario Beach Park—and Irondequoiters breathe sighs of relief. (But not for long!)

Ground broken for Seneca School.

Lawrence Hickson of Irondequoit and the Rochester "Times-Union" are granted first commercial radio station for Rochester and 26th in United States. It is to be known as WHQ (later WHEC). Broadcasting begins.

Prohibition! Owners of Irondequoit vineyards are jubilant as grape prices soar and home brewing gets under way.

1923 • Well, those city land grabbers put it over once again! Irondequoit and Brighton reluctantly give up a total of 640 acres to the city. And just when the subdivision business was at its height, too. (Later, both towns backed legislation which prohibits further annexations without consent of territory to be annexed—just to make sure it can never happen again.)

St. Thomas' Catholic Church is founded.

Gunson home destroyed by fire—leading to establishment of St. Paul Boulevard fire district (1924).

1924 • Irondequoit saddened by passing of Theodore Dossenbach, whose orchestra played for many seasons at Glen Haven Hotel.

Army engineers decide Irondequoit Bay "won't do" as a lake harbor.

Taxes are in everyone's mind—and pocketbook.

DID YOU KNOW THAT

years to qualify for such a document—five years' experience for each class.

* * * *

There were 6,500 fine peach trees (one of the largest peach orchards in Irondequoit) on the old L. P. Gunson farm, off St. Paul Boulevard, before they were destroyed to make room for a residential subdivision called "Summerville Fruit Farms."

*

James West & Sons, who still have the biggest greenhouses in Irondequoit, used to pay as much as \$5 for 100 tomato seeds to get the choice varieties required. And John Anderson, of Titus Avenue, still gets as high as \$10 each for a new variety of geranium he has developed.

* * *

Many of the first Irondequoit gardeners came from England, using knowl-

edge of new methods which they had gained abroad to produce some of the choicest fruits, berries and garden truck grown anywhere in America.

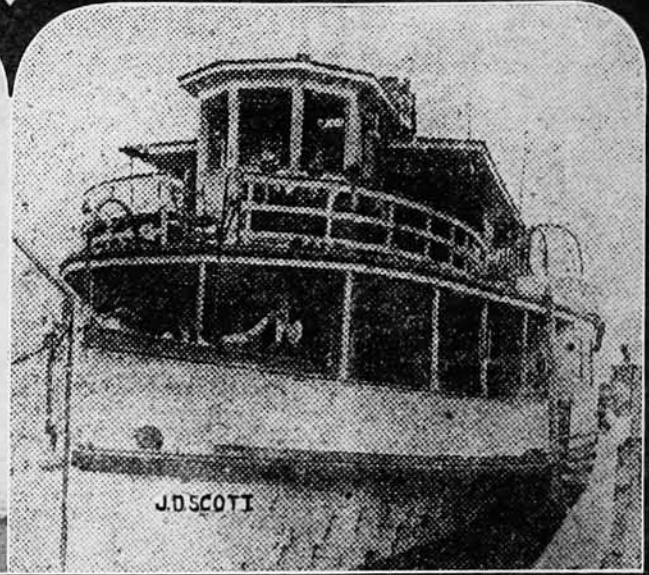
* * * *

Englert's Hotel was first known as Schooley's Hotel, and on the opposite corner, where the Sea Breeze carline turned from Portland onto the Ridge, was Rosenbauer's Hotel for many years.

* * * *



CAPTAIN J. D. SCOTT, originator and impresario of famous strip ticker, round-trip excursions from Rochester to Rochester via Charlotte trolley, steamer to Sea Breeze, gasoline launch on bay to Glen Haven, and trolley back to city.



STEAMBOAT "J. D. SCOTT" at Sea Breeze pier in 1912. This was one of a long line of Charlotte to Sea Breeze passenger craft operated by Captain Scott, including the "Titania," which sank off the Summerville pier one night.

1925 • Thousands of Irondequoit peach trees "winter killed" by severe cold.

St. Salome's Catholic Church (Sea Breeze) is founded, on site of previous Catholic chapel.

Lake Ontario at lowest level in history.

Lawrence Hickson's radio station, WHQ, becomes WHEC, and continues to operate from Hickson store in South Avenue, Rochester.

Two more Protestant churches come to town—All Saints' Episcopal and Church of the Resurrection (Lutheran).

Boy, look what the real estate boom did to our town! Population now 10,469; more than doubled in five years.

1926 • Irondequoit Masonic Temple (St. Paul Boulevard and Titus Avenue) is dedicated.

Charlotte Harbor is officially designated "Port of Rochester."

County Park Commission created, but Irondequoit is little concerned. What wasn't sold and turned over to the city for Durand-Eastman Park has been taken by annexation, so there's hardly

anything left for the county park people to grab.

1927 • Ferryboat "Windsor" chugs across the river on her rusty chains for the last time. Her seven-minute swan song from Summerville to Charlotte was unattended by any of the spectacular incidents (such as breaking loose and drifting out into the lake) that made her history famous. She's been in service continuously since about 1899, when the ferry "Yosemite" was junked. There was a ferry across the river as early as 1877, but that was farther up river (near Stutson Street bridge).

Blight kills all the fine, old sweet chestnut trees in Irondequoit.

Charlotte blast furnace dismantled.

First "talking movies" shown in Rochester.

Thomas E. Broderick is elected Supervisor of Irondequoit for his first term. (He has served continuously ever since.)

1928 • Glen Haven Hotel, finest on the bay but abandoned for several seasons, is burned to the ground on Election night. Looks like the Hoover

DO YOU REMEMBER WHEN

Brewer's Dock Tavern, long a landmark on the east side of the Genesee River gorge, just south of present Ridge Road Bridge, was one of the most frequented pleasure resorts of old Irondequoit, and the destination of many boating parties and excursions up the river from Charlotte. It was torn down by the city in 1933, and the site now is a part of Seneca Park property. The dock was for

many years the official "port" of the old village of Carthage.

* * * *

Judge Isaac Buyck, later known as "Sage of the Forest House," conducted his first court in Auer's Hotel, adjoining Schuetzen Park, later removing his judicial ponderings to Englert's Hotel (Ridge Road at Portland Avenue), and thence to the Forest House.

* * * *

Steamboat "North King" and "Caspian" of the Canada Steamship Lines were the "honeymoon specials" of the Great Lakes, the Thousand Islands trip vying in popularity with Niagara Falls among newlyweds. Rice-throwing at bridal couples as they boarded the boats at Charlotte and, later, on the Summerville side of river, was popular pastime of later nineties and early nineteen hundreds.



BATTLING A BLIZZARD—1920. Snowplows and emergency storm crew at work clearing the Sea Breeze trolley line.

crowd celebrating, say some! Glen Haven is gone, but far from forgotten.

British convict ship, oldest afloat, visited by 8,000 curious while anchored at Charlotte.

Winton Congregational Church founded.

1929 • William Gloor, first motorman on Sodus Bay trolley line, makes last run before road is sold at auction. (Mr. Gloor died in 1938.)

Lake Ontario is 2.13 feet higher than its average.

Red Wing Stadium is erected in Norton Street, and used for first time by Rochester Baseball Club.

St. Margaret-Mary Catholic Church established by Rev. Charles J. Bruton (present pastor).

1930 • Despite high taxes and multitude of new subdivisions, Irondequoit real estate boom is still on. Population has increased 7,500 in last five years; now stands at 17,935.

Work begins on construction of Veterans Memorial (Ridge Road) Bridge across the Genesee River.

"Irondequoit Press," independent weekly

newspaper, founded by A. J. Ritz (who continues as its editor and publisher).

Seneca Methodist Church established.

Golf clubhouse at Durand-Eastman Park destroyed in \$40,000 fire.

1931 • New Cooper Road school is built.

New Ridge Road bridge opened to public in December, with Frank J. Smith in charge of ceremony. (Three workmen were killed during construction.)

Captain J. D. Scott, builder of many boats and for more than sixty years identified with Irondequoit transportation, starting in days of horsecars in Rochester, is dead.

Sodus Bay line sold as "junk."

New zoological buildings at Seneca Park opened. Church of the Transfiguration founded.

1932 • Peter Levensen burned to death and four others seriously injured in fire that destroys Sea Breeze home.

Cyclone that tears across Rochester from south-

FROM AN IRONDEQUOIT DIARY

Diaries kept by Edwin S. Pardee, father of G. Herbert Pardee, from 1857 until 1883, reveal an intimate picture of Irondequoit life of that day. Some of the most interesting entries follow:

1857—January 22: Awful day. Snow so thick I could scarcely see across the roads—badly drifted.

January 23: Thermometer from 16 to 26 below zero.

April 21: The storm (another) worse

than ever—snow a foot deep. Suspension bridge (Carthage) fell last night.

June 20: Went to city, trading. Laura bought a bonnet.

September 2: Put up notices of school meeting, and went to blacksmith shop in forenoon. Mr. Wallace lost a cow worth \$50 from effects of eating clover.

September 14: Picked eight bushels of peaches, and went to father's to help pick peaches. (Hiram Pardee, father of

Edwin S., planted the first commercial peach orchard in Irondequoit.)

1858—February 26: The choir met in the evening, and had a good sing.

June 30: Sunday at home. Sick with bad cold that threatens fever and ague. 1859—January 3: Hunting with D. L. Hunt. Shot a black squirrel.

January 14: Went to city. Received \$88.20 from that defunct institution—Sixpenny Savings Bank.



NATATORIUM at SEA BREEZE PARK—1929. In this beautiful pool, one of the largest in New York State, thousands sought relaxation and aquatic skill in violet-ray treated salt water. It was a costly investment, well patronized at the outset, but abandoned soon after the depression started.

west does much damage to Irondequoit trees.

1933 • Lawrence Hickson, radio pioneer, dies.
 Old Brewer's Dock tavern in lower river gorge (Irondequoit) is torn down.
 President declares bank moratorium for four days and Irondequoiters use scrip.
 Half-hour cloudburst causes heavy loss to gardens, crops and flooded homes.
 Prohibition repealed!

1934 • Fifty-eight hours of sub-zero weather establishes all time low, with thermometers going to 22 below zero February 9.
 Agitation for Townsend Old Age Pension plan begins, with many supporters in Irondequoit.
 Rochester is 100 years old (five years ahead of Irondequoit) and celebrates with "Pathways of Progress" pageant.
 Irondequoit much interested in National Flower and Garden Show at Edgerton Park, Rochester.
 Water supplies running low, due to prolonged dry spell.

1935 • Captain Mason B. McCune, commanding officer at Summerville Coast Guard station for 11 years, transferred to Oswego.

Summerville swept by severe windstorm, March 17, uprooting many fine trees and doing other extensive damage.

Car ferry, Ontario No. 2, gets itself stuck in mud at mouth of river, and is not released until following day.

"Irondequoit News," Republican weekly newspaper, established by Charles F. Brooks, former member of the State Legislature. (He is still its editor and publisher.)

1936 • Buses take the place of trolley cars on Sea Breeze line.

More trouble for Ontario No. 2 car ferry! This time she runs aground in lake off Crescent Beach on way back from Cobourg with load of pulp. Takes eight days to refloat her.

Monster evening parade celebrates inauguration of "Path of Gold" sodium lighting of St. Paul Boulevard, July 24.

FROM AN IRONDEQUOIT DIARY (*Continued*)

January 25: Painted blinds. Prayer meeting here in evening.
 August 9: Laura and I went to Charlotte picnic on schooner "Bloomer." Up Irondequoit Bay to Newport House.
 1861—February 17: A. Lincoln, the rail splitter, passed through Rochester on his way to Washington.
 February 27: Bought William Schanck's oxen. Gave him \$140.
 1862—February 24: "Snip" (Pardec's

horse) has an attack of pneumonia. Gave her boneset tea with turpentine.
 1863—February 24: Attended funeral of Henry McGonegal in forenoon; in the afternoon went to Democratic caucus.
 March 3: Attended town meeting. I ran for highway commissioner and was elected, 39 majority, over Joe Leggett.
 March 4: Met the trustees at the schoolhouse to decide upon a teacher for the summer school. Hired Mrs.

Tombs at \$6.50 per week.
 September 10: Attended the county fair. Fast trotting for \$50 purse.
 1864—January 20: Ladies Soldier Relief Association meets here this evening.
 July 30: Went to picnic of the inhabitants of the town, at Newport House.
 September 1: Went to town meeting to vote a tax to give drafted men the amount of \$400 each.
 1865—March 17: Went to city to see the



ONE OF FEW REMAINING VINEYARDS of once flourishing Irondequoit industry. North slope of Densmore Creek ravine, just west of new Bay Shore Drive.



IRONDEQUOIT BAY LOOKING SOUTH from highlands above Bay View. Hebing's Hotel and docks may be seen on point at right center.

1937 • Old station of Bay Railroad (Sea Breeze steam line) is torn down in Portland Avenue. It was built in 1879.

Rochester & Lake Ontario Water Company reduces rates. Hooray!

Supervisor Thomas E. Broderick leads state-wide movement for program to help men over forty, in industry.

Summerville Coast Guard crew, with two boats, goes to flood-stricken Ohio Valley to help in rescue and rehabilitation work. Irondequoit gives her share toward Red Cross fund for victims of Ohio floods.

William Puceta, who taught seamanship to 1,500 members of Naval Reserve at Summerville armory, retires after 31 years in service.

Eight-point buck deer leaps to death from Veterans Memorial Bridge.

Irondequoit takes part in celebration of 250th anniversary of arrival of Marquis de Denonville's army in Irondequoit Bay, with G. Herbert Pardee as chairman, and erects marker on site of Fort des Sables, near Sea Breeze.

1938 • New town garage, Titus Avenue and Kings Highway, completed and occupied by Highway Department. Plans for new Town Hall, adjacent, but fronting on Titus Avenue, expected to materialize by 1940.

Centennial bronze tablet to memory of Irondequoit pioneers will be placed in corridor of Town Hall when finished. (Tablet dedicated at Centennial exercises in Durand-Eastman School, July 13, 1939.)

New home for U. S. Coast Guard, to cost \$53,000, is started at Summerville lake front.

William Weible, proprietor of Birds and Worms Hotel for many years and founder of Point Pleasant Hotel, dies.

Rochester Chamber of Commerce, with many members in Irondequoit, celebrates its 50th (Golden Jubilee) anniversary—and gets out an Almanac as souvenir.

Charles W. Peiffer and others start talking about having a celebration on the occasion of the 100th anniversary of the founding of Irondequoit, next year.

FROM AN IRONDEQUOIT DIARY (*Continued*)

great freshet. River overflows up to Buffalo Street bridge nearly. Water 18 feet deep in Front Street; 4 feet in the Arcade. Both railroad bridges gone. Buildings undermined and fell.

April 10: General Lee surrendered himself and army to General Grant yesterday.

April 15: A. Lincoln was shot through the head by an assassin last night. Still alive at 7 this morning. It is a great

national calamity. Plowed for oats.

June 3: Took a surveyor from the city to survey road from Waring's to lake.

1866—April 27: Dogs killed five and hurt 12 of our sheep last night.

1867—March 5: Attended town meeting. Democratic ticket elected over a People's ticket. Elected highway commissioner over Joseph Leggett, again.

May 22: Rain, rain, rain. It commenced last night and is still raining.

May 23: Another wet day. Got the blues the worst way.

1868—January 12: Went to city with my horse, "Nellie," to have the horse tamer subdue her. He did it. Sleighing excellent.

1869—February 4: At home all day, reading the life of General Grant.

May 2: Laid out a road on the Moulson flats near the mouth of the river.

1871—January 1: At home all day read-



IRONDEQUOIT BAY FROM ZWERGER'S POINT—1939. Looking north to the lake from the high hills above Bay View, midway between Float Bridge and Sea Breeze. Densmore Creek empties into Bay behind trees, left foreground.

IRONDEQUOIT CENTENNIAL YEAR

1939 • *Irondequoit Centennial Committee, headed by Charles W. Peiffer, begins planning in January for Centennial celebration in July.*

Fire destroys huge warehouse at Oklahoma Beach, formerly occupied as icehouse by Ontario Ice & Coal Company; loss, \$40,000.

Sea Breeze Park is reopened by George Long and renamed "Dreamland Park."

Irondequoit W. C. T. U. entertains Monroe County W. C. T. U. at annual Spring Institute.

Virginia Bevin of Titus Avenue is chosen as Apple Blossom Queen of Western New York, and crowned at festival in Geneva.

Summerville streetcars supplanted by buses, May 22. Supervisor Broderick and Centennial Committee ride last trolley to lake and return on first of new buses. Plans under way to create sidewalks on old trolley right-of-way, both sides of St. Paul Boulevard.

Supervisor Broderick leads fight for State Sales Tax to help finance welfare relief.

Irondequoit Presbyterian Church celebrates its

Silver Jubilee, and Durand Congregational observes 21st anniversary.

Irondequoit Bay anglers have quite a dispute over who's going to rid the bay of remaining carp. Over 170 tons of carp have been removed since 1936, and local boys say they don't need "outside help" to nab the rest.

Leroy Martin, 71, last motorman on Summerville trolley line, rounds out 47 years of service, a record for Rochester Transit Corporation.

Coast Guard moves into new home at Summerville.

Irondequoit Centennial Essay Contest for grade schools of town is won by Jack Fleckenstein (first) and Roy McLean (second), both of Laurelton School; and Virginia M. Fish of Durand-Eastman School and David Joerger of St. Salome's School (tied for third).

July 9 to 15—IRONDEQUOIT CENTENNIAL celebrations are held in various sections of the town, and Irondequoit Centennial Committee issues this CENTENNIAL ALBUM as a permanent souvenir of the occasion.

FROM AN IRONDEQUOIT DIARY (*Continued*)

ing "Pilgrim's Progress, by John Bunyan.

September 21: We had a son born at 4½ o'clock this morning, weighing 9¾ pounds. (It was G. Herbert, a member of the Irondequoit Centennial Committee of 1939.)

1875—March 2: Town meeting day. I was elected assessor by 69, and Henry Walzer, Supervisor.

1876—January 5: Have been for several

days much exercised upon religious matters.

1878—March 5: I was elected assessor for three more years by 60 majority.

1879—January 25: William Schanck was instantly killed today by falling off a brick wall, caused by a high wind.

1880—October 27: All went to the city to see the Republican clubs turn out. General Grant and Conklin spoke. They made a great splurge.

1881—September 18: The drought is so great that leaves are falling from trees and pastures are all dried up. Wells and springs very low.

1883—May 18: Father died at 2½ o'clock this morning.

August 2: A terrific hail storm came, almost completely destroying all growing crops; corn leaves cut to strings.

September 15: Went to Windsor Beach over the new belt line railroad.



*"And you may gather garlands there
Would grace a summer's queen"*

—SIR WALTER SCOTT

Here shown in all her regal finery is Irondequoit's pride of 1939—Queen of Western New York's annual "Apple Blossom Festival"—MISS VIRGINIA BEVIN of 221 Titus Avenue.

IRONDEQUOIT BAY

“*Historical Recollections,*” published in 1838 by Henry O’Reilly

“THIS Bay, well known in the early history of the country, is now wholly unfitted for navigation, owing to the sandbar formed at its junction with Lake Ontario. It is now much frequented by parties from Rochester for gunning, fishing, etc. The geologist also has many attractions for a visit thither; for ‘on the borders of the bay, and of the creek of the same name which discharges itself there, the surface of the earth presents a most extraordinary and picturesque appearance—a multitude of conical or irregular mounds of sand and light earth, sometimes insulated and sometimes united, rising to an average height of 200 feet from a perfectly level meadow of the richest alluvial loam.’

“The history of Irondequoit is intimately connected with that of the Military and Trading Posts of Western New York. A station was established there in 1726 to aid the British in securing the trade with the Western Indians, to the exclusion of the French at the lower end of Lake Ontario.

“In connexion with the fact that there was a city laid out at Irondequoit Bay, it might be mentioned that formerly supplies from New York, destined for our western posts, were sent to the head of that bay (instead of the Genesee River), there freighted in batteaux, to proceed through Lake Ontario to Niagara River—thence to be taken across the portage to Fort Schlosser; and there reembarked to proceed up the Niagara River through Lake Erie. The city (Tryon Town) was laid out at the head of the bay, near the route of the present road between Canandaigua and Rochester.

“It may amuse some readers to learn that Maude, a traveller in 1800, mentions that the cargo of a schooner which sailed from Genesee River for Kingston, Upper Canada, had ‘been sent from Canandaigua for Rundicut Bay, and from thence in boats round about to Genesee River Landing,’ for shipment in the above schooner. The cargo thus circuitously forwarded from Canandaigua was potash—and ‘no potash was then made about Irondequoit or Genesee Landings for want of kettles’ in 1800.

“The mouth of Irondequoit Bay is about four miles eastward of Genesee River on Lake Ontario and the bay extends southwardly about five miles, nearly to the present main-travelled route through Brighton between Rochester and Canandaigua.

“The Teoronto Bay of Lake Ontario, says Spafford, ‘merits more particular notice, if for no other purpose than to speak of Gerundegut, Irondequoit, and Rundicut—names by which it is also known. The Indians called it ‘Teoronto’—a sonorous and purely Indian name, too good to be supplanted by such vulgarisms as Gerundegut or Irondequoit! The bay is about five miles long and one mile wide, communicating with the lake by a very narrow opening—or such it used to have—and Teoronto, or Tche-o-ron-tok, perhaps rather nearer the Indian pronunciation, is the place where the waves breathe and die, or gasp and expire. Let a person of as much discernment as these savages watch the motion of the waves in this bay, and he will admire the aptitude of its name, and never again pronounce Gerundegut, Irondequoit or Rundicut.’ ”

IRONDEQUOIT’S FIRST CEMETERY

LAST resting place of Irondequoit pioneers for almost a century and a half (it was first used in 1800), the old Hooker (Sand Hill) Cemetery still reveals many names of those hardy settlers whose first faltering efforts, through untold hardship and a constant battle with malaria and other diseases that infested the region in the early days, started Irondequoit on its way to becoming the “garden spot of New York State.”

The old burying ground, more or less obscured by undergrowth, is located in the rear of the homestead of Alexander A. Hooker (now occupied by Professor Ryland Kendrick) on the east side of Portland Avenue, between Norton Street and Ridge Road.

FIFTY WAYS TO SPELL "IRONDEQUOIT"

WHEN the late William H. Samson was president of the Rochester Historical Society he made the startling discovery that down through the years there had been more than fifty varieties of spelling used to designate the bay (and township) now spelled "IRONDEQUOIT."

The historian, Spafford, writing about 1800, declares "the Indians called the bay 'Teoronto'"—pronounced by them, "Tche-o-ron-tok."

But later investigations seem to prove that "Irondequoit" was a corruption of the Seneca Indian name as given by Denonville, and pronounced—"O-nyui-da-on-da-gwat."

At any rate, here are fifty known spellings of "Irondequoit" to date. Take your choice—but it's still a mighty fine town, spell it as you will:

ADARUNDAQUAT	JARRONDIGAT	*RUNDICUT
ANDIATAROATAOUNT	JERONDOKAT	RUNDIGUT
	JARONDIGAT	RUNDICUTT
CANIATERUNDEQUAT	JERONDEKAT	RONDGUS
	JERONDEQUET	RUNDEGUT
	JERONDEQUATE	
ENTAUNTUQUET		TEORONTO
	KANIATARONTAGOUAT	TERONDOQUAT
GANIENTARAGUT	KANIATERONTOGUOAT	THEREONDEQUAT
GANNIATARONTAGOUAT		TIERONDQUIT
GANNIGATARONTAGUOAT	NEODAONDAQUAT	TIERUNDEQUAT
*GERUNDEGUT	NEODANODAQUAT	TIERONDEQUAT
GERUNDEGUTT	NIEDERUNDAGUT	THENONDEQUAT
		THERONDEQUOT
IRONDEGATT	ONGUIDANDAGAQUOT	TIERONTEQUAT
IRONDEKATT	ORONDOKOTT	TIERONDAQUAT
IRONDEQUAT	ONDARONDAQUAT	TIORONDEQUAT
IRONDEQUOT	ONYIUDAONDAGWAT	TRONDEQUAT
*IRONDEQUOIT	ONYUIDAONDAGWAT	TISORONDEQUAT
	ORONDOQUAT	TYRONDEQUAT

**Most frequently used spellings.*

And besides—the early French called it "Fort des Sables" (Fort of the Sands).

IRONDEQUOIT VINEYARDS AND WINERIES

IT is believed that the first winery in all Western New York (including the famous Finger Lakes region) was established in Irondequoit in 1830, by Joseph Vinton, who also operated a sawmill at Newport, which he converted into the present Newport House ten years later.

Mr. Vinton planted the first vineyard on the high hill overlooking Newport, and nearby erected the first winery—long known as the Irondequoit Wine Company. The site and some of the old buildings now are occupied by the Irondequoit Fruit Juice Company, makers of "Irondequoit" brand grape juice, ginger ale and other "soft" drinks.

Joseph and Charles H. Vinton (grandsons) reside on Walzer Road.

In 1860 Asa D. McBride purchased the Vinton winery, operating it as the Irondequoit Wine Company until 1915.

But most distinguished of Irondequoit vintners was Samuel Dubelbeiss, who came to the United States in 1839, from Switzerland, where his family had been operating vineyards and wineries at Schintznach, back as far as the 14th Century.

He established the long-famous Dubelbeiss wine cellars on the south side of Ridge Road, between Portland and Culver, where the old cobblestone buildings were a landmark until very recent years. The winery was converted into a fruit juice factory and cannery in 1909. A garage, partially constructed of the old stone, now occupies the site.

The Dubelbeiss family home adjoined the winery, and a grandson, Louis J. Dubelbeiss, still lives on the site. He was Supervisor of Irondequoit for ten years, from 1908 to 1918.

THE (FIRST) CARTHAGE BRIDGE

From "Rochester and Western New York," by Henry O'Reilly (Published in 1838)

"AS this was one of the boldest feats in bridge building—remarkable in its fate as in its construction—some account of the structure may not be uninteresting. It crossed the river between the Lower Falls of the Genesee and the Ontario Steamboat-Landing, at a point where the precipitous and rocky banks are upward of two hundred feet above the surface of the river, there nearly corresponding with the level of Lake Ontario.

"This bridge was built by an association of gentlemen interested in property on the east bank of the river, in 1818-19, in the village allotment formerly known as 'Carthage.

"The bridge was completed in February, 1819," said the account of Rochester and its vicinity in 1827. 'It consisted of an entire arch, the chord of which was 352 feet, and the versed sine 54 feet. The summit of the arch was 196 feet above the surface of the water. The entire length of the bridge was 718 feet, and the width 30 feet—besides four large elbow braces, placed at the extremities of the arch, and projecting 15 feet on each side of it.

"The arch consisted of nine ribs, two feet four inches thick, connected by braced levellers above and below, and secured by 800 strong iron bolts. The feet of the arch rested upon the solid rock, about 60 feet below the surface of the upper bank. Soon after the completion of the bridge, loaded wagons with more than thirteen tons weight passed over it without producing any perceptible tremour. It contained about 70,000 feet of timber, running measure, besides 64,620 feet of board measure. It was built in the first place upon a Gothic arch, the vertex of which was about 20 feet below the floor of the bridge, and was, in point of mechanical ingenuity, as great a curiosity as the bridge itself.

"This daring work, which reflected so much credit on the enterprise of the projectors and the ingenuity of the builders, stood but about one year (one year and one day, which latter period saved the builders from the loss, as they guaranteed that the structure would endure one year). The immense weight of timber, pressing unequally upon the arch, threw up the centre from its equilibrium, and the whole tumbled into ruins.

"The time is probably not far distant when the erection of a suspension bridge at this romantic spot will form a more enduring (though not more remarkable) monument of enterprise than the original structure."

Editor's Note: The second, and last, Carthage bridge (suspension) was built in 1856, and collapsed after being in service less than 10 months.

IRONDEQUOIT NURSERIES

UNTIL soon after the present century began, Irondequoit was world-famous for its nurseries, its vineyards and its wineries.

Horace Hooker, who came to Rochester in 1812 and entered upon the nursery business here in Irondequoit in 1835, may be said to be the "father" of an industry that focused nationwide attention upon Irondequoit from that time until about 1890, when growing competition from the West led to the abandonment of most of the town's nurseries. Despite early sandstorms, Mr. Hooker's original 200-acre nursery (St. Paul Boulevard near Titus Avenue) flourished until 1845. In that year he purchased new tracts off Norton Street (then in Irondequoit) and in Clover Road, Brighton. Both became famous nurseries.

In 1850 Samuel Moulson started a nursery on the flats west of St. Paul Boulevard, and a little later he planted young fruit stock on 200 additional acres between Hudson Avenue and Joseph Avenue, also then in Irondequoit.

In their prime, Irondequoit nurseries supplied all parts of the country with between 2,000,000 and 3,000,000 apple trees annually. Besides the large nurserymen, many Irondequoit farmers raised and sold fruit trees as a sideline.

Both Hooker and Moulson got most of their seedlings from the famous Ellwanger & Barry nurseries in Rochester.

By 1900, however, Irondequoit's extensive nursery business was but a shadow of what it once was, and the only large nursery remaining was Brown Brothers (Empire Boulevard and Winton Road) which firm had 5,000 agents throughout the United States at one time.

JUST IN PASSING—Two "Grand Ol' Men"

TWO "grand old men" of Irondequoit, one well known to the present generation, and the other still remembered and revered by oldsters, are deserving of special notice. One was John Evershed, now dead. The other is the venerable Judge Isaac Buyck.

John Evershed, grandfather of Frank Evershed and great-grandfather of Robert Evershed, who still live in the old family homestead in Culver Road near the south entrance to Durand-Eastman Park, came to Irondequoit from England in 1829. That was ten years before the township was formed.



John Evershed

He was an Irondequoit highway commissioner and town clerk over a period of 22 years, and served three years as Supervisor. He acquired 200 acres of land, and built one of the first bridges over the outlet of Irondequoit Bay at Sea Breeze. He was engaged in many other public works, and may be said to have been a truly public-spirited and civic-minded citizen of early Irondequoit.

"Ike" Buyck, for 37 years a justice of the peace and known far and wide as "Sage of the Forest House," at the age of 83 still lives on his 65-acre Irondequoit farm at 1560 Titus Avenue, and still works, with the assistance of his grandson.



Isaac Buyck

Born in Brighton, September 3, 1856, Judge Buyck early removed to Irondequoit and has been engaged in its politics almost all his mature life. Before ascending the justice's "bench," where he interpreted the law and disposed of Irondequoit criminal and civil cases in decisions liberally besprinkled with philosophical observations, he served as excise commissioner.

His title, "Sage of the Forest House," was appended by newspapermen in the early 1900's, when his courtroom was at the Forest House.

FIRST TOWN MEETING AND OFFICERS

THE first town meeting in Irondequoit was held in James Swayne's Tavern (on site of present Forest House), on April 2, 1839, exactly one week after the township was organized, March 27.

At this meeting William Shepherd and Joseph Graham were placed in nomination for the office of Supervisor. The result was a tie vote. At a special meeting to break the tie, Mr. Shepherd was elected.

Following is a complete list of the first Irondequoit town officers who served from April, 1839, until the following April.

Supervisor—William Shepherd; Town Clerk—Alexander A. Hooker.

Justices of the Peace—Isaac Curtis, Alexander A. Hooker, George W. Beers, James Lyon, Abner D. Jennings; Assessors—Micajah W. Jackson, Enos Ganyard, Hale Clements.

Commissioners of Highways—Hiram Pardee, Henry Butts, Hosea Rogers; Commissioners of Common Schools—Alexander A. Hooker, Samuel W. Bradstreet, Jonah Brown; Inspectors of Common Schools—William Shepherd, Isaac Curtis, James Lyon.

Overseers of the Poor—Isaac Waring, Henry Case; Collector—Isaac Butts; Constables—Alexander H. Selden, Isaac Butts, Allen Barrus, John H. Waring, Hiram Hickok; Sealer of Weights and Measures—Amos Graves.

FROM "PANTALOONS" TO "PEACHES"

SOME idea of the price of commodities and the level of wages at the time Irondequoit was born may be gleaned from an account book covering the years from 1832 (seven years before the town was founded) until 1856, and kept by Hiram Pardee, whose orchards were the first to produce and market Irondequoit peaches. It contains such entries as these:

"1832—Half day butchering, 50 cents; half day laying fence, 25 cents; half day making bridge, 25 cents; day sowing plaster (lime), 25 cents.

"1833—One gallon cider, 13 cents; half pound tobacco, 9 cents; paying school tax, \$1.70; one bushel potatoes, 19 cents.

"1834—Team and self, hauling wood, 25 cents; half gallon whiskey, 15½ cents; moving two loads furniture, \$1.00.

"1835—One gallon soap, 19 cents; half day plowing corn (2 men), 42 cents; horse and wagon to Rochester, 25 cents; two bushels wheat, \$2.13; team to haul 2 loads of wood, 25 cents.

"1836—One bushel potatoes, 25 cents; two jugs vinegar, 12 cents; tapping pair boots, 50 cents; one pair pantaloons, \$2.82.

"1837—Chopping 29½ cords of wood (that's a whale of a lot of wood), \$11.76; 7½ yards calico and trimmings, \$1.43; one bonnet, \$1.60; pair of boots, \$2.63; one day, moving, 63 cents; half day planting potatoes, 25 cents.

"1838—One hog, \$4.00; wagon to Rochester, 13 cents; twelve pounds of pork, \$1.50; three pounds butter, 34 cents.

"1839—Tapping and capping one boot, 31 cents; two days hoeing corn, \$1.25; one bushel turnips, 9 cents.

"1840—Four bushels potatoes, 75 cents; two bushels wheat, \$1.50.

"1841—Two dozen eggs, 20 cents; four bushels corn, \$2.00; barrel of pork, \$9.00.

"1842—Half bushel apples, 13 cents; 1½ days splitting rails, 75 cents.

"1843—Plug of tobacco, 3 cents; 330 pounds of hay, 99 cents.

"1844—Eight bushels apples, \$1.00; three-quarters of day digging potatoes, 38 cents; team of oxen with two loads of coal to Rochester, 50 cents.

Beginning with 1848, Mr. Pardee made entries regarding town affairs also, he being a town officer from the outset. For "plans" for schoolhouse, he received \$1, while a day or two later he expended \$1.25 "for a cravat at Wilder, Case & Co., 36 State Street, Rochester."

After recording an item of \$2.67 "for husking 107 bushels of corn," in 1851, Mr. Pardee interrupts his account keeping to record the dates on which each of his neighbors "put his horses out to pasture."

IRONDEQUOIT BECOMES "AS A GARDEN"

From "History of Monroe County," by Professor W. H. McIntosh (Published in 1877)

"JESSE TAINTER removed west, having in 1824 sold his farm to Alexander and Lucy Hooker, who came originally from the Eastern States. A remark made to Hooker by Tainter shows the light in which the region (Irondequoit) was regarded, and the inutility of an individual notice of all early landholders and squatters on these lands.

"'You will soon get enough of this,' said Tainter, 'Eight families before us have already given up this place on account of sickness.' ***

*** "With the lake upon the north, and Rochester in the southwest, the town may be classed as strictly rural.

"There is within the present area, comprised in 13,192 acres, neither church, post office, store nor gristmill in the town. The fact exists from the lack of necessity. Considerable enterprise is being shown at the mouth of the Genesee River. Roads, with two or three exceptions, run irregularly to various points. Farms have appreciated to high value.

"Healthfulness may now be fairly claimed, and could Mr. Tainter return to his old home he would doubtless recognize the general truism that human labor has no absolute limit, and that localities desolate, forbidding and dangerous may become as a garden—attractive, productive, healthful and highly valuable."

HANDS ACROSS "THE RIDGE"!

WITH her long corporate arms outstretched as if to embrace Irondequoit—one arm extending down Culver Road and turned in at the "wrist" to form Durand-Eastman Park, and the other down the Genesee River to clutch old Charlotte—Rochester (mapwise, at least) would seem to be bent upon swallowing her northern neighbor.

What the maps display as an encircling movement, in reality is an affectionate "hug." For, of all the towns in Monroe County, none has quite the same appeal to city folk as Irondequoit.

It is the source of much of the city's supply of fruits, vegetables and dairy products. It is the summer home or permanent residence of thousands of her men, women and children. It is the favorite recreation spot—summer and winter—of all Rochester.

Rochester's sailors think and live eight months of the year in terms of what goes on at the Rochester Yacht Club and other boat basins in the Genesee River mouth, or off the shoreline at Summerville. Her fishermen know every cove and indentation of Irondequoit Bay's more than fifteen-mile shoreline, winter as well as summer.

For city children there is no place of enchantment hereabouts quite like Dreamland Park at Sea Breeze, and for bathing and all-around recreational facilities nothing quite equals Durand-Eastman Park.

Night clubbers find their fill of good food and convivial company, dancing and entertainment at Bengel's Inn and Club Windsor, down Summerville way, at Newport House, Hebing's Hotel, the White House and Point Pleasant Hotel on the Bay, and numerous other resorts at Sea Breeze and around the Outlet.

For the less intrepid sailor, who does not care for the Canada's Cup and the sometimes high-spirited surface of Lake Ontario, Irondequoit Bay still offers plenty of land-locked thrills either with canvas spread or behind the wheel of a tricky speedboat, perhaps with aquaplane in tow. And for those venturesome, excitement-seeking mortals who have shaken loose their earthbound harness, what can approach taking off or landing a hydroplane at Bay View?

In winter there are no natural toboggan slides or ski-jumps to match the glacial hills and valleys that furrow the landscape on the west of Irondequoit Bay, or the even more graceful but less precipitous corrugations of the earth's surface scattered in such profusion almost from the city line to the lake, between Summerville Boulevard and the Genesee River.

But when peach and melon time arrive—then Rochester loves Irondequoit best of all! And little wonder—those Irondequoit peaches and melons are known wherever civilized commerce goes. They are equally famous at the Waldorf-Astoria in New York, the Savoy in London, and the retreats of noblemen high in the Swiss Alps.

IRONDEQUOIT!—All Rochester salutes you, and celebrates with you on the attainment of your 100th birthday.





FRANK J. SMITH



ARTHUR H. LAUTERBACH



CHARLES W. PEIFFER
Chairman



HON. JOHN VAN VOORHIS



FRED E. HUSSEY



CHARLES W. LUTHER



ALFRED A. JOHNS

IRONDEQUOIT
CENTENNIAL
COMMITTEE

Thomas E. Broderick *Arthur H. Lauterbach*
Charles W. Peiffer *Raymond L. Bauer*
Raymond L. Griffin *Alfred A. Johns*
Fred E. Hussey *Theo. C. Seitz*
Edwin H. Schlueter *John Van Voorhis*
John A. Morton *Emmanuel Trimble*
Joseph C. Peiffer *Thomas L. Lannin*
G. Herbert Pardee *Earle A. Partridge*
E. Wambach *Charles W. Luther*
Grand Smith



RAYMOND A. GRIFFIN



EDWIN H. SCHLUETER



E. MAURICE TRIMBLE



G. HERBERT PARDEE



THOMAS LANNIN



THOMAS E. BRODERICK
Honorary Chairman



THEODORE C. SEITZ



EARL A. PARTRIDGE



JOSEPH C. PEIFFER



JOHN A. MORTON



RAYMOND L. BAUER
(Deceased July 9, 1939)

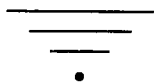


EUGENE F. WAMBACH

Introducing

FRIENDS OF
IRONDEQUOIT

*whose advertising
support makes this
Album possible*



Congratulations
Irondequoit

A Rochester Institution for three-score
years considers it a privilege and an un-
common pleasure to pay this small tribute

TO

IRONDEQUOIT
On Her 100th Birthday

and joins with all Rochester in wishing
our Lakeside Neighbors "many happy
returns" on a memorable occasion

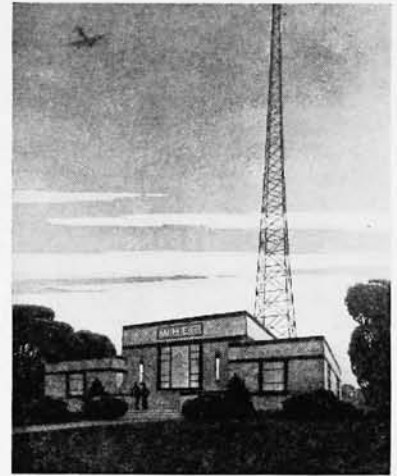
May Your Shadow
Never Grow Less

Born In Irondequoit

... 1920, in the garage of Lawrence Hickson on East Parkway. Received the first commercial license in the Rochester territory in 1922.

Still Irondequoit's Favorite "Son"

In Irondequoit, as in Rochester, repeated surveys prove that WHEC is unquestionably the most-listened-to station—the majority's favorite!



WHEC Transmitter Station
Mt. Read Boulevard

1430 On Your Dial

WHEC is the Rochester territory's link in the Columbia Network—a tip to advertisers who appreciate the value of being in good company.

1865 • McFarlin's • 1939

where well-dressed men have traded
for three-quarters of a century

Salutes

1839 • Irondequoit • 1939

where the first 100 years are over
—and "the best is yet to be!"

1889

GOLDEN JUBILEE YEAR

...the fiftieth anniversary of the original local beginnings... will make 1939 outstanding in the history of the Catholic Press in Rochester. A half-century span will be climaxed with new growth in willingness and ability to serve the Diocese of Rochester and its people.

Unusual plans for unusual observances of this important milestone in the eventful career of the *Catholic Courier* are in preparation... to the end that everyone in the area served by this newspaper of the Rochester Diocese may understand its objectives and value its services.

Watch for the crowning achievement in the half-century of Catholic Press Progress in the Rochester Diocese... the

GOLDEN JUBILEE EDITION
1939

Catholic Courier
*The Newspaper
of the Rochester Diocese*

FEATURING FINE FOOD

LUNCHEON - - DINNER

Short-Order Specialties

SUNDAY DINNERS SERVED FROM 1:00 TO 8:00 P M.

BENGEL INN

5389 St. Paul Boulevard

Charlotte 305

*Rochester's Only Home-Owned
Super-Food Markets*

SALUTE IRONDEQUOIT

*Source of Many of the
Fine Fruits and Vegetables for
Which Wegmans Are Famous*



OVER

100

YEARS

OF

Successful Business

HARDWARE, PAINTS
SPORTING GOODS
HOUSE FURNISHINGS
TOOLS, ETC.



WEED & CO.

EST. 1818

15 Exchange Street
Rochester, N. Y.



A Gas Heated Home on Ridge Road East

Congratulations *to* **Irondequoit**

on your years of unabated progress

Always one of the garden spots of this area and now fast becoming one of its finest residential sections.

The best is none too good for this progressive and rapidly growing community. This is where Gas for Heating fits into the picture.

Many residents are already enjoying this wonderful modern convenience. It is within the reach of the modest home owner as well as the owner of a mansion. It can be applied to homes already constructed as well as to new ones.

Gas Heating eliminates all heating worries, since the thermostat gives complete automatic control of the temperature.

The home will stay cleaner a great deal longer and redecorating will be required far less frequently. All the dust and ashes from solid fuels are eliminated and no smudge is produced.

You owe it to yourself to investigate its possibilities. Without obligation on your part let us give you all the facts.

Call Main 3960

Gas Heating Division



ROCHESTER GAS
AND
ELECTRIC CORPORATION



A St. Paul Blvd. Gas Heated Home



AS WE CELEBRATE

OUR FORTIETH ANNIVERSARY

WE EXTEND TO OUR

FRIENDS AND NEIGHBORS IN

IRONDEQUOIT

SINCERE CONGRATULATIONS

ON THEIR

CENTENNIAL

OBSERVANCE

MARKING

100 Years of Progress

THE TODD COMPANY

ROCHESTER NEW YORK

NEW business salutes

OLD *Irondequoit!*

PERMANENT ROADWAYS, Inc.

Industrial and General Paving

Residential Drives

Tennis Courts

Parking Areas

Serviceways

Gasoline Station Surfacing

Playgrounds and Recreation Fields

DURABILITY

PRECISION



PERMANENT ROADWAYS, INC.

222 Hermitage Road

DELOS SHANHART

CHARLOTTE 30

BUY YOUR LUMBER

in

IRONDEQUOIT



Wm. B. Morse Lumber
Company

Thomas Ave. near Stutson St.

Telephone
Charlotte 589

PERPETUAL CARE

In the establishment of a burial place, there is nothing of greater importance than adequate provision for the future maintenance of the property. Some cemeteries have adopted "Perpetual Care" on only certain lots or portions of their properties, but every foot of White Haven will forever have the benefits provided by the Perpetual Care Fund. Perpetual Care can be assured in only one way, and that is through the establishment of a Trust Fund for that purpose.

Twenty per cent of all moneys received from the sale of lots is now being placed in the custody of the Security Trust Company of Rochester, the income therefrom to be used for the care and maintenance of the entire cemetery, from the single grave to the family plot.

The Perpetual Care Fund is bulwarked and safeguarded. Its principal sum can never be reduced for any other purpose. Only the interest thereon may be used in the upkeep of the whole cemetery. *It will grow throughout the years.* It will not be affected by the death of any person or the dissolution of any Company. It will go on through the centuries, caring for the beloved dead of this Community, an assurance of perpetuity. *No assessments, therefore, or charges of any kind for the upkeep and care of lots in White Haven can be imposed in the future; and all of this you may have for the final resting place of your loved ones by the purchase of a lot in this MODERN PARK PLAN CEMETERY.*

Rochester's Only Completely Endowed Cemetery

WHITE HAVEN MEMORIAL PARK

1015 TEMPLE BLDG.

STONE 1563

Our Representatives who reside in Irondequoit:

CARL A. GERLACH
302 Brockley Road
Calver 5231-J

T. GORDON PARKER
4716 St. Paul Blvd.
Charlot 198-J

OSCAR V. RIESS
54 Briarcliff Road
Charlot 558-M

Congratulations Irondequoit

for your
100 Years of Progress
and best wishes
for the future

L. SCHAUMAN'S SONS

FUNERAL
DIRECTORS



609

CLINTON AVE. N.

E. KELSEY SCOTT, Inc.

IMPORTERS AND RETAILERS OF

FINE FURS

44 EAST AVENUE
ROCHESTER, N. Y.

MAIN 1993
MAIN 1994

IF IT'S PRESCRIPTIONS
DRUGS
KODAK SUPPLIES
STATIONERY

GET IT AT

Telephones
CHARLOTTE 2
CHARLOTTE 3

Cole's

4419 LAKE AVE.

FREE DELIVERY SERVICE

"FOR EVANS SAKE"

Buy Dependable Fuels

COAL—R. G. & E. COKE—FUEL OIL



431 Smith St.

Main 3301—3302—420

Rochester and Lake Ontario Water Made Irondequoit a Modern Community

FOR 73 of its 100 years Irondequoit had no public water supply. Residents of the Town had to rely upon wells, springs and streams and were subject to the danger of water-borne diseases. Their houses and other buildings were without fire protection. Insurance rates were high. The Town was almost entirely agricultural.

Then, in 1912, the Rochester and Lake Ontario Water Company extended its service into Irondequoit. An ample supply of water, filtered and sterilized, was made available. Diseases caused by impure water disappeared. Fire hydrants were provided. Irondequoit sprang into life and entered upon a period of extraordinary development. It became a community of handsome homes—Rochester's finest suburb.

The water service of this company, built up by private capital and enterprise, at no expense to the

Town, continues to be the principal factor in the growth of Irondequoit. This service, above all others, is indispensable to modern, healthful community life, and the cost to home owners is far below that of any other utility service.

To meet all present requirements and provide a practically unlimited supply of water for future expansion, we now have a twenty-inch main from Stutson Street to Wyand Crescent at the extreme southeast end of the town. Besides paying substantial sums in taxes, the Company further contributes to the progress of Irondequoit by furnishing meters, maintaining the meters, installing and maintaining service pipes to curb lines and relocating pipes when street grades are changed or when new pavements are laid, all without cost to its customers or the taxpayers.

ROCHESTER & LAKE ONTARIO WATER SERVICE CORPORATION

The Belt Line That Has Made Possible the Great Suburban Growth of Rochester

“Congratulations!”

IRONDEQUOIT

**100 YEARS IS A
LONG, LONG TIME**

The Mohican Company has enjoyed “Irondequoiters’” trade for over 30 years here in Rochester and we hope to continue to serve you in the future as we have in the past.



Congratulations!

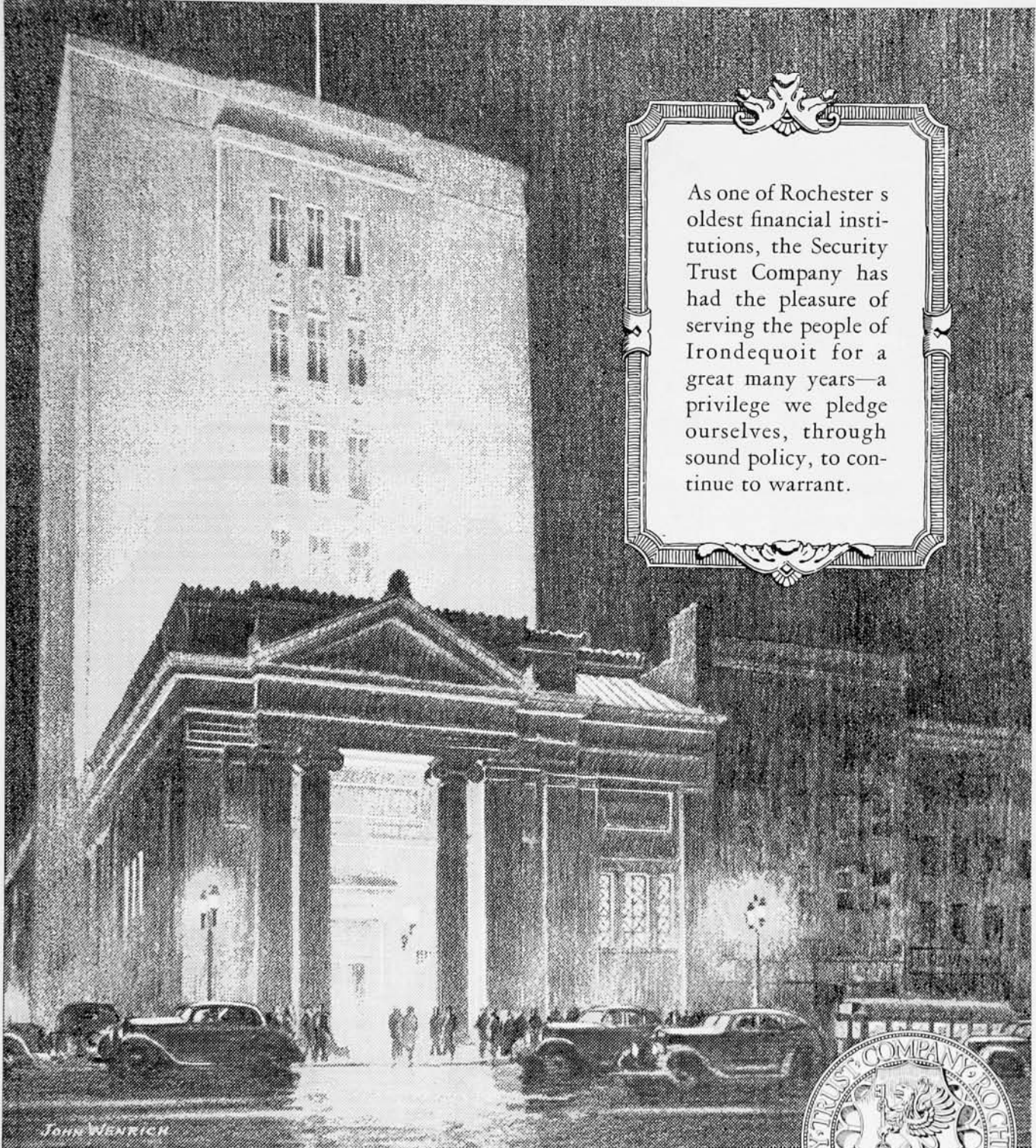
IRONDEQUOIT

1839 — 1939

Thomas Houlihan Co., Inc.

164 Lewis St.

Rochester, N. Y.



As one of Rochester's oldest financial institutions, the Security Trust Company has had the pleasure of serving the people of Irondequoit for a great many years—a privilege we pledge ourselves, through sound policy, to continue to warrant.

SECURITY TRUST COMPANY OF ROCHESTER

Corner of Main and Water Sts.



Member
Federal
Deposit
Insurance
Corporation



Let us help you to

HAPPY HOME OWNERSHIP

- *LOW-INTEREST FINANCING MAKES IT EASY*
- *EXPERIENCED GUIDANCE PREVENTS MISTAKES*

Before you buy or build, visit First Federal! There's no charge for our friendly advice—and you'll benefit from First Federal's tested service plan. Our 45 years' experience in home ownership problems protects you from making costly mistakes. And we'll help you select a plan to fit your budget under either FHA mortgages or First Federal Loans.

BUILDING—Bring in your proposed specifications. We'll check them (no charge) against our Minimum Specifications to assure good sound construction. All homes financed through First Federal are completely inspected 6 to 8 times during construction. Specifications must be followed *exactly*.

BUYING—Before you obligate yourself, see us! We'll help you be sure the price asked represents fair value—that the house is sound, durable. The above home at 185 Colebrook Drive has been given the regular inspections and final approval of First Federal's experts.

REFINANCING—Ask about a First Federal loan on our easy monthly payment plan—thus you can avoid heavy principal maturities—find the happy, debt-free home ownership you desire.

THREE CONVENIENT LOCATIONS—With the opening of First Federal's new office at 17 State Street, even greater service is offered to Rochester home owners. Visit First Federal before you buy or build!

Hear "The Parade of Choirs"
Sunday, 1:30 P. M., WHAM

★ Chartered and Supervised
by U. S. Government



**FIRST
FEDERAL SAVINGS
AND LOAN ASSOCIATION
OF ROCHESTER**



E.C. WOLCOTT, Pres.

18 Franklin St.
Stone 268

764 Jay St.
Genesee 1639

17 State St.
Main 2275

HAUSER MACHINE & REFRIGERATING CO.
Main 5147 117 PLATT STREET Glenwood 137-J
After 5 p.m., Stone 1488-L or Culver 4376-R or Culver 1768-W

MACHINISTS AND ENGINEERS — GENERAL JOBBING
Repairs To All Kinds of Machinery
Steam Engines, Pumps and All Makes of Refrigeration
Friedrich's Floating Air Counters
SALES AND SERVICE

Baker Air Conditioning and Commercial Refrigerating Equipment

DRAWING MATERIALS PHOTO COPIES
BLACK AND WHITE PRINTS

CITY BLUE PRINT CO.
31 Elm St., Rochester, N. Y.
Main 3265

Builders' Hardware, Plumbing Supplies,
Pipe, Paints and Glass

GARDEN HOSE; ELECTRICAL SUPPLIES; MAZDA LAMPS;
SPORTING GOODS; WIRE SCREEN AND FENCING;
ROOFING; GARDEN, LAWN AND FLOWER SEEDS

We Guarantee To Meet Uptown Prices

RIDGE-CULVER HARDWARE
2058 RIDGE ROAD EAST
Near Culver Road

DRINK

ROYAL CROWN
COLA

" A NEHI BEVERAGE "



Congratulations, Irondequoit!

THE ONE-HUNDREDTH ANNIVERSARY of the founding of your community will bring you many felicitations, but none will be more sincere than those which come from us. And, we think, none more appropriate. For as long as there has been a public transportation system between Irondequoit and Rochester, this company and its predecessors have operated it.

So perhaps this is the time and place to tell you how we have appreciated your bearing with us when things went wrong, as they will do in this business, and your praise when you were pleased with our efforts to serve. We are particularly gratified by your enthusiastic reception of our present transportation facilities.

What the next hundred years hold for you and for us we, of course, cannot say. But so long as public conveyances operate between Irondequoit and Rochester under our management, we promise to make every effort to render service that satisfies.

BENJAMIN E. TILTON, *President*

JOHN F. UFFERT, *Vice-President*

ROCHESTER TRANSIT CORPORATION

BEFORE YOU BUY ANY CAR BE SURE TO DRIVE A PONTIAC!



Illustrating De Luxe 115 Six 4-Door Sedan, \$866*

GENERAL MOTORS' SECOND LOWEST-PRICED CAR

You'd never dream such performance could be engineered into a low-priced car!

☛ WHETHER YOU'RE THINKING of one of the lowest-priced cars or whether you're ready to go way on up in price—one thing is certain:

- You'll be better off if you spend 10 minutes in a Pontiac before you sign any order at all!
- This big and luxurious Silver Streaked beauty costs just a few dollars more than the lowest. But when you discover the difference in what you get, you'll scarcely believe it possible: *Extra power, extra smoothness, extra comfort and handling ease, extra economy, extra wheelbase and extra quality—*

an extra measure of EVERYTHING that makes a car a joy to own!

- Here's the thrilling result of great engineering—the top product of engineers who've set the progress pace for years. It's got everything you want, and you'll want everything it's got. Drive in today—and see!

\$758

*AND UP. *delivered at Pontiac, Mich. Prices subject to change without notice. Transportation, state and local taxes (if any), optional equipment and accessories—extra.*

GENERAL MOTORS TERMS TO SUIT YOUR PURSE

Try the ride that can't be matched

To eliminate sideway, pitching and jouncing—with from one to six passengers—there's nothing like Pontiac's famous and exclusive combination of Duflex Rear Springing and Knee-Action. It gives you the world's smoothest ride.

Visit General Motors' Exhibits at the New York and San Francisco World's Fairs

STANDARD MOTOR SALES

626 Main Street West

WISE & PHILLIPS

35 Ridge Road West

VALLEY CADILLAC CORP.

333 East Avenue

SHERWOOD-PONTIAC MOTORS

East Rochester

MEACHAM PONTIAC CO.

Pittsford

For the greatest demonstration you ever had—see or phone—your nearest Pontiac dealer



When We Were A Little Boy – Irondequoit Was Quite Grown Up

BUT time brings many changes. . . you ought to see the National today. One of the great clothing stores of America. . . not only in name, but actually. Just think of it . . . the largest men's store in the United States in any city of this city's size. Of course, there's only one reason for that . . . better values. . . so, when the men of Rochester and Irondequoit think of clothes, it's only natural that they think of The National. For dependable quality, big selections and mighty good clothing values, it's a good place to be and a good place to buy.

1899



1939

COMPLIMENTS

OF

ONTARIO COAL CO.

SEA BREEZE
CULVER 340

ROCHESTER
MAIN 2230

FAMOUS READING
ANTHRACITE

SEMET-SOLVAY COKE

YOUR NEIGHBORHOOD
DEALER

WE ARE PROUD OF IRONDEQUOIT

where so many of our customers and friends have their homes— and pledge ourselves on this 100th Birthday of the township that the foundation of our business shall continue to rest upon the *newest quality merchandise at the right price.*

VOGT'S STORE

*Dry Goods and Furnishings for
Men, Women and Children*

969 CLINTON AVE. N.

MAIN 1513

The EGGLESTON

AIR CONDITIONED

"The House of Hospitality"

FAMOUS for FINE FOOD

SINCE 1888

takes pride in saluting her

IRONDEQUOIT

friends and patrons on this

HISTORIC ANNIVERSARY



Steaks—Chops—Sea Food

47-49 CLINTON AVE. SO.

E. A. DENTINGER

J. J. WARD

RICHFIELD and RICHLUBE

Partners in Power

KEROSENE RANGE AND HEATING OILS

CLEARY STATIONS, INC.

Glenwood 6760

800 Lake Avenue

*The first hundred years
are the hardest—*

so, from now on, there
should be clear sailing.

IRONDEQUOIT! We wish you
every success on this, your
Centennial.



395 St. Paul St.

Ring Main 24

THE DAILY
ABENDPOST

is the largest and most influential German newspaper between New York City and Cleveland. It is one of the oldest and most respected German newspapers in America. From the very beginning it has fostered and maintained the highest traditions of journalism. It is everywhere recognized as a newspaper of distinction, having consistently championed every patriotic and civic cause.

Reach Rochester's Most Prosperous Buying Group Through

The Rochester DAILY
ABENDPOST

HEBING HOTEL

Glen Haven

on

Irondequoit Bay

Banquets — Picnics — Clambakes

Culver 5498

Open All Year

A nationally famous institution
modestly desires to add its voice
to the chorus of good wishes
and sincere tributes

To IRONDEQUOIT

at the Century Mark

1839

—

1939



Ernest Lindley



Mark Sullivan



Dorothy Thompson



Oswald G. Villard



David Lawrence

BOTH

SIDES

OF THE "FENCE"



Jay Franklin

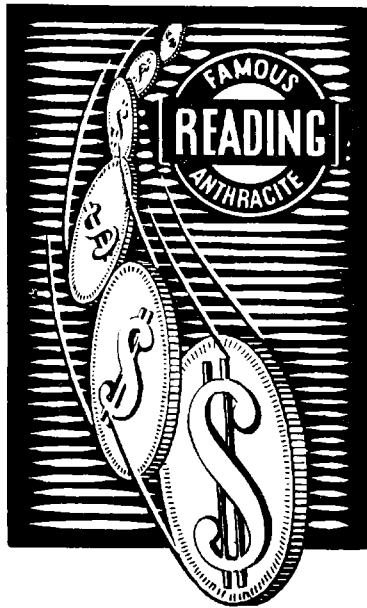
Not just one side of the story reported, but both sides! Opinions and views of such noted observers of governmental and political issues as David Lawrence, Mark Sullivan, Ernest Lindley, Jay Franklyn, Dorothy Thompson, Oswald Garrison Villard, and other prominent writers appear regularly in the Rochester Times-Union and Democrat and Chronicle. Their views many times do and many times do not coincide with the editorial beliefs of the newspapers. Unmindful of their stand for or against, whether they're on one side of the "fence" or the other, their columns are printed.

Just as the columns of these keen analysts of national affairs are offered regardless of editorial policy, so is the news of politics, of government, of business, of social affairs reported truthfully, fairly, without distortion of facts or favoritism.

Rochester Times-Union, Democrat and Chronicle and all Gannett Newspapers recognize their duty to protect the right of freedom of expression, without exception for race, creed or affiliation. They stand ready to preserve it for the benefit of the people whatever the costs or hazards may be.

Rochester Times - Union - Democrat and Chronicle

GANNETT NEWSPAPERS IN ROCHESTER, NEW YORK



Our 40th!

It has been
a pleasure
to serve
IRONDEQUOIT
for 40 Years
of its First
Century!

*We advise buying your
Winter Coal requirements NOW*

Irondequoit Coal & Supply Co.

149 RIDGE ROAD EAST

PHONE, GLENWOOD 6161

We Also Sell R. G. & E. Dry Quenched Coke

IRONDEQUOIT

primitive frontier of yester-
day.. beautiful city of to-
morrow: May the joys of
your people be as deep as
the ocean, their sorrows as
light as its foam.

—*A Rochester Admirer*

POINT PLEASANT HOTEL

On Picturesque Irondequoit Bay

QUALITY FOOD—FAIR PRICES

Unexcelled facilities for "a foursome
or four hundred" for parties, banquets,
picnics and our famous Clam Bakes

Under Personal Supervision of Louis V Rund

Enjoy



"FINER CONFECTIONS"

Candy — Ice Cream — Popcorn

Tasty Luncheons and Dinners

4340 CULVER ROAD

OPP. DURAND-EASTMAN ENTRANCE

Congratulations — and

Best Wishes for Another 100 Years

Bond Bakers

WHEN IN NEED OF

GENERAL LANDSCAPING—GRADING—SEEDING—SODDING
LARGE TREE MOVING

See

MILLER LANDSCAPE SERVICE

Office: 608 Helendale Rd. Culver 5881

IRONDEQUOIT, N. Y.

Professional drawings without obligation

Visit our new garden store at 2727 Culver Rd., at the Lily Pond.
Annuals, perennials, aquatic plants, full line of nursery stock,
seeds, fertilizers and garden supplies

“We were boys together”



IRONDEQUOIT and the Union Trust grew up together; for the Union Bank was formed just as the Town reached the 'teen age and during the decades intervening both town and bank have kept the friendly, helpful spirit that characterized the growth of both.

Today, as in 1853 when the Union began business, hundreds of families along the Boulevard bank at the Union—some for the second and third generation. Neither has forgotten the day when they were boys together.

UNION TRUST COMPANY OF ROCHESTER

For

Seventy-One Years

the people of Western New York
have traded at

Scrantom's

Here is reflected the culture and prosperity
of the Genesee country.

One of America's great bookstores
Everything for the office
Social stationery and engraving
Supplies for teachers and students
Games and playthings

IN THE TAYLOR BLDG.—IN THE POWERS BLDG.

POWER LAWN MOWERS

We Carry in Stock:

LOCKE COLDWELL
MOTO-MOWER WORTHINGTON
NATIONAL SICKLE BAR

SALES AND SERVICE

HAVERSTICK & CO., INC.

FORD AT SPRING ST. MAIN 70

INGMIRE & NAGLE COMPANY
Incorporated

FUNERAL DIRECTORS

Established 1889

CHESTNUT at COURT

Stone 111

Stone 111

IRONDEQUOIT

We are proud of the part we have had in helping the town progress. We have built approximately 150 homes in the past fifteen years and hope to exceed that amount in the next ten years, as we have great faith in the future of Irondequoit.



RYAN & RYAN, INC.

Builders

RAYMOND D. RYAN
Glenwood 4750

DANIEL J. RYAN

CHARLES F. RYAN
Glenwood 2810

Hart & Vick Seed is the Overwhelming
Favorite with Irondequoit Gardeners!

HART & VICK'S SEED STORE

Quality Exclusively

CORNER STONE AND ELY STS.

Trial and Displays Grounds at Fairport

B. J. McGOVERON

REPRESENTATIVE

BASTIAN BROTHERS COMPANY

House of Advertising Novelties

Celluloid and Metal Specialties

Badges Buttons

Name Plates

Signs Bronze Tablets

GLENWOOD 3380

GLENWOOD 5533-W

BARNARD, PORTER & REMINGTON

Established 1854

DEALERS IN

PAINTS, OILS, GLASS, BRUSHES

ARTISTS' MATERIALS AND DRAFTING SUPPLIES

SPRAY PAINTING EQUIPMENT

MAINTENANCE SUPPLIES

8140
MAIN 8141
8142

9-11-13 NORTH WATER ST.
ROCHESTER, NEW YORK



"Protect Your Shingles with **GAMCO**"!

BRIGHTEN up old, discolored shingles to look like new with this double strength paint. Does not crack or blister and has tremendous covering qualities. NOT a shingle stain... NOT a House Paint! Allows shingles to breathe! Ask to see GAMCO's 24 attractive colors.

Sold exclusively by

GAMROD-HARMAN

Free Parking • 75 EXCHANGE STREET • Main 3710

ELAM SAND & GRAVEL CORP.

Washed Sand and Gravel

Excavating Cellars, Trenches, Etc.

Business Phone, Culver 1292

Residence, Stone 1271

ORLAND ROAD PIT, IRONDEQUOIT



CONGRATULATIONS
to Irondequoit
*on its 100th
anniversary*

*Member Federal
Reserve System*

*Member Federal
Deposit Insur-
ance Corporation*

**LINCOLN-ALLIANCE
BANK AND TRUST COMPANY**

FOR
33 $\frac{1}{3}$
OF YOUR
100
YEARS

We have been with you and are proud to have been a part of your achievements in building a wonderful residential community,

A TOWN OF HOMES

Congratulations!

BAREHAM & McFARLAND, INC.

PLUMBING, HEATING, AIR CONDI-
TIONING AND THE FAMOUS
KLEEN-HEET OIL BURNERS

136 NORTH STREET

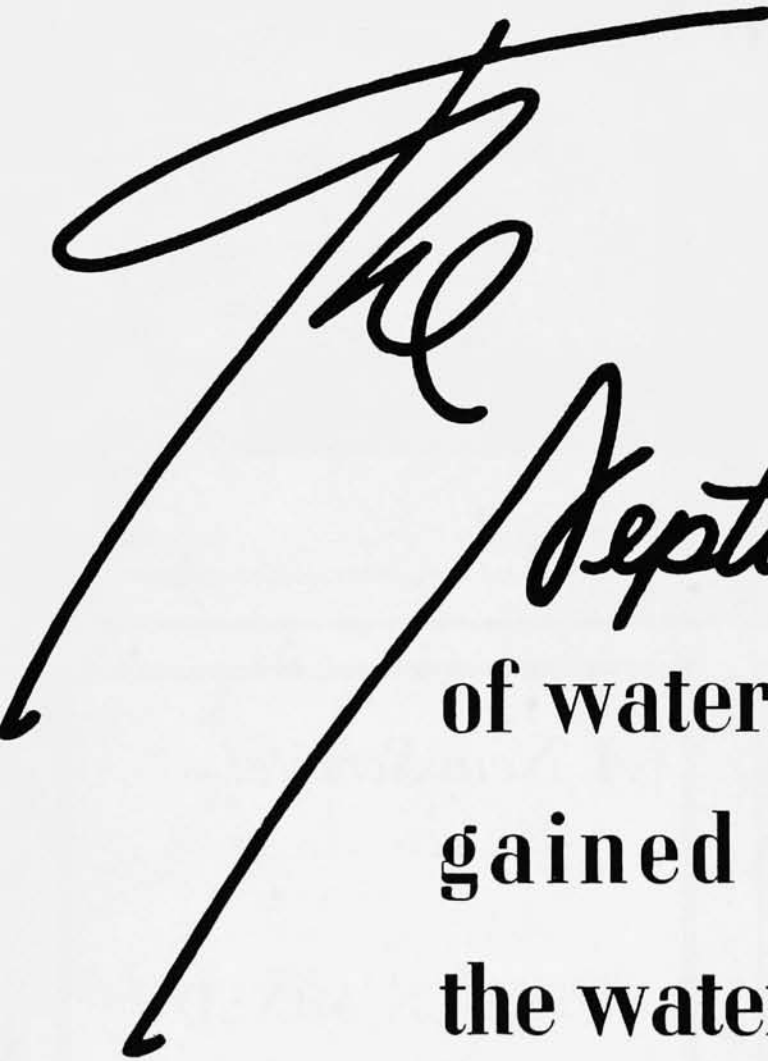
A New Service!

TRUCK MIXED
CONCRETE

I. M. Ludington's Sons, Inc.

720 Lexington Avenue

TELEPHONE—GLENWOOD 757



The
Septure method
of water meters utilizing
gained and holds the
the water works field for
sustained accuracy and

of precision manufacture
the disc principle has
continual APPROVAL of
unparalleled sensitivity,
low maintenance cost.

1892



1939

A Complete Real Estate Institution



1014 Lincoln-Alliance Building

*Congratulations to
Irondequoit!*

TOWN TALK BAKERY, INC.
601 PULLMAN AVENUE
Glenwood 6772

"Every Day We Go Your Way"

WAMBLU CORPORATION

Manufacturers

Paints, Varnishes, Japan, Shellac, Enamel
Pure White Lead and Linseed Oil
House Paint

STONE 2634
STONE 2633

1378 RIDGE ROAD EAST
ROCHESTER, N. Y.

HEINRICH-SEIBOLD STATIONERY CO.

"Everything under the sun for the office"

DELUXE LOOSE LEAF EQUIPMENT

VICTOR VISIBLE—VICTOR FIRE MASTER FILLS
WOOD AND STEEL DESKS—STORAGE CABINETS
SCHOOL SUPPLIES AND EQUIPMENT

86-88 Exchange St., Rochester, N. Y.

Phone: Main 5282-5281

Congratulations on your Centennial celebration!

We appreciate and enjoy the patronage and friendly spirit of neighborliness of the town residents, whom we have served for a period of fourteen years with honest, courteous service at all hours, day and night.

MANDELL'S
CUT RATE PHARMACY
PRESCRIPTION SPECIALISTS

Portland at Norton

Main 8018

ROCHESTER, N. Y.

MANN BUILDERS SUPPLY CO.

*Mason Supplies
Paint and Varnish Products*

436 CONKEY AVE.
GLENWOOD 3200



FIRST IN MORTGAGES

On March 10, 1832, the Rochester Savings Bank granted its first mortgage loan to Mr. Thomas Kempshall of the village of Rochester. The amount was \$2,000. It was paid off and discharged in 1844. This was the first Rochester Savings Bank mortgage and it was the first recorded mortgage by any mutual savings bank in the State of New York.

In 1839, seven years after this first mortgage was made, the town of Irondequoit was founded. Since then we have helped finance the building and buying of hundreds of homes in Irondequoit. We are pleased to have played a part in the growth of your town. We will continue to be of service.

Today—we are lending money on first mortgages for building or buying homes or for refinancing present mortgages. We can help you and we welcome the opportunity to do so. A discussion involves no obligation. Come in and see us about your new home.

ROCHESTER SAVINGS BANK

• TWO CONVENIENTLY LOCATED OFFICES •
MAIN ST., Cor. of FITZHUGH • • FRANKLIN ST., Cor. of NORTH



COMPLETE, FRIENDLY BANKING SERVICE

THIS INSTITUTION offers all the facilities of a modern commercial bank: checking accounts, special interest-bearing deposits, commercial and collateral loans, FHA (U. S. Government-insured) mortgages and modernization loans, personal loans, foreign drafts, letters of credit and travelers checks. As a Trust Company, it is authorized to act as executor, administrator and trustee under wills and agreements.

The accounts of corporations, firms and individuals are solicited. A reputation for service, earned through more than fifty years of successful operation, assures them of complete satisfaction.



CENTRAL TRUST COMPANY

Organized June 12, 1888, as The Central Bank of Rochester
Capital Funds, \$1,800,000 •• Deposits, \$17,000,000
25 East Main Street •• Rochester, N. Y. •• 1806 East Ave.

Member Federal Deposit Insurance Corporation

AMERICAN CLUB BEVERAGES

We cater to
HOTELS, RESTAURANTS AND CLUBS
We make home deliveries
club sodas, gingerales and all flavors

CULVER 911

75 NEWPORT ROAD
OFF RIDGE ROAD

May all of the good wishes expressed for Irondequoit as its first century ends be fulfilled in its next.

A Neighbor

Tire and Battery Service
Minor Repairs
SUMMERVILLE SERVICE
STATION

4914 St. Paul Boulevard
Phone: *Charlotte* 842

NEWPORT SAND & CEMENT CORP.

20 Years of Quality and Service
Contractors' and Builders' Supplies
Truckload or Carload
Office—165 Humboldt St. Pit—Ridge Road East
Phone—Culver 1724



CONGRATULATES

the Town of Irondequoit and wishes it every success for its Centennial Celebration.

Next year "Y and E" will celebrate its sixtieth year. Founded in Rochester in 1880, "Y and E" has served business throughout the world. Quality merchandise, a complete line and Fair dealing have brought their reward.

It will pay you to visit our show-rooms at 41 Chestnut Street and inspect the new **STYLE-MASTER STEEL DESKS**. One of many items for your office.

YAWMAN & ERBE MFG. CO.

Black Diamond Coal Co.

Distributors of

"Old Company's Lehigh Anthracite Coal"

Black Diamond Coke

High Grade Bituminous Coal

Fuel Oil

Burn Buckwheat Coal with Natural Draft—Use a

"Superfine Coal Burner"

No blower, fan or electricity required

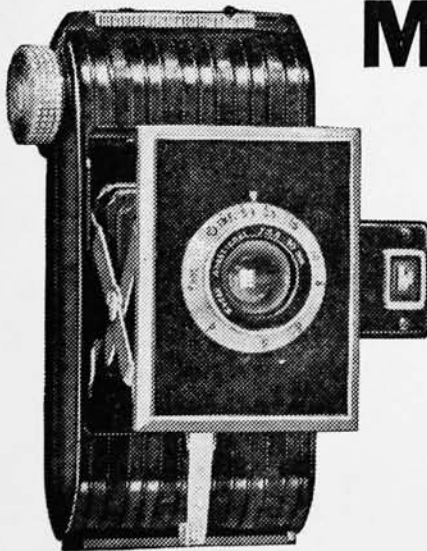
Black Diamond Coal Co.

MAX COHEN, PRESIDENT

190 York Street

Genesee 7800

IN ROCHESTER... It's MARKS & FULLER



for

- CAMERAS
- PHOTO FINISHING
- ENLARGEMENTS
- FILM
- MOTION PICTURE SUPPLIES
- PHOTO ACCESSORIES
- PROFESSIONAL SUPPLIES

*Consult Us About Your Color Photography Needs
—We Specialize!*



MILLER'S
"Little Joe Jeddo"



Listen Folks!! You'll Get More
Heat With Less Work

If You Use Miller's Superior Quality

JEDDO COAL

Clean Deliveries • Modern Trucks

Courteous Drivers

A. R. MILLER, Inc.

500 WEST AVE.

COAL... COKE... FUEL OIL

Take A Tip!
ORDER NOW
AT LOW
SUMMER PRICES!
Telephone
GEN. 20

Going Toward the Century!

Office 69 Years Old

R. S. PAVIOUR & SON, INC.

GENERAL INSURANCE

One of our representatives, Walter E. Schroedel,
lives in Irondequoit

CALL US

FOR YOUR

Electrical Needs

- *Refrigerators* -

- *Radios - Oil Burners* -

- *Repairs* -

BIDDLE ELECTRIC CO.

90 EXCHANGE ST.

MAIN 3924

JOHN R. BOURNE

Stationery—Office Supplies

Rubber Stamps—Steel Stamps—Stencils

Stock Certificates

Notary and Corporation Seals

Fountain Pens

Greeting Cards for All Occasions

Telephones—Main 1233-1234

131-133 STATE STREET

Congratulations

to

Irondequoit

from

HART'S

Rochester's Greatest Grocers

The Hotels OF ROCHESTER

in a spirit
of pride and
neighborliness

Salute
IRONDEQUOIT
and all her population on the
completion of 100 years of
splendid progress

HOTEL CADILLAC
HOTEL HAYWARD
HOTEL POWERS

HOTEL ROCHESTER
HOTEL SAGAMORE
HOTEL SENECA

The Irondequoit Centennial

1839-1939



directs attention not only to the age of the community but also to its substantial progress since the first settlers built their cabins in this virgin land.

The faith of the founders has been justified in this growing community of beautiful suburban and lakeside homes.

Rochester Trust & Safe Deposit Company, founded fifty-one years ago as Rochester's pioneer Trust company, shares in Irondequoit's pride in the past and in its reasoned confidence in the future.

ROCHESTER TRUST *and Safe Deposit* COMPANY *Main Street West and Exchange*

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION



CONGRAT

TOWN *of*

RETAIL MERCH

Rochester Cham

ULATIONS...

to the proud population
of the great and growing

IRONDEQUOIT

on the happy occasion
of her 100th Anniversary



ANTS COUNCIL
ber of Commerce

Fincher Motors, Inc.
18 South Union St.

OLDSMOBILE



Central Chevrolet, Inc.
200 East Ave.

CHEVROLET

CLARENCE W. SMITH
INCORPORATED

BOOKSELLERS
STATIONERS
IMPORTERS

343-345 EAST AVENUE
ROCHESTER, N. Y.

LET
Cope cope with your
REALTY PROBLEMS

We are specialists in

HOME SITES
SALES

BUILDING SERVICES
MORTGAGES

COPE REALTY CO.

69 PARKSIDE CRES.

GLENWOOD 3036

THE PAINE DRUG COMPANY

Established 1820

Rochester's Oldest
Retail Establishment

24 AND 26 MAIN STREET EAST

ESTABLISHED 1865

INCORPORATED 1902

JOHN LUTHER & SONS CO.

Building Contractors

87 STILLSON STREET

ROCHESTER, N. Y.

LONG'S
DREAMLAND PARK
SEA BREEZE

*For 60 Years, Western New York's
Greatest Amusement Park*

GEORGE W. LONG, *Manager*

IRONDEQUOIT
1839 — 1939

EAST SIDE SAVINGS BANK
1869 — 1939

TOGETHER *on our Anniversaries*

SEVENTY YEARS AGO when the East Side Savings Bank was founded, it was a long, slow drive to and from Irondequoit. Yet good friends there came to wish us well and to place their confidence in our future as they placed their money in our keeping. Now we go to the people of Irondequoit to spend the week with them in joyful celebration of the Irondequoit Centennial. We go as friends to friends, reminiscing pleasantly of our past relations and looking to a happy future together.

EAST SIDE SAVINGS BANK

ROCHESTER, N Y.

54,000 DEPOSITORS
DEPOSITS, \$28,800,000.00

MORTGAGE MONEY AVAILABLE
SMALL SAVINGS ACCOUNTS WELCOME

Safe Deposit Boxes . . . Travelers Checks . . . Christmas Club

RAPPL & HOENIG CO.
MASON SUPPLIES — EXCAVATING
SAND AND GRAVEL
STONE 218
1441 Ridge Road East

RILEY-SAUNDERS
AGENCY
Insurance Surety Bonds
47 STATE ST.
Main 584

Compliments of
FROMM BROS.
DELICIOUS SAUSAGE
At your dealer's, or call
Genesee 2700

Congratulations and
Best Wishes from
FOREST HOUSE
Ridge and Culver

HIGH SPIRITS LOW PRICES

ST. PAUL LIQUOR STORE

1286 St. Paul St., Cor. Ave. C

We Deliver

GLENWOOD 2033

RUBE NATAPOW

1839—CONGRATULATIONS—1939

— from —

REQUA ELECTRICAL SUPPLY COMPANY, INC.

WHOLESALE ELECTRICAL SUPPLIES

91-93 St. Paul Street

Rochester, N. Y.

HIGH-GRADE

NEW and USED CARS

Call Culver 3437 or 3438

KELLETT CHEVROLET CO.

1923 Ridge Road East (Near Culver)

Compliments of

ROCHESTER PETROLEUM CO.

226 KENT ST.

Cities Service Oil Distributors

DO YOU NEED MONEY

TO MEET AN EMERGENCY? ASK ABOUT OUR

Low Cost Personal Loans

AVAILABLE TO THOSE STEADILY EMPLOYED

No Co-Maker Or Collateral Required

NO RED TAPE SMALL MONTHLY REPAYMENTS

IF YOU CAN'T CALL, TELEPHONE OR WRITE FOR AN APPLICATION FORM

Genesee Valley Trust Company

The Bank of Personal Service (Member of F.D.I.C.), Exchange & Broad, Rochester

IRONDEQUOIT—You're 100!

—We salute you, and want you to know:

For more than 50 YEARS we have been furnishing our clients with dependable protection together with prompt, efficient personal service.

We are a trained organization representing reliable insurance companies of proven financial stability and we offer a complete INSURANCE SERVICE.

HAYES, SHARP & HAGGERTY, INC.

T. A. SHARP, Pres. C. E. HAYES, Treas. C. R. HAGGERTY, Secy.

TWO CONVENIENT OFFICES

414 Main St. E., Cor. Gibbs St. 833 Genesee Valley Trust Bldg.

TELEPHONES:

STONE 1195

STONE 1196

STONE 1197

Compliments of

Joseph M. Scanlon

264 East Avenue

Flowers for all occasions

J. B. KELLER SONS, INC.

28 CLINTON AVE. N.

Florists

STONE 484

CENTENNIAL CONTRIBUTORS

- | | | |
|---------------------|----------------------|--------------------------|
| Raymond L. Bauer | John Jechl | Emerson C. Pfeiffer, Sr. |
| William Bausch | Alfred A. Johns | Emerson C. Pfeiffer, Jr. |
| Leon L. Benham | Charles W. Joyce | |
| Joseph Bevacqua | Ryland M. Kendrick | Homer Randall |
| W. O. Boswell | Henry Klem | Chester Rayton |
| Chester A. Boyce | William H. Klenke | Harold L. Reitz |
| Thomas E. Broderick | Thomas Lannin | William Ringlestein |
| Ely Buell | Arthur H. Lauterbach | Anthony J. Ritz |
| | Walter G. Lauterbach | Walter Rodenhouse |
| Charles H. Clark | Carl Loeb | |
| James Colby | George R. Lunn | Louis Schaeffer |
| Archie S. Craig | | Edwin H. Schlueter |
| | Dr. Albert J. Magnus | C. Walter Schneeberger |
| Ella H. Dale | George B. McAvoy | M. Grace Schneeberger |
| Raymond F. Decker | George F. McGrath | William J. Schroeder |
| Simon Del Grande | Fred P. Miller | Walter Schuchart |
| | Mary Jean Miller | Theodore C. Seitz |
| Harold G. Ensign | S. Louise Miller | William G. Sink |
| | Burt Mohlar | Frank J. Smith |
| George J. Gray | Dr. W. S. Muir | Herbert C. Snelgrove |
| Maud D. Gray | Walter H. Mulcock | Edward A. Springer |
| Raymond A. Griffin | | Joseph Stabel |
| Llewellyn P. Gunson | | |
| | Rudolph A. Olson | Peter Tettelbach |
| R. Seward Hagaman | Daniel J. O'Mara | Oscar C. Thorpe |
| Thomas C. Hanevy | | Harry S. Torrey |
| Hon. Arthur L. Hart | G. Herbert Pardee | E. Maurice Trimble |
| George Haupt | Raymond R. Parkinson | |
| Albert H. Herbst | Howard R. Patterson | Hon. John VanVoorhis |
| George Hessler | Charles W. Peiffer | |
| Charles J. Hoehn | Joseph C. Peiffer | Eugene F. Wambach |
| Fred E. Hussey | Willard T. Perkins | William Widman |
| | Ernest Petry | Mrs. Roland T. Will |
| G. Arthur Jackson | | |

Compliments of
LESCHORN BROS.

Remember
SMALLINE
FOR YOUR
DRUG NEEDS

Smalline's Clinton-Ridge
 Pharmacy
 A. SMALLINE, Ph.G.
 N. Clinton and Ridge Rd., Rochester, N. Y.
 Glenwood 4649

CULVER HILL GARAGE
QUALITY FUEL OIL

GAS, OILS, TIRES AND BATTERY SERVICE
 CULVER ROAD CULVER
 AT NORTON 1264

ALBERT G. JUNG

Westinghouse
 Refrigerators - Washers - Ironers
 209 Ridge Road East Glenwood 4235

THE HALOID COMPANY

ROCHESTER, N. Y.
Makers of
 HALOID PHOTOGRAPHIC PAPERS
 RECTIGRAPH PHOTO-COPYING MACHINES
 HALOID AND RECTIGRAPH PHOTO COPY PAPERS

IRONDEQUOIT—

We're proud of you!

—A Rochester Neighbor

Genesee 57 Established 1895
 MONROE BLOCK CO., Inc.
 OUR NEW HOME
 CEMENT BLOCKS
 MASON'S SUPPLIES
 48 Olean St., Rochester, N. Y.

BOESEL'S BAKERY

HIGH-GRADE BAKED GOODS
 HOMEMADE CANDIES
 864 Clinton Ave. N., Rochester, N. Y.

Irondequoit Fruit Juice Co.

Manufacturers of
Quality Beverages, Bottled at the Spring
 3000 East Ridge Road
 PHONES: Culver 4437 - Culver 1680-R

WOLF ADVERTISING
SERVICE

8 North Water St.
Multigraphing—Addressing
Mimeographing—Mailing
 MAIN 1792 MAIN 2445

Compliments of

E. ROBERT ANDERSON

LOUIS SHULMAN & CO.

Tailors
 72 East Ave. Stone 47

The Official Red Wing Hot
ZWEIGLE'S

Delicious and Tasty
 Also sold at leading Markets,
 Road Stands and Summer Resorts
 210-214 Joseph Ave.
 STONE 6944-45

CLUB WINDSOR

"An Irondequoit Resort of Distinction"
(Formerly Windsor Beach Hotel)
 LEGAL BEVERAGES NIGHTLY FLOOR SHOW
 Nationally Famous Orchestra
 JACK RAMA, MANAGER

Congratulations from
BARNEY'S RESTAURANT

48 EAST AVENUE
"Your Downtown Host"

Best wishes to IRONDEQUOIT
on her 100th Birthday

QUALTOP BEVERAGES, INC.

Exclusive Distributors of
 CLICQUOT CLUB

A. N. MARTIN SONS, INC.

BUILDING MATERIALS
"CELLAR TO ROOF"
 WEBSTER, NEW YORK

Irondequoit Standbys!
WONDER BREAD AND
HOSTESS CAKE

extend their Greetings through
 CONTINENTAL BAKING Co.

WILLOW POND FRUIT FARMS

Offering Irondequoit's Choicest
 FRUITS and VEGETABLES
 at our Roadside Stand
 1090 TITUS AVENUE

WOOD SPECIALTIES, Inc.

Sash - Doors - Interior Trim - Mill Work
Cabinet and Fixture Work
 W. F. MAAS 124 Railroad St.
 PRES. ROCHESTER, N. Y.

G. BAREIS & SON

Everything in Footwear
 826 JOSEPH AVENUE

URBAN F. RITZ

269 Pinecrest Drive
 IRONDEQUOIT

MAX J. SCHLOSSER

TYPEWRITERS
 469 MAIN ST. EAST
 Stone 1557

You're sure to get the
RIGHT TRUCK when you get an
INTERNATIONAL
 42 Models and 142 Wheelbase
 Lengths cover every hauling need

W. C. RUDMAN

1982 RIDGE ROAD EAST CULVER 1598

One of Rochester's Oldest
Business Concerns Is Pleased
To Salute Irondequoit's
Merchants and Citizens on
the Occasion of Their Town's
100th Anniversary.

"Baked Goods You'll Like"
A Complete Line of Baked Goods
WHITE STAR BAKERY
1467 EAST MAIN STREET
Culver 2600

Compliments of
GENESSEE
RIBBON & CARBON CORPORATION
MAIN OFFICE AND FACTORY
51 WHITTLESEY ST., ROCHESTER, N. Y.

Rochester Stationery Company
Complete Line of
Office Equipment and Supplies
PHONE: MAIN 7186
108 Mill Street, Rochester, New York

CHAS. F. BUELTE, INC.
General Insurance
512 Genesee Valley Trust Bldg.
Phones: Main 680 — Residence, Monroe 940

MUXWORTHY'S HARDWARE
563 Titus Avenue Phone Glenwood 3725
Featuring the Eclipse Lawn Mower

Residence, Main 2272-W Office, Main 1457
ACME DISTRIBUTORS, INC.
QUALITY BEVERAGES
Lime Rickey—Lime Lithia
English Style Pale Dry Ginger Ale
41 BUCHAN PARK

Congratulations, Irondequoit!
From a Friend
in the
Fifteenth Ward

Congratulations and Best
Wishes to Irondequoit
Edward B. Gottschalk

Wm. J. Meisenzahl Albert Meisenzahl
Meisenzahl Bros. Coal Co., Inc.
Coal — Coke — Fuel Oil
General Office, 695 Portland Avenue
Telephone Stone 1330

CULVER 896 CULVER 3005
NEWPORT HOUSE
ON IRONDEQUOIT BAY
Steak, Chicken and Fish Dinners
Orchestra — Dancing
Geo. W. Henner, *Proprietor*

ALOYS G. FISCHER
PLUMBING AND HEATING
23 Frankland Road, Rochester, N. Y.
GLENWOOD 4976

EZRA J. BOLLER AGENCY, INC.
EVERYTHING IN INSURANCE
834-836 Granite Building
Rochester, New York

H. N. SCHLICK & CO.
Coke — Coal
115 Joseph Avenue
TELEPHONE STONE 5985 — 5986

RUSSEL B. MASON CO.
Farm and Mason Supplies
Coal and Coke
Buyers and Shippers of
Select Fruit and Produce
WEBSTER, NEW YORK PHONES 291 - 292

A Rochester Friend
of Irondequoit says:
"May the Second 100 Years
Be Better Still"

LELAND T. PFLANZ
168 Somershire Drive Glenwood 5035
"Custom Built Homes"
Locate on Mayfair Drive
and Mt. Clair Drive
Large Lots Available

LU RITTER'S
4918 CULVER ROAD, SEA BREEZE
All Legal Beverages
Culver 5515-M

WILLYS OVERLAND PRODUCTS—Sales—Service
BEALE MOTOR COMPANY
Distributor
Cars — Trucks — Parts
Evans L. Beale 4306 Culver Rd. Culver 3163

DUTTONS
INSURANCE
OFFICE

BURR & STARKWEATHER CO.
Bottled Gas and Glenwood Ranges
for Suburban Homes
Jacobsen Power Lawn Mowers
39-57 Mt. Hope Ave. Stone 3016-3017

SAMUEL SLOAN & Co.
67 Exchange Street
Wholesale Plumbing and Heating Supplies
Showroom Visitors Welcome

PHONE, GLENWOOD 1154
C. H. Bantel Company, Inc.
QUALITY COAL SERVICE
QUALITY COKE SERVICE
FUEL OIL
785 Dewey Avenue Rochester, N. Y.

Compliments of
JOHN R. HANNA
Funeral Director
CULVER 328
1826 Ridge Road East, Rochester, N. Y.



"And when at last is journey's end, all sails nod graceful to the breeze"



Legend

-  CHURCH
-  SCHOOL
-  FIREHOUSE
-  CEMETERY
-  TOWN HALL

DURAND EASTMAN PARK

ONTARIO

LATEST MAP
OF
Irondequoit
1939



3 9077 03113618 0

