Outer Lot No. 125, (part of,) Ira A. Blossom, June 30th, 1828.
do No. 126, Isaac Davis, October 9th, 1812.
do No. 133 and 134, James Rough, October 9th, 1812.
do No. 135, Jabez Goodell, November 11th, 1834.
do No. 136, " " June 14th, 1817.
do No. 137, " " July 22d, 1825.
do No. 138, Jas. and Henry Campbell, June 22d, 1815.
do No. 139, Eli Hart, April 1st, 1815.
do No. 140, Amos Teft, October 23d, 1815.
do No. 141, Matilda Sharp, July 26th, 1814.
do No. 142, Philo Andrews, April 16th, 1810.
do No. 143, Henry Lake, March 16th, 1810.
do No. 144, Samuel Helm, December 22d, 1809.
do No. 145, Jabez Goodell, April 8th, 1816.
do No. 146, " " July 22d, 1825.
do No. 147, " " December 1st, 1823.
do No. 148, Silas A. Fobes, November 8th, 1834.
do No. 149, James Sweeney, August 23d, 1825.
do No. 150 and 151, Walter M. Seymour, December 1st, 1827.

CHAPTER IV.

BUFFALO AS A CITY.


The preceding chapter finished the history of Buffalo as a village and noted the first step in its existence as a city under the most auspicious prospects. The first election of city officers was held May 28th, 1832, resulting as follows:

Mayor—Ebenezer Johnson.*
Clerk—Dyre Tillinghast.
Treasurer—Henry R. Seymour.
Attorney—George P. Barker.
Surveyor—J. J. Baldwin.
Street Commissioner—Edward Baldwin.
Chief Engineer Fire Department—Isaac S. Smith.

* Ebenezer Johnson died at Tellico Plains, Tenn., February 8th, 1840, aged 81 years.
Aldermen.

First Ward—Isaac S. Smith, Joseph W. Brown.
Fourth Ward—Henry White, Major A. Andrews.
Fifth Ward—Ebenezer Walden, Thos. C. Love.

The boundaries* of the five city wards as established by the charter, were as follows:—

"First Ward—All that part of the city which lies south and east of the following lines, viz., beginning at a point in said reservation, where a line drawn through the center of Exchange street, would strike said reservation; thence along said line to the center of Exchange street; thence proceeding westwardly along the center of said street to Cazenovia Terrace; thence to the center of Cazenovia Terrace; thence westwardly and northerly along the center of said Terrace to the center of Erie street; thence along the center of Erie street to the center of Erie canal; thence along the center of the canal to the west bounds of York street; thence down the west bounds of York street to Lake Erie; thence due west to the State line.

"Second Ward—All that part which lies east of the center of Main street, and north of the center of Exchange street, and north of a line drawn through the center of Exchange street to the said reservation, and south of the center of Eagle street, and south of a line to be drawn in continuation of the north line of Eagle street, to the Buffalo creek reservation.

"Third Ward—All that part of the city lying westerly of the center of Main street and northwesterly of the bounds of the First Ward, and southeasterly of the northwestwesterly bounds of said York street, and southwesterly of the center of Niagara street.

"Fourth Ward—All the residue of said city, lying east of the center of Main street, and north of the center of Eagle street.

"Fifth Ward—All the residue of said city, lying west of the center of Main street, and northeasterly of the center of Niagara street."

Early in the summer of 1832 an unwelcome visitor made its appearance in the city, leaving sorrow in its track and producing a marked and depressing effect upon all kinds of business enterprise; this was the terrible and fatal scourge, the Asiatic cholera, which swept over the entire country during that year. Although Buffalo suffered less from the epidemic than many of her sister cities, probably on account of efficient work by her new Board of Health and her healthful surroundings, still the dreaded and mysterious destroyer crossed hundreds of thresholds in the young city leaving mourning and dismay in many households. In midsummer during a portion of July and August, there were one hundred and eight-four cases in Buffalo, eighty of which proved fatal. A brick building on Niagara street was taken for a hospital. In July it was deemed necessary to close the "public burying

* These boundaries were greatly changed when the corporation was enlarged in 1853, as shown by comparison of the map of the city previous to that date, (printed herein) and the present city map.
ground," (which embraced the present site of the city and county building). This was done, and nine acres purchased near "the northeast bounds of the city," on farm lot No. 30; a portion of this was set apart for the Catholics. Daily bulletins were issued by the Board of Health, showing that during the summer the new cases of the disease daily ranged from one to ten. The Board of Health consisted of Dr. Ebenezer Johnson, (the Mayor), Lewis F. Allen, and Roswell W. Haskins. Dr. Marshall was city physician, and Loren Pierce was city undertaker. Mr. Allen still lives in Buffalo and vividly recollects the general feeling of fear and anxiety which pervaded all classes during that season; the venerable gentleman also relates some ghastly anecdotes of the experiences of himself and his brother officials, while in the discharge of their duties. Mr. Haskins was a nervous man, impulsive and quick in action, while Mr. Pierce was his opposite in temperament, quiet and methodical, doing his gloomy duty by the dead with a grim composure that was admirable, if not almost amusing. One night, Mr. Allen had retired at his home on Main street, worn out with his unusual labors, when a terrific thunderstorm arose. Near midnight he was awakened by a rapping at his window. Going to his door he met Mr. Pierce. The storm was at its height; the lightning flashed across the heavens and thunder rolled almost continuously. The appearance of the undertaker at such an hour on such a night, awakened in Mr. Allen's mind apprehensions of some new calamity.

"For heaven's sake, Pierce," he exclaimed, "what is the matter? Is there any new trouble?"

"No, nothing new," replied the tranquil undertaker; "I have six bodies in the wagon out here, on my way to the grave-yard, and I thought I would call and tell you that everything is all right."

"And have you called me up on such a night as this, only to tell me that you are taking six bodies to the grave-yard in a storm that threatens to drown the city? You don't mean to say that you are alone?"

"O, no," replied Pierce, "Black Tony is out there holding the horses; I guess we can manage it," and off into the storm and darkness went the faithful man, with his solitary assistant, to bury his harvest of the dead. It was, doubtless, an all night task, yet Mr. Pierce* was at his post in the meeting of the Board at eight o'clock the next morning, placid and deliberate as usual.

But the fatal scourge was conquered at last, (although it appeared again in a less destructive character in 1834,) and with its disappearance men again turned their attention to the business of life, and the young city assumed more than its former activity. The political excitement that attended the Anti-Masonic movement, had passed its zenith, which

* Mr. Pierce, the "Old Sexton," died May 24, 1870. It has been said that he had buried 35,000 bodies in Buffalo.
fact also inured to the business prosperity of the community. The great project of a railroad from Buffalo to the Hudson river was beginning to excite discussion, and railroads to other points were suggested; these and kindred projects formed one element in the flood of speculation and inflation that was soon to sweep over the country.

The first meeting of the new Board of Aldermen of the city was held June 4, 1832, at which the Mayor appointed the following standing committees:

- **Finance**—Walden, Blossom, Camp and White.
- **Fire and Water**—Smith, Root, Brown and Day.
- **Streets, Alleys, Canals and Ferries**—Andrews, Camp, Brown, Blossom and Love.
- **Wharves and Public Lands**—White, Walden, Blossom and Love.

John W. Beals and Samuel Jordan were appointed Assistant Engineers, and David M. Day was made City Printer.

The city government being thus established, Buffalo continued upon its brief period of outward prosperity and brilliant expectations. The tide of commerce flowed in from the West, and the products of that rapidly developing section found their way to the Queen City and thence into the Erie canal; the boats that floated down that great commercial highway, laden with grain, came back crowded with emigrants, many of whom settled in and around Buffalo. The fierce rivalry that had formerly existed between the city and Black Rock had become, to a great extent, a thing of the past; on the 29th of October, 1833, grading was begun on a horse railroad to connect the two places; two hundred rods of the road were completed in December, and a car began running; the cost of this road when finished was about $15,000.*

During the year 1833, transactions in real estate were numerous and prices somewhat advanced—the first premonition of that marvellous tide of speculation that swept over the land, reaching its climax in 1835-'36, involving almost the entire community in ruin or heavy loss. The city increased in population from 8,653 in 1830, to 15,661 in 1835; this rapid growth, with the inflation of the existing currency and the constantly increasing prices of real estate, combined to turn the heads even of steady-going business men; everybody turned speculator, and a large majority of the numerous real estate transactions were made on credit. The crash came in 1836, with all the disastrous consequences detailed in a subsequent chapter; this portion of the country has never experienced so serious a financial crisis, and Buffalo, from her commercial importance and the eagerness with which her citizens rushed into land speculation, was peculiarly unfitted to meet the shock. All through

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* At the launch of the new steamer, General Porter, on Saturday, November 23, 1853, the following toast was given by Dr. Chapin:

"Buffalo and Black Rock—one and indivisible; may their citizens continue to be united in enterprise and deeds of benevolence as long as Lake Erie bears a wave."
the year 1837, prices went down lower and lower, while bankruptcy and financial loss generally prevailed on all sides; recovery from this calamity was the slow process of years.

In the year 1836, so rapid had been the march of improvement, there were fifty-two miles of pavement* laid in the city, and the sewerage system was well inaugurated on some of the prominent streets.

In a paper read before the Historical Society in June, 1880, Rev. George W. Hosmer thus pleasantly referred to the city at this time:

"So came the Buffalo of 1836! We can see the old signs now along the docks and upon Main street—Joy & Webster, Sheldon, Thompson & Co., Smith & Macy, Wilkeson & Beals, Townsend & Coit, Hollister Brothers, Oliver Forward, Reuben B. Heacock, Judge Love, Dr. Johnson, Pratt & Co., William Williams, S. N. Callender, N. P. Sprague, General Potter, Albert H. Tracy, Millard Fillmore, N. K. Hall, Ira A. Blossom, H. K. Smith, Barker, Hawley & Sill, and physicians and ministers. I should like to call all their names as they come up to me. I have always thought it was a remarkable company of men here in Buffalo in that first period of the city. They had unusual practical force, and there were many among them with uncommon intellectual power. They compare favorably with the builders of other young cities of the West, whom I have known. And there were here in Buffalo, forty years ago, a company of women superior as the men. The new life quickened them and gave spirit and force to the culture and habits they brought with them from older communities."

Amendments to the act incorporating the city were passed in 1837, in relation to the schools, regulating the grade of the railroad within the city limits, establishing a workhouse and otherwise perfecting the municipal government. In spite of the "hard times" then prevailing, a company was formed, and a charter obtained for building a macadam road from Buffalo to Williamsville; the road was completed a year or two later.

In the winter of 1837-'38, what was known as the "Patriot War" created considerable excitement in Buffalo. This war was the result of Canadian discontent with the English government, finally breaking out in open rebellion. A great deal of sympathy with the "Patriots" was felt here; public meetings were held, which were addressed by prominent citizens, and the United States Marshal appointed thirty deputies from among the leading men of Buffalo, to prevent violations of neutrality between the two countries. The struggle ended about the middle of January, 1838; its history in detail has already been given in the preceding volume.

The winter of 1838-'39, is memorable as one of the mildest ever known along the lake country. In participation in the "Patriot War," the steamboat Robert Fulton went up the lake in January—a sight seldom witnessed.

* Mr. Lewis F. Allen states that when he arrived in Buffalo, in 1827, there was not a rod of pavement or sidewalk in the place.
In February, 1839, Dr. Cyrenius Chapin, having just revived his aged spirits sufficiently to express his sympathy with the rebellious Canadian subjects, in public speeches and otherwise, was overtaken by his last sickness. He died, and was buried with military honors on Washington's birthday, his funeral being attended by a vast concourse of people of the city. *

It was during this period just considered, when a war seemed probable, and the country had not yet escaped from its financial troubles, that the school system of Buffalo was reorganized. The public schools thus far had been ordinary district schools, unsuited to a growing city, and attended principally by children of the poorer classes. But in the financial crash of 1837, many private educational institutions went down and the people were compelled to turn their attention to the neglected public schools. Under a law passed early in 1838, the entire school system of the city was reorganized on a plan similar to that now in force. Oliver G. Steele was appointed superintendent, and much of the work incident upon putting the new system into operation, devolved upon him. The principal features of the reorganized system were large schools, divided into departments, thorough supervision by the superintendent, and substantially free instruction to all children residing in the city. In the summer of 1839, no less than six new school buildings were erected under Mr. Steele's supervision, and competent teachers were employed in all the districts. There was some opposition to this work, mainly on account of the heavy expenditure; but as a whole, the people supported the movement. This subject is fully treated in a subsequent chapter.

By the act of the Legislature passed in 1839, a Recorder's Court was created for the City of Buffalo, and the appointment of the Recorder was vested in the Governor. The term of office was four years, and it was held by Horatio J. Stow from 1840 to 1844; Henry K. Smith from 1844 to 1848. By the constitution adopted in 1846, the office was made elective by the people, under which it was held by Joseph G. Masten from 1848 to 1852; George W. Houghton from 1852 to 1854. An act was passed in 1854 by which this court was reorganized and merged into the present Superior Court, with three Judges, whose term of office was fixed at six years. Provision was also made that the incumbent of the office of Recorder at the time of the reorganization, should serve as one of the Judges of the Superior Court for the remaining portion of the term for which he had been elected. Recorder Houghton was, therefore, under this arrangement, entitled to serve two years as Judge of the new court. At the first election under the new law, George W. Clinton and Isaac A. Verplanck were chosen as the other Judges, and upon

* Further reference to Dr. Chapin, will be found in the chapter on the Buffalo Medical profession.
casting lots for the long and the short terms, Judge Clinton secured the full term of six years, and Judge Verplanck that of four years. The Judges of the reorganized court have been:

George W. Houghton, 1854 to 1856; I. A. Verplanck, 1854 to 1858; George W. Clinton, 1854 to 1860; Joseph G. Masten, 1856 to 1862; I. A. Verplanck, 1858 to 1864; George W. Clinton, 1860 to 1866; Joseph G. Masten, 1862 to 1868; I. A. Verplanck, 1864 to 1870; George W. Clinton, 1866 to 1872; Joseph G. Masten, 1871 to 1872; Joseph Sheldon, 1872, (now in office); I. A. Verplanck, 1870 to 1873; James M. Smith, 1873 to 1874; James M. Smith, 1874, (now in office); George W. Clinton, 1872 to 1878; Charles Beckwith, 1878, (now in office.)

Judge Masten died in the spring of 1871, after serving two terms and a half, or fifteen years, and James M. Humphrey was appointed by Governor Hoffman, to fill the vacancy. At the succeeding election in November, 1871, James Sheldon was elected as the successor of Mr. Humphrey.

Judge Verplanck died in the spring of 1873, after serving two full terms, and two fractional terms, or a little more than eighteen years, and James M. Smith was appointed to the vacancy, by Governor Dix. At the succeeding election in November, 1873, Judge Smith was chosen his own successor.

Judge Clinton was retired under the Constitution, on account of age, on the 31st day of December, 1877, and was succeeded by Judge Beckwith, who was elected at the November election preceding.

By the Constitutional Amendment of 1870, the term of office was extended to fourteen years, and it is also provided that the judges shall be elected for the full term of fourteen years, whether chosen to fill a vacancy, or otherwise.

The clerks of the court have been: M. Cadwallader, 1839 to 1844; Nelson Ford, 1844 to 1846; C. M. Cooper, 1846 to 1848; William Davis, 1848 to 1851; Jared S. Torrance, 1851 to 1856; Dyre Tillinghast,* 1856 to 1862; Thomas M. Foote, 1862 to 1863; Amos A. Blanchard, 1863 to 1865; John C. Graves, 1875, and now holding the office.

Previous to the year 1840, the Mayors of Buffalo were chosen by the Common Council. In the winter of 1839, a law was passed providing that the Mayors should thereafter be elected by the people. Sheldon Thompson was the first mayor elected under that law, in 1840.

In May, 1842, an agreement was finally consummated, after considerable negotiation, the details of which have been given in the preceding volume, by which the Indians gave up their Buffalo Creek reservation and other lands, to the Ogden Company, and during the years 1843 and 1844, the Buffalo Creek Indians departed from the lands where they

* Mr. Tillinghast was the first city clerk of Buffalo; he died March 16, 1872, aged sixty-four years.
had dwelt for more than sixty years, and which had been a favorite place of assemblage for the nation for nearly two centuries. From that time to the present, little has been seen in Buffalo of the dusky faces and stately forms of the race that made its site their home long before the ancestors of the city's present proud occupants looked forth upon the blue waters of the great lake. The stern and majestic chiefs, the lithe and graceful young braves, the quaintly dressed squaws and their offspring, once so conspicuous in the streets of Buffalo, are gone—whither; before what is called "the march of civilization," they have disappeared—a fate that cannot fail to awaken saddening reflections in the earnest and impartial mind, especially must this be true of those older residents of the city, who mingled with the once possessors of the soil and found much to admire in many of their untaught natures.

On Friday, October 18, 1844, the city was visited by a most remarkable and destructive gale, accompanied by an overflow of the lake. During the day a fresh wind had blown from the northeast. About eleven o'clock in the evening it shifted to the southwest and west and soon arose to a terrific gale which continued all night. The waters of the lake, which had been driven back by the northeast wind, were blown down upon the city causing a rise of two feet more than was ever known before or since. The damage to shipping and to the city was immense, and what was still more deplorable, between thirty and forty lives were lost, mostly by drowning. About one-third of the length of the stone pier was washed out; the wharves were badly damaged, and the flats east of Main and south of Seneca street presented a scene of wreck and desolation; stranded scows and canal boats, lumber and other debris were scattered in all directions; the brig Ashland was thrown upon the south pier; the steamer G. Dole was thrown high and dry into Ohio street, while just above her lay the Bunker Hill; the Columbus lay near Michigan street above high water mark, and the United States steamer Albert was high and dry below the pier, and a large number of canal boats were driven up on the land, from the Hydraulics to the bounds of the city. The loss of shipping on the lake was very heavy. Numerous buildings in the city were demolished or badly damaged. The engine-house of the Buffalo & Attica railroad was blown down, as was also the glass factory of H. Hodge & Co.,—while chimneys were demolished, cellars were filled and the shanties and small houses of poor people near the lake were destroyed and washed away. The damage in the city was estimated at as much as two hundred thousand dollars. Two girls were drowned in the basement kitchen of Huff's (now Moeller's) hotel, 95 Main street, and eight persons were drowned near Wilkeson's foundry, which stood near the site of the Wilkeson elevator. The calamity was an appalling one and its disastrous effects were only partially alleviated by the prompt action of the people
of the city in relieving the distress of the sufferers, through liberal subscriptions.

In the year 1845 the population of the city had increased to 29,773, from 18,213 in 1840, and the place had to a great extent recovered from the effects of the financial crisis of ten years before; in the rush of emigration westward and the general development of the country, that event was nearly forgotten by the masses of the people. The great elevator system, which has worked wonders for the commerce of Buffalo, was inaugurated by Joseph Dart in 1843, and was just beginning to bear its legitimate fruits. Fleets of grain-laden vessels, growing more and more numerous with each year, poured their golden cargoes into the boats, bins and elevators of Buffalo harbor, whence they were shipped forward to tide-water, leaving their tithe in the growing city and filling her wharves and streets with thousands of busy men. New streets were laid out and old ones were extended farther into the surrounding country; new buildings of better and more substantial architecture, arose on every hand, while municipal institutions and departments were improved and extended.

It was in this year (1845) that the grand project of the "University of Buffalo" was inaugurated; this institution was intended to rival the greatest universities of the country. The medical department was organized in August, 1846, as the Buffalo Medical College. Under the direction of the eminent physicians who then practiced here, the institution soon took a foremost position, which it has ever since held; but the university project ended with the establishment of the medical college.

The cholera visited Buffalo for the third time in May, 1849, in its most malignant form. On the last of May, one hundred and thirty-four cases had been reported, with fifty-one deaths. From that date down to about September 10, the scourge swept over the city, the number of cases daily averaging from fifteen to nearly one hundred, and the deaths from one to twenty-five. The total number of cases in the city was a little over three thousand, and the deaths nearly 900. In spite of vigorous action on the part of the Board of Health, as well as among the people at large, the career of the fatal disease was an appalling one and spread mourning and anxiety through the entire community. Many left the city for refuge in the purer air of the country, while the inhabitants of the surrounding towns dreaded the approach of residents of Buffalo. The disease carried off many prominent people, both in the city and country.

About the year 1850, the growth of Buffalo had been so rapid and the future of the city looked so promising, the project of enlarging its boundaries began to be discussed. At that time the town of Black Rock hemmed in the city on the landward side, as indicated on the map of the territory embraced in the first city limits. The movement towards
enlargement* took definite shape in April, 1853, when a new charter was
granted under the provisions of which the entire town of Black Rock was
absorbed and the enlarged city divided into thirteen wards. The new
municipal domain was about nine miles long, north and south, by from
three to five miles in width. The first election under the new boundaries
was for the year 1854; the mayor, comptroller, treasurer, attorney,
surveyor, street commissioner, superintendent of schools, overseer of the
poor, were elected for two years and the mayor ceased to be a member
of the Common Council, as had previously been the case, the presiding
officer of that body being selected from the members. Eli Cook (demo-
cratic) was elected mayor for 1854–55.

The new charter changed the boundaries of the wards substantially
to their present location, with the exception of the seventh and twelfth
wards, which were extended to their present limits in 1870. A com-
parison of the map of the city before it was enlarged, (in this volume,)
with the present city map, will indicate to the reader the character of
the changes in the ward boundaries.

In 1857 the era of prosperity which Buffalo had enjoyed for several
years was interrupted. The overdoing of business, speculation and gen-
eral financial recklessness, with inflation and depreciation of the currency,
produced their natural result. While this crisis and panic was not nearly
so disastrous as its predecessor of twenty years before, still it caused a
great deal of ruin and general "hard times," the effects of which were
seriously felt for two or three years after. A subsequent chapter devoted
to financial matters treats more fully of this topic.

On the 15th of April, 1861, the Buffalo morning newspapers were
ablaze with the tidings of the bombardment of Fort Sumter. The effects
of that event, as witnessed in this city, were similar to those in other
localities. Business almost ceased. War was the topic on every tongue.

*Although the city had shown remarkable development during the few years just preceding
1852, yet some portions of it fell very far short of their present condition will be inferred from
the following extract from the Historical Address of Charles E. West, LL. D., at the Twenty-fifth
Anniversary of the Buffalo Female Academy, in 1875:—

"The older persons of my audience will remember that no improvements had been made in
this part of the city, (the vicinity of the Female Academy). Our beautiful Delaware Avenue was
not paved—a broken plank sidewalk was all it could boast; no water or gas pipes had been laid—a
few miserable oil-lamp lights only served to make the darkness more hideous. The cottage stood
with a fine yard of evergreens and two stately willows as sentinels in front—its garden and low, lonely
sheds in rear; while beyond was an unsightly piece of ground, covered with rubbish, called a park,
the common rendezvous of hogs, geese and dirty children. Such was the aspect and condition of
things, when the Academy began its work. Everything had to be done. How different the Dela-
ware Avenue of to-day from the Delaware Avenue of twenty-five years ago! Just north of us, on
one side, were a lumber yard, a brick yard and a soap factory, while further up on the other, were a
lead factory and some dilapidated military barracks. Scarcely a house of any pretension was to be
seen—but how much changed! The wand of the fairy magician has wrought its wondrous transfor-
mations! Palatial residences, with their beautiful parterres of flowers and evergreens, have sprung
up, the admiration of the stranger! Then, the Avenue led nowhere but to the swamps of Scajaqua-
da Creek and the more desolate lands beyond; but now it leads to the beautiful city of the dead and to
the lovely Park with its pathways, its serpentine walks, its romantic lake and miniature islands, and
its expansive lawns dotted with umbrageous oaks of a century's growth! Such are some of the
physical changes which have marked the quarter-century we are contemplating."
The high treason was denounced on every hand. When the first shock of the portentous event had passed away, then the citizens of Buffalo showed themselves as fully imbued with patriotism and liberality as the people of any other city in the Union. The militia put itself in readiness for active duty. The people subscribed $30,000 to provide for volunteers and their families, to which sum the Common Council added $50,000. War was imminent and the people began in earnest to prepare for it. Nearly a hundred of the prominent elderly citizens of the city enrolled themselves as a company of "Union Continentals." The old Continental uniform was adopted and ex-President Fillmore was chosen Captain of the company.

Of the part taken in the bloody strife that followed, by the thousands of volunteers from the city of Buffalo and the surrounding towns of Erie county, the reader has been given a detailed history, as far as it is accessible, in the preceding volume. It is sufficient to say here that the sons of the Queen City went forth, many of them never to return, to do their part in the struggle for the permanence of the government, with the same high degree of patriotic devotion that inspired the whole people of the State, and as numerously in proportion to the population of the city, as volunteered from any other similar community in the country.

Just after the breaking out of the war, late in 1861 or early in 1862, the lamented Guy H. Salisbury wrote as follows, in comparing the city at that time with its condition in 1836, twenty-five years before:

"In 1836 we had less than 16,000 inhabitants. Now we may in round numbers count 100,000. We had then but a single street paved, for one-fifth of a mile in length—now we have fifty-two miles of superior pavement in one hundred and thirty-seven streets or two hundred and fifty-nine times as much as in 1836. Then we had but one mile of imperfectly constructed sewers, in three streets—now we have an extensive and connected system of sewerage, of which fifty-two miles have already been built in the most substantial manner, in one hundred and twenty-four streets, the benefits of which to the public health, cleanliness and comfort will be incalculable. We had then but the dim lamps of the oyster cellars to light the steps of benighted aldermen and drowsy watchmen—now we have one of the best gas works in the Union, whose castellated edifice is a model of graceful architecture, and which has laid down fifty-five miles of street mains, furnishing a beautiful light to over twenty-one hundred street lamps, elevated on a tasteful iron column, whose long lines of flaming cressets are in brilliant contrast with the sombre gloom through which we used to grope our way. Then we obtained the indispensable element of water from public and private wells, often at inconvenient distances; while, for the extinguishment of fires, we had to depend mainly upon reservoirs under the streets in only the central parts of the city, that were filled by a "Water-Jack" affair, drawn to and from the canal by a pair of horses. Now, we have the current of the Niagara river flowing in large iron pipes through every section of the city, supplying numerous hydrants, whence our principal steam fire-engines have always an exhaustless supply for arresting conflagrations; while in our residen-
ces the touch of a child’s finger can summon the gushing waters as easily as could the nymphs of Undine, midst their native streams.

“Our harbor was in 1836 of such limited capacity as to present a seeming barrier to the increase of our commercial business. Now, by an enlarged and liberal system of improvement we have in all, some thirteen miles of water front, for lake and canal craft—enough to answer all the wants of our commerce for an indefinite period. This, too, is exclusive of Black Rock harbor, and the new commercial emporium of Tonawanda, which, some years since, neglecting her mullet fisheries, had ambitious aspirations to become an infant rival of Buffalo and a colony of Cleveland. It has been understood that the experiment was not a success.

“In 1836 we had but a single railroad running into Buffalo—that from Niagara Falls—of not less than twenty miles in length, with no connection whatever with any other road. Now, we have the great New York Central, with its vast freight and passenger depots and enormous business—the New York and Erie, the terminus of whose line, is practically here—the Buffalo and State Line, with its interminable western connections—the Buffalo, New York and Erie, and the Buffalo and Lake Huron, connecting with the Great Western and Grand Trunk railways, and altogether with over 2,000 miles of Canadian roads.

“And in the convenience of local travel, within the city limits, the change is great indeed. In 1836 we had but four omnibusses, making hourly trips through a part of Main street, and literally a one-horse railroad that made occasional trips between the terrace market and Black Rock ferry. Now, we have eleven miles of well built double track street railways, through our most important avenues, running sixty elegant passenger cars, not surpassed in any city, that make regular trips every five and ten minutes, greatly facilitating the travel and intercourse between the distant sections of the city, rendering a suburban residence a cheap, accessible and desirable home, and adding more to the permanent value of the property thus benefitted, than all the cost of the roads and their ample equipment.”

On the 25th of January, 1865, the American Hotel was burned to the ground, and James H. Sidway, William H. Gillett and George H. Tiff, were killed by a falling wall.

As will be seen by a perusal of a subsequent chapter, the manufacturing interests of Buffalo had not developed to a very encouraging degree previous to about 1860. At that time earnest men of the city made a vigorous effort to stimulate interest in the subject, and to attract capital from other points for investment in manufacturing in this city. An “Association for the Encouragement of Manufacturing in Buffalo,” was formed, through the efforts of which, combined with a growing conviction that this was a desirable point for the establishment of manufacturing enterprises, an impetus was given in this direction, the effects of which have continued down to the present time. The growth of the city in this respect has been of a healthy and permanent character; few failures of important manufacturing establishments have ever occurred, and the present importance and future supremacy of Buffalo, over most
other cities of its size, in respect to its manufactures, is generally acknowledged. The proper development of these interests cannot but prove a powerful element in the future growth and prosperity of the city.*

In 1862, a law was passed under the provisions of which the different wards of the city were allowed more than one Supervisor each, as had previously been the case, with the exception of the Thirteenth Ward. The First, Second, Fourth, Fifth, Sixth and Seventh Wards had three Supervisors in the year 1862, and after that year, two each, the same as all the other wards, except the Thirteenth.

The last time that warlike demonstrations were made in the city of Buffalo was during the first half of June, 1866, when the city was made an important rendezvous by the Fenian organization preparatory to its invasion of Canada. During that futile attempt to capture Canada, as a preliminary step to the subjugation of Great Britain, Buffalo was the headquarters of detachments of the Fenians, and a point of departure for Canadian soil, as well as a haven of retreat at the end of the inglorious campaign. The Fenian soldiers began to arrive in the city during the last days of May, and by the first of June there were probably about a thousand of the organization quartered here, although the entire movement, especially at the outset, was generally received with ridicule by all who were not in direct sympathy with it; yet the presence of so many strangers in the city, and the dissemination of numerous wild rumors, caused a good deal of excitement.

Towards midnight of the 31st of May, squads of the invaders were marching through the streets towards Black Rock, and a train of loaded wagons, with munitions of war, went northward to the vicinity of the Pratt rolling-mill, whence they crossed to Canada, on canal boats towed by tugs. The Fenian force here was then under immediate command of General O'Neil. The United States authorities took steps early in the movement, to prevent the transportation of men and arms across the river. The steamer Michigan passed down the river and took a position about opposite the Clinton mills, at 6 o'clock A. M., of June 1st, but she was too late to oppose the crossing of the invaders, as above noted. It is supposed that nearly one thousand Fenians crossed the river that night. Two armed tugs were placed in the harbor as a patrol.

When it became known that an aggressive movement had actually been made, the excitement in the city greatly increased. Crowds lined the river bank, and an almost continuous tide of travel turned toward Black Rock during the first day of June. In the evening of that day, a Fenian meeting was held in the Opera House. On the 2d, General Grant arrived in the city, and placed General William F. Barry in command of the frontier, with authority to call out the National Guard, if necessary. A detachment of the regular army were ordered to Fort Porter, from

* See subsequent chapter on "Manufactures of Buffalo."
Sackett's Harbor, and prompt measures were adopted to prevent further hostile movements from this side.

Of the brief operations of the Fenian force that crossed the river here, little need be said. An engagement was fought at Limestone Ridge, on Saturday, June 2d, resulting disastrously to the invaders. In the meantime, large numbers of the organization continued to arrive in Buffalo, and an attempt was made to reinforce General O'Neil during Saturday night following the engagement; but the boats were met by orders from the General to return with the reinforcements, and then proceed to Fort Erie, for the purpose of transporting to Buffalo the retreating Fenians. This was attempted; but when the boats were midway in the river, they were met by the propeller Harrison and ordered to surrender; they did so, and were taken under the guns of the Michigan. Something over five hundred men were captured, but a large number escaped before the final release of the main body.

While this movement practically ended the invasion, it did not stop the excitement in Buffalo. Train loads of Fenians continued to arrive, mass-meetings were held, and boasts were freely made that the invaders would again plant their standard on British soil, within a few days. On the 4th, a detachment of artillery arrived at Fort Porter, from Fort Hamilton. On the 5th, Captain Randall's force of militia captured several wagon loads of arms, which had arrived at the express office here.

The prospect at this time must have been a hopeless one to the Fenians; but this fact did not serve to prevent an enthusiastic mass-meeting in the opera house, on the evening of the 5th, at which City Clerk, C. S. Macomber, presided.

On the 5th, orders were made public in the city, signed by the Attorney General of the United States, for the arrest of all persons supposed to be connected with the Fenians. This action exerted a very depressing influence upon the whole movement; but arrivals of Fenians continued until the 8th. On the 7th the chief Fenian officers who had been captured, to the number of eighteen, gave bail before Judge Clinton and were released; the other prisoners were soon after set free on their own recognizances.

Orders were issued on the 12th, under which the entire Fenian force returned to their homes, General Barry furnishing transportation. On the 14th, the following bulletin was printed in the local newspapers:

"On behalf of that portion of the Fenian army who rendezvoused in this city but a few days, the undersigned beg to return their most profound gratitude to the citizens of Buffalo. Coming among you as strangers and stigmatized by those in British interests, the courtesy and aid you have so generously extended is, therefore, the more appreciated, and is characteristic of that indomitable love of liberty which is a prominent feature in the American people. Those who have thus shared your hospitality are now compelled to return to their homes without accomplish-
ing the object dearest to their hearts, and for which they were ready to offer up their lives.” [After reviewing the causes of their defeat, the bulletin concludes:] “In conclusion, it affords us much pleasure that the conduct of the men has been such as not to disgrace the cause and to meet your general approval.

J. W. FITZGERALD.

MICHAEL SCANLAN.”

June 14, 1866.

In the summer of 1868, Mr. Frederick Law Olmstead, the distinguished landscape architect of New York city, was called to Buffalo by a number of public-spirited citizens, who saw the great need of providing the city with a broad and beneficent system of public parks before it should be too late. The subject had often been earnestly discussed for several years previous to this first public act in that direction. The gentlemen through whose agency Mr. Olmstead’s services were first secured, were Messrs. Pascal P. Pratt, Sherman S. Jewett, Richard Flach, Joseph Warren and Wm. Dorsheimer. Hon. Wm. F. Rogers was then mayor of the city and he lent his favor and influence to the movement; it was further advanced by the liberal policy of the Common Council. After a thorough examination of the city with reference to the possibilities of establishing parks, Mr. Olmstead made a full report of such favorable character that action was at once begun under its general recommendations. A Board of Park Commissioners was appointed and an act of the Legislature passed in April, 1869, authorizing the issue of bonds for the prosecution of the work. During the succeeding five or six years, under immediate supervision of Mr. Wm. McMillan, superintendent, work was vigorously pushed on all parts of the park system, resulting finally in the magnificent free public resorts with which the city is now provided. The parks and their construction will be found fully described in a subsequent chapter.

On the 24th of June, 1872, the corner stone of that noble structure, the City and County Building, was laid, with appropriate ceremonies; the building has been described in the preceding volume. It was finished and ready for occupancy early in 1876. On the 28th of February of that year, the Common Council appointed a special committee to make suitable arrangements for the formal occupancy of the new structure. This committee was composed of the president, A. S. Bemis, and Aldermen A. L. Lothridge, Nathan C. Simons, Elijah Ambrose, and Clerk, R. D. Ford. In behalf of the bar of the city, Hon. George W. Clinton prepared and submitted to his professional brethren the following paper:—

“It is announced that on the 13th inst., the new City and County Hall will be open for the reception of all our Courts of Record. It seems to us impossible that the gentlemen of benches and bar can bid farewell to the old court house without a feeling of regret; and we venture to suggest the propriety of their assembling therein at two o’clock p. m., of Saturday next, for the purpose of a free interchange of memories and social intercourse.

BUFFALO, March 7, 1876.”
These were the preliminary steps towards the series of meetings, addresses, congratulations, resolutions, and other ceremonies by the municipal authorities, the bar and the clergy, attendant upon the dedication and occupancy of the new City Hall. The Common Council met for the last time in the old court house, March 6, 1876. The new building was thrown open to the public on the 13th of March, 1876. The exercises by the members of the bench and bar were very interesting, and will be more fully detailed in a subsequent chapter. At a meeting held in the old court house, in Clinton street, many interesting and able addresses were made, most of them of a historical nature and all partaking of the character of a farewell to the old building where so many grand legal triumphs had been won. In the address by Hon. James Sheldon on that occasion, he thus referred to the first court house:

"At the time the court house was erected (1817) it was the finest and most imposing edifice in the village. Situated upon the highest point of land in the corporation limits, it was visible from every direction and from the cupola or tower, an extensive view was presented of the village and of Lake Erie and the surrounding country. It must be remembered that for many years the adjacent buildings were, with but few exceptions, only two stories in height, so that they offered no obstruction to the view of the splendid scenery which was spread before the observer. Indeed it was the custom of our hospitable people to escort all visitors to the tower, in order to point out for their admiration the broad expanse of Lake Erie, whitened by the sails of commerce, the beautiful river of Niagara and the shores of Canada, where the historic ruins of Fort Erie were already growing gray with the decay of years. The court house bell, which some of us have heard from infancy, not only rang to indicate the hours for the assembling of courts or religious or other public meetings, but pealed forth many an alarm when conflagrations threatened and the villagers all hastened, carrying their leathern buckets from their houses, to aid in preventing the destruction of the homes and property of their neighbors."

The old court house to which Judge Sheldon referred, was torn down in 1875. All the business of the city government, as well as that of the county, is now transacted in the magnificent new City and County Hall, which is located on the square between Franklin, Delaware, Church and Eagle streets. The total cost of this structure, including its furnishing and the improvement of the grounds, was $1,450,000.

On the 20th day of May, 1880, an act was passed by the Legislature, creating a Municipal Court in Buffalo. Its purpose was to displace all the Justices' Courts then existing in the city. The law gives the Municipal Court jurisdiction over all cases in the city where $300 or less, in money, are involved; in matters of accounts where the total sum of the accounts of both parties does not exceed $600; cases of damage to person or property to the amount of $300; on confession of judgment, where the amount confessed does not exceed $500; and in some other