has been so wisely provided by the city government, could scarcely be
excelled, while its natural beauties and its adaptability to its purpose are
equally pleasing and satisfactory. Many costly and tasteful memorials
have been erected to mark the resting places of the city’s honored dead,
and as the coming years follow each other into the past, each one adding
to the silent population of this sanctuary, it will in all respects become
a dearer and more attractive spot to the living.

Following are the names of the present officers of the Cemetery :
Francis H. Root, president; George Howard, vice-president; Henry
Martin, treasurer; Henry E. Perrine, secretary; Francis H. Root,
Bronson C. Rumsy, O. H. Marshall, David R. Morse, Henry Martin,
Lewis F. Allen, George Howard, J. F. Schoellkop, George Truscott, J.
M. Richmond, Sherman S. Jewett, John M. Hutchinson, trustees; George
Troup, superintendent; M. Davey, C. E., engineer.

CHAPTER XIX.

CITY DEPARTMENTS AND INSTITUTIONS.

The Buffalo Fire Department — First Organization — The First Fire Company — Construction of
Cisterns — List of All Companies and Dates of Organization — The First Chief Engineer —
His Successors to the Present Time — Demoralization of the Department — First Board of
Fire Commissioners — Fire Alarm Telegraph Introduced — Establishment of a Paid Depart-
ment — Disastrous Fires — The Fireman’s Benevolent Association — Buffalo Police Force —
First Chief of Police — Successive Chiefs and Superintendents — Present Force and Precincts
— The Health Department — The First Cholera Epidemic — The First Board of Health and
Their Labors — List of Health Physicians — Health Department as at Present Constituted —
The City Water Works — The First Water Company — Organization of the City Water Works
Company — Incorporators — Different Plans — Details of Construction — Magnitude of the
Works — Change in Officials — The Postal Service in Buffalo and Black Rock — List of
Postmasters — Early Mail Routes — Gas and Electric Light Companies — Street Car Lines.

THE BUFFALO FIRE DEPARTMENT.*

The Fire Department of Buffalo is older than the city itself; its
conception dates back to the very early history of the village.
The first record that has been found of anything like an organ-
zation to furnish protection from fire, relates to the year 1816.
Near the last of that year, the village authorities passed ordinances
relative to the subject. The trustees were authorized to ascertain the
practicability of procuring a supply of water by means of the water
courses, streams and reservoirs. Twenty-five ladders were ordered

*Much of the data from which the following history of the Fire Department was written, was
obtained from the columns of the Sunday Truth.
made within thirty days and all house owners were required to provide “one good leathern bucket for each house, store or shop," to cause their chimneys to be swept and in future to build their chimneys, large enough for sweepers to go through them.

This movement was undoubtedly instigated by a fire in the village as George Badger in the papers of December 17th, that year, thanked the citizens for assistance at his late fire.

On the 18th of June, 1826, the sum of $100 was ordered levied on the village property, with which to build an engine house. At a little later date, John B. Flagg, Henry Root, Edward Root and A. Beers were appointed to fill vacancies in the fire company. Peter Curtiss, Noah P. Sprague and Isaac S. Smith were afterwards added to the fire wardens then in office. In January, 1830, the membership of the fire company had increased to twenty-seven, among whom was the name of John L. Kimberly.

During the year 1831 action was taken towards enlarging the fire extinguishing facilities of the village. On September 19th, of that year, it was decided to construct four reservoirs, or cisterns, at the intersections of Main with Seneca, Swan, Eagle and Court streets. These reservoirs held about 10,000 gallons each and for many years served their purpose efficiently; other similar reservoirs were afterwards added. In the fall of that year two new fire engines were purchased and additional hose procured.

On the 5th of June, 1822, some further precautions were taken to prevent fires, and on the 2nd of December, 1822, an ordinance was passed defining the duties of the fire wardens, one of which was to examine and clean the chimneys throughout the village once in every month. These measures were followed by others designed to increase the vigilance and efficiency of the wardens, and adding penalties for carelessness on the part of the property-owners.

The first regular fire company was organized in Buffalo on the 16th of December, 1824, and Oliver Forward, then president of the village, officially directed that the following named citizens be appointed members of the company:—George B. Webster, Hiram Johnson, George B. Gleason, Ebenezer Johnson, Henry Fales, Guy H. Goodrich, Barent I. Staats, Nathaniel Wilgus, Richard Wadsworth, Elisha E. Hickox, Thaddeus Weed, Joseph Dart, Jr., Elijah D. Eimer, George Coit, Silas Athearn, John Scott, Henry Hamilton, William Hollister, Joseph Anable, Augustin Eaton, Abner Bryant, Theodore Coburn, Martin Daley, Robert Bush and John A. Lazelle. It is quite evident that this company included all the most prominent citizens of the village.

November 2d, 1831, it was decided to organize two more fire companies, one of which was to be a hook and ladder company and one called Engine Company 3, or “Fulton” 3. Among those who joined the department at that time, was Mr. Harlow French.
Following is a list of all the fire companies which have existed in Buffalo, with the dates of their organization:

- Cataract Engine Company, No. 1, December 16, 1824.
- Live Oak Engine Company, No. 2, August 5, 1832.
- Fillmore, (or Fulton) Engine Company, No. 3, November 2, 1832.
- Buffalo Engine Company, No. 4, November 24, 1832.
- Washington Engine Company, No. 5, December 21, 1832.
- Red Jacket Engine Company, No. 6, January 15, 1836.
- Perry Engine Company, No. 7, January 4, 1837.
- Clinton Engine Company, No. 8, January 18, 1838.
- Hydraulic Engine Company, No. 9, October 18, 1845.
- Defiance Engine Company, No. 10, September 19, 1851.
- Columbia Engine Company, No. 11, August 26, 1852.
- Jefferson Engine Company, No. 12, January 14, 1852.
- Hook and Ladder Company No. 1, January 9, 1836.
- Taylor Hose Company, No. 1, November 13, 1850.
- Eagle Hose Company, No. 2, May 18, 1852.
- Seneca Hose Company, No. 3, September 21, 1852.
- Excelsior Hose Company, No. 4, December 9, 1852.
- Neptune Hose Company, No. 5, February 9, 1857.
- Hose Company No. 6, June 21, 1862.
- Niagara Hose Company, No. 7, April 7, 1865.

The re-organization of the following companies took place on the dates given:

- Hose Companies Nos. 1, 2, 5, 7, 11, and 9, in 1871, and Liberty Hose Company, No. 1, in 1872.
- Hook and Ladder Company No. 1, (formerly No. 2) June 3, 1861; Hook and Ladder No. 2, August 14, 1864; Hook and Ladder No. 3, December 11, 1868; Protection Company, No. 1, September 1, 1868; Pioneer Truck, No. 1, (or Rescue Truck No. 2) May 25, 1832.

On the 4th of June, 1832, the first Board of Aldermen of the newly organized city, appointed their fellow Alderman of the First ward, Isaac S. Smith, the first chief engineer of the fire department. Subsequently John W. Beals and Samuel Jordan were appointed his assistants. Following is a list of the successive chief engineers from that date to the present time: Isaac S. Smith, June 4, 1832; Samuel Jordan, December, 1834, and March 11, 1836; Jacob A. Barker, _vice_ Samuel Jordan, resigned, July 29, 1836; Thomas Kip, October 4, 1838; George Jones, _vice_ Thomas Kip, resigned, October 6, 1841; Lyman Knapp, _vice_ George Jones, resigned, May 6, 1845; William Taylor, April 9, 1850; George Jones, ———, ———; Edwin Hurlburt, April 25, 1853; William Taylor, January 30, 1854; T. T. Bloomer, (temporary) November 10, 1856; John Lorenz, December 8, 1856; William Taylor, May 3, 1857, January 3, 1860, and January 7, 1861; Thomas B. French, February 2, 1863, and January, 1864. In 1866 the office of Chief Engineer was abolished and was superseded by the office of superintendent of the department. In 1866, Edwin Hurlburt was appointed to the new office; Peter C. Doyle,
1868-69; Thomas B. French, from 1870 to 1873, inclusive; Joseph R. Williams, 1874 and '75; Thomas B. French, 1876 and '77; Peter C. Doyle, 1878 (until April 15), when he resigned and James L. Rodgers finished the two years. In 1880, Thomas B. French was given the office again and remained in it until May 3, 1883, when he resigned and was succeeded by Frederick Hornung, the present chief.

In October, 1837, in accordance with a prayer of a petition long before presented to the Common Council by Millard Fillmore and others, a bell was bought and placed on the Terrace Market, to be used for fire alarms and other emergencies.

On the 24th of August, 1852, a special meeting of the Common Council was called to consider the condition of the fire department, it having become demoralized and the several companies having left their engines and hook and ladder trucks on the Terrace. A resolution was adopted, accepting the resignation of every member of the department outside of Taylor Hose No. 1, Eagle Hose No. 2, and Jefferson Engine No. 12. At about this time Colonel Gustavus A. Scroggs tendered the services of the old Sixty-fifth regiment for fire duty; his offer was accepted. Chief Taylor resigned and was followed in the office by George Jones. Efforts were made at the session of August 30th, to reorganize the department, though previous to that effort the city authorities endeavored to recover all the property belonging to the city, including the funds of the Firemen's Benevolent Association. Ex-Chief Taylor having been accused of being the cause of the demoralization in the department, was exonerated on September 17, 1852, by certificate of honorable discharge.

The first Board of Fire Commissioners were appointed April 27, 1857, in the persons of Oliver G. Steele, Francis H. Root, George Jones and Jarvis Davis. On February 3, 1859, the first steam fire engine used in Buffalo was bought, and upon its arrival was placed in the house formerly occupied by Cataract Engine Company, on Washington street, below Seneca.

On the 21st day of November, 1859, Chief Taylor was directed by the Council to apportion the department into districts, which was done.

The Citizens Hook and Ladder Company was organized on October 17, 1864. It disbanded in March, 1880, Frederick Hornung, the present Chief, Robert Carlton, the present assistant chief, and E. O. Van Brocklin, the present secretary, having been numbered among its members.

The fire alarm telegraph system was introduced in 1865.

In 1862, and again in 1872, efforts were made to disband the volunteer department and introduce an entire paid department. Both of these attempts failed, and nothing was accomplished in that direction until in the winter of 1879-'80, when the third trial succeeded. The volunteer companies disbanded in March and April, 1880, and three commissioners
were appointed with power to name the Chief Engineer and other
officers of the department, who should hold their offices during the
pleasure of the commissioners. The first and present commissioners are
George R. Potter, chairman; John M. Hutchinson and Nelson K. Hop-
kins. Eric O. Van Brocklin is the secretary of this Board of Fire Com-
missioners.

There are now in the department fifteen steamers, five chemical
engines, four hook and ladder companies and other accessories, which
are located as follows:—

Engine No. 1—No. 43 South Division street.
Engine No. 2—Jersey street corner Plymouth Avenue.
Engine No. 3—Broadway, near Jefferson street.
Engine No. 4—Genesee, near Spruce street.
Engine No. 5—Emslie street, corner Bristol.
Engine No. 6—Seneca street, near Junction.
Engine No. 7—Lower Terrace, near Evans street.
Engine No. 8—Chicago, near Elk street.
Engine No. 9—Washington street, corner Tupper.
Engine No. 10—Perry street, near Washington.
Engine No. 11—Niagara street, near Ferry.
Engine No. 12—Chicago street, corner Folsom.
Engine No. 13—Staats street, Headquarters.
Engine No. 14—William street, corner Cassy.
Engine No. 15—Amherst, near Thompson street.
Chemical No. 1—Pearl street, near Terrace.
Chemical No. 2—Chicago street, near Folsom.
Chemical No. 3—Pearl street, near Tupper.
Chemical No. 4—William street, corner Cassy.
Chemical No. 5—Main street, Cold Springs.
Hook & Ladder Co. No. 1—Washington street, corner Tupper.
Hook & Ladder Co. No. 2—No. 45 South Division street.
Hook & Ladder Co. No. 3—William street, corner Hickory.
Hook & Ladder Co. No. 4—Niagara street, near Ferry.
Hose Company No. 1—High street, near Michigan.
Supply Barn—Staats street, Headquarters.
Hose Tower—Staats street, Headquarters.

Buffalo has had several disastrous fires, some of them attended by
fatalities, but the city cannot be said to have suffered in this respect to
an unusual degree. On the 14th of November, 1829, a disastrous fire
occurred on Main street, between Niagara and Eagle streets, destroying
the wooden store and dwelling occupied by Colonel George Stow; the
bookstore and bindery of Sargent & Wilgus; the drug store of Dr.
George E. Hayes & Co.; the printing establishment of Day, Follett &
Haskins, and other property. At this fire General Potter and Henry
Lovejoy were seriously injured.

On the 14th day of November, 1832, just three years after the fire
above described, one of the most disastrous conflagrations that ever
occurred in the city, broke out in the building owned by Marvin & Ben-
nett, on Main street, adjoining the store of Wilkeson, Beals & Co.  Sev-
eral squares of buildings in the heart of the city, on Main, East and West Seneca, Pearl and Washington streets, were destroyed, causing a loss of between $150,000 and $200,000. It was supposed to have been the work of an incendiary.

On the 17th of December, 1880, the wall paper manufactory of M. H. Birge & Sons, on Perry street, near Washington, was entirely destroyed, with the Queen City Malt House, causing a loss of over $200,000. At this fire ten persons lost their lives, either by jumping from the burning buildings or by falling amid the ruins where they were burned beyond recognition.

The Commercial Advertiser fire, which has been elsewhere described, occurred on December 21, 1882, causing a loss of over $500,000. William C. Smith, a member of Hook and Ladder Co. No. 3, was killed.

The history of the department, if all the exciting or interesting events of its career were detailed, would occupy more space than could reasonably be set apart for it in a work of this nature. If all the brave deeds of its members were recited, if the total value of the property which they have saved from destruction could be computed, and the unfairness of a large portion of the declamations made against them at different times exposed, a volume would have to be devoted to the subject. Examples of their courageous fidelity to the duties devolving upon them can here be only mentioned in the briefest manner, such as were shown at the burning of the Red Jacket Hotel, on Seneca and Elk streets, July 18, 1878, when John D. Mitchell, for twenty years a member of Columbia Hose, No. 11, in obedience to the command of the foreman, entered the burning building and was crushed beneath the falling timbers. The death of Arthur A. Poole is also one of the melancholy incidents of this department. He was thrown from a hose cart July 10, 1878. He was a member of Neptune, No. 5; E. O. Van Brocklin was injured at the same time. Many are the heroic deeds that might be recounted in the records of the Buffalo fire department.

The Firemen's Benevolent Association of Buffalo, was incorporated by an act of the Legislature on the 23d day of March, 1837. The first officers were Jacob A. Barker, president; Edward Baldwin, vice-president; John L. Kimberly, second vice-president; Joseph H. Smith, secretary; William H. Lacy, treasurer; Thomas Kip, Sidney S. Hosmer, Samuel F. Pratt, Walter Joy, Garrett S. Hollenbeck, Grosvenor Clark, Oliver G. Steele, William J. Mack and Edward Hurlburt, trustees. The purpose of the corporation was for "accumulating a fund for the relief of indigent and disabled firemen and their families; and for that purpose they were invested with the power to purchase, take and hold, transfer and convey, real and personal property to an amount not exceeding $20,000." It was composed of all such persons as then were or who would thereafter be, engineers of the fire department, or mem-
bers of any fire engine, hook and ladder, or hose company in the city of Buffalo. An election was to be held on the second Wednesday in December of each year. On the 10th of April, 1860, the power to hold property was increased to $50,000. April 9, 1862, greater latitude was given the association for the admission of members. All persons resident in Buffalo, having served or thereafter to have served, the time required by the city charter to entitle them to exemption from jury and militia duty, were entitled to become members. Eighty-seven persons, widows and children of deceased members of the department, are now supported by the association, which thus accomplishes a work of great beneficence. The present officers of the association are as follows: James S. Murphy, president; Casper J. Drescher, vice-president; W. H. Alport, secretary; W. H. Beyer, treasurer.

THE BUFFALO POLICE DEPARTMENT.

Exact dates of the early events connected with the Buffalo Police Department are not accessible, as the records prior to 1866 are not to be found either at police headquarters or the City and County Hall. We are therefore obliged to content ourselves with the indefinite information derived from interviews with those citizens who took an active part in the police regulations of Buffalo in early days. From the beginning down to about the year 1855, the organization of the department was somewhat incoherent, consisting only of about four justices of the peace, from four or six to eight or ten police constables, and after 1838, a few policemen. From 1837 to 1845, Mr. Cyrus H. DeForest, still a resident of Buffalo, was one of the justices of the peace. There was one watch house then, situated under the old market on the Terrace near Main street. In 1842-3 John Pierce, the present proprietor of a livery stable on Michigan street, was a constable. In 1855 Samuel Bagnall was appointed the first chief of police. He was succeeded in 1858 by Robert H. Best, still an active citizen of Buffalo, who remained in office until 1861. Mr. Best had previously, in 1857, been one of the police constables here. There were in 1857 eleven police constables in the department. In 1861 Mr. Best resigned and was followed in office by George Drillard. Charles Darcy was his successor and was Chief at the time of the change in 1866. Before the latter date there had been no uniforms worn, the only symbol of office being a star. An act passed by the Legislature April 10, 1866, established what was called the Niagara Frontier Police District, including Buffalo and Tonawanda, in Erie county, and Wheatfield in Niagara county. The new organization was composed of a board of three commissioners, and a force consisting of a superintendent, captains, detectives and over one hundred patrolmen. They assumed their positions at midnight on May 7th. In 1870 the Niagara Frontier District was divided and Buffalo alone constituted a separate district.
Since 1866 the following Police Commissioners have held office:—
In 1866, James Adams, Jonathan Buell and Obadiah Green. In 1868, Salmon Shaw took the place of James Adams. By a change in the law in 1870, Robert H. Best, (executive), Harmon S. Cutting, (president), and Ralph Courter, (treasurer), were appointed Commissioners. Another change in 1872, placed in the office John Pierce, Jacob Beyer and Mayor Alexander Brush, ex-officio. In 1874, Dr. L. P. Dayton was substituted in place of Brush. In 1876, Mayor Philip Becker took the place of the latter. In 1877, Mr. Pierce’s time expired and Frank A. Sears was appointed his successor. The next Mayor, and Commissioner ex-officio, was Solomon Scheu—1878. Elijah Ambrose superseded Jacob Beyer in 1879. By a new law in January, 1880, (Mr. Brush being again Mayor), Robert Mills, William J. Wolfe and Mayor Brush were appointed Commissioners. In 1881, Mayor Grover Cleveland superseded Brush. The present Commissioners are Michael Newell, Isaac O. Crissy and Mayor Manning, ex-officio.

The successive superintendents of police since 1860, have been as follows: David S. Reynolds, 1866; Peter C. Doyle, 1870; John Byrne, 1872; W. A. Phillips, from May, 1879, to January, 1880; William J. Wolfe, 1880; James M. Shepard, from January to May, 1883; and Thomas S. Curtin, the present incumbent, who entered upon the discharge of his duties May 12th, 1883. There are now in the entire department about two hundred and twenty patrolmen; four captains and six lieutenants, with eight detectives.

This force is divided for the government of the ten precincts into which the city is divided, with station houses, as follows:—
First Precinct—Corner of Pearl and Terrace streets—Police Headquarters Building.
Second Precinct—South side of Seneca street, east of Louisiana street.
Third Precinct—Pearl street near Chippewa street.
Fourth Precinct—Sycamore street corner of Ash street.
Fifth Precinct—East side of Niagara street, between Clinton and Bird avenues.
Sixth Precinct—West side of Main street, South Ferry street, Cold Springs.
Seventh Precinct—Louisiana street, near Elk street.
Eighth Precinct—North side of William street, near Emslie street.
Ninth Precinct—Ganson street, east of Michigan street.
Tenth Precinct—Niagara street, near Jersey street.

The police of Buffalo have been a credit to the city, especially in times of riots, municipal and other emergencies, such as the strike of 1877, when they were the last and most trustworthy resource of the peaceful and law-abiding portion of the community.
THE BUFFALO HEALTH DEPARTMENT.

The first Board of Health in Buffalo was organized in 1832, the year of the incorporation of the city. The Board was formed at that time in view of the immediate necessity of adopting stringent measures to free the city from danger of invasion by the cholera which had entered the country. The new Board comprised Roswell W. Haskins, Dyer Tillinghast and Lewis F. Allen, over whom presided Mayor Ebenezer Johnson, ex-officio. Loring Pierce was then the chief undertaker in the city, was an excellent nurse, sexton of St. Paul's church, and crier in the courts. As a general assistant and undertaker he was employed by the Board, and usually attended its meetings during the ravages of the cholera; he was considered as almost indispensable to the Board. The Health Physician and medical adviser of the Board during that trying season, was Dr. John E. Marshall, of the firm of Trowbridge & Marshall, both of whom were physicians of high attainments.

The leading physicians of those days, aside from Drs. Trowbridge and Marshall, were Dr. Cyrenius Chapin and his medical partner, Dr. Bryant Burwell. Dr. Chapin was an able practitioner, blunt in speech, sometimes abrupt in manner, but with much kindness of heart, abounding in poor patients as well as the patients who had the means to compensate him for his services. But he was oftentimes dictatorial, sometimes obstinate and had a sovereign contempt for the Board of Health as an official body, although on good personal terms with them as private individuals. He would not make his daily reports of cholera cases to them, as required of and responded to by all the other physicians.

"Why should I report my medical cases to a set of ignoramuses who don't know the cholera from the whooping-cough? No, I'll see 'em hanged first."

But Dr. Johnson, the Mayor, made up his mind that Dr. Chapin should make his reports, and after a delightful joust of words, altogether characteristic on the part of Dr. Chapin, the latter made up his mind that discretion was the better part of valor and afterwards made his reports faithfully.

Two of Buffalo’s eminent physicians, Gorham F. Pratt and James P. White, were then medical students here. Pratt was with Dr. Chapin, and White was in the office of Trowbridge & Marshall. These young men were active, intelligent, enterprising and gave most valuable aid to the Board, as well as to their medical superiors in their laborious duties. Pratt stayed chiefly at home in Dr. Chapin's office to attend pressing calls there, while White was sent to guard the outpost at Lower Black Rock, where the canal-boats from the east and the Canada vessels entered the harbor.
That first Board of health had a terrible experience during the cholera season of 1832, and well and faithfully did they discharge their duties. All the reward they ever received for their three months' labor and the consequent neglect of their private business, was the thanks of the Common Council, except that Mr. Tillinghast was paid $50.00 for keeping the records, as clerk of the Board. One of the most remarkable facts in connection with the reign of the terrible disease in the city that year, was that neither of the members of the Board of Health, their official associates or attendants, suffered a day from sickness during the period of their labors.

The cholera appeared for the second time in Buffalo in the year 1834, with all of its previous virulence, though a few cases occurred in 1833. Precautionary measures against the assault of the disease were then better understood, the community was less fearful of the scourge and its effects were somewhat less terrible. The young men of the city volunteered as nurses in very many cases, as did also many women.

Another terrible visitation of the cholera reached this city in 1849, to which perhaps, sufficient reference has already been made in a preceding chapter. The Board of Health in that year were Hiram Barton, ex-officio (he being Mayor of the city), Dr. Josiah Barnes, C. C. Hadock and Arthur McArthur. It is sufficient to state that the arduous labors devolving upon the Board at such a time, were faithfully and efficiently performed; and such has been the case in the less trying periods in which the different Boards have served the city.

The Health Department of Buffalo for the year 1883 was constituted as follows:—

Members—Robert R. Hefford, president; Timothy J. Mahoney, comptroller; Thomas J. Rogers, engineer; John Mahoney, street commissioner, executive officer.

Health Physician—William C. Phelps, M. D.

Clerk—George W. Peck.

District Physicians—Rollin L. Banta, First District; Joseph W. Keene, Second District; Eugene C. Waldruff, Third District; Julius F. Krug, Fourth District; Joseph Haberstro, Fifth District; Alexander M. Curtiss, Sixth District; Benjamin L. Lothrop, Seventh District; John A. Hoffmeyer, Eighth District; J. S. Halbert, Ninth District; Louis A. Bull, Tenth District.

Cattle Inspector—George Joslyn.

Pest-house Keeper—John Werrick.

Following is a nearly complete list of the City Physicians since the city was incorporated:—

J. E. Marshall, 1832 to 1835; A. S. Sprague, 1835; Charles H. Winne, 1836; Charles H. Raymond, 1837; F. P. Harris, 1838; Charles Winne, 1839; Charles H. Raymond, 1840; Austin Flint, 1841 to 1843; John S. Trowbridge, 1844 to 1849, inclusive; S. F. Mixer, 1850 and '51; John D. Hill, 1852; E. P. Gray, 1853; James M. Newman, 1854; John Root,
THE CITY WATER WORKS.

The first water works company in Buffalo was called the Buffalo and Black Rock Jubilee Water Works Company. It was organized sometime in 1826 and incorporated in 1827, with a capital stock of $20,000. In 1832 this company had laid nearly sixteen miles of wooden water pipes. The water was drawn from the Jubilee Springs, situated near Delaware avenue, about one hundred rods north of Ferry street. No engine or machinery of any kind was ever used, the source of supply being on ground more elevated than any of the localities supplied with water. The pipes were originally laid through the northern portion of the city and to Black Rock by way of the Eleventh ward, but in 1845 a line was laid directly from the springs to what is known as the Parrish tract. The first line of pipes supplying the southern portion of the city were laid directly down Main street.

The officers for this company for the year 1832, (the first records now available,) were as follows: Peter B. Porter, president; Donald Fraser, S. C. Brewster, Peter B. Porter, directors; Absalom Bull, secretary and treasurer; Donald Fraser, superintendent.

The present commissioners are: A. A. Justin, Milton R. Hubbard and Joseph Ailinger. Mr. Justin and Mr. Job Gorton have both been commissioners for twelve years, but in June 1882, Mr. Gorton declined re-appointment and Mr. Justin, who had previously retired, was called to fill his place.

There are now from twelve to fifteen miles of pipes laid by this company.

The Buffalo City Water Works Company was not organized until the Jubilee Company had been in existence twenty-two years. The act incorporating the former was passed March 15, 1849, the corporators being George Coit, Walter Joy, William A. Bird, Orlando Allen, Horatio Shumway, George R. Babcock, Isaac Sherman, Cyrenius C. Bristol, Oliver G. Steele, Thomas M. Foote, William Bucknell, Jr., Henry W. Rogers, William Coffin and Aaron D. Patchen.

The capital stock of the company was fixed at $200,000, with power to increase it to $500,000. The city of Buffalo was empowered to assume control of the works at discretion, any time within twenty years from the date of the charter.

The first meeting for organization was held at the Mayor's office on the 7th of February, 1850. On the 11th of March, 1850, the Common Council, under power granted by the Legislature, adopted a resolution, by the terms of which the city was to become a subscriber to the capital
stock of the company to the amount of $100,000. The Mayor, however, questioned the prudence of the measure, though he admitted that the then recent disaster caused by the burning of the American Hotel and other buildings, admonished the city of the necessity for a more adequate provision against such losses in the future. After repeated discussions the Common Council, in accordance with the adverse report of a special committee, adopted another resolution in the early part of June, 1850, refusing to subscribe to the capital stock of the company on the ground that the company did not purpose to lay a sufficient quantity of pipes on the east side of Main street to meet the just demands of the citizens and taxpayers and, further, that the city could not raise the $100,000 without issuing bonds encumbering all of the real estate possessed by it. The citizens, moreover, were slow to subscribe to the stock, and it looked for a time as if sufficient funds to enable the company to build the works could not be raised.

At this juncture Joseph Battin, of Newark, N. J., and Charles B. Dungan, of Philadelphia, capitalists and contractors, subscribed an amount sufficient to secure the construction of the works, with the tacit understanding, however, that the contract for such construction should be awarded them.

On May 1, 1850, a committee of three, viz.: George Coit, James McKay and William A. Bird was appointed by the Board of Directors to receive propositions for the construction of the works and negotiate for the purchase of land.

The plans and propositions of Battin, Dungan & Co., were submitted to William J. McAlpine, the distinguished engineer, for his approval or rejection. After a thorough investigation of the subject, he handed in a report to the council on the 29th of May, 1850.

It appears that there was at that time a prevailing belief that the source of supply should be located in the bay southwest of the city. Mr. McAlpine opposed this plan on the ground that the works would be exposed to danger from the storms of the lakes, the expense of protecting the pipes would be largely increased and the length of the pump main to the reservoir would be greatly increased as the reservoir would have to be located on the high ground in the northern part of the city. The engineer favored the other proposed location for the works, in the Niagara river just below Black Rock. To obviate the only objection to this place (that the supply pipes would have to cross the Black Rock harbor and the Erie canal) he suggested the plan of laying the pipes below the beds of those channels.

For the location of the proposed reservoir the following points had been named:—on Delaware street near the then north line of the city; on Michigan street, on the same line, and on Prospect Hill. The latter site was finally recommended by the engineer.
The contract for building the works was subsequently awarded to Battin, Dungan & Co., at $375,000, with the proviso that they conform to the modifications suggested by Mr. McAlpine in reference to the use of low-pressure and condensing engine. Lots 29 and 30 were at once bought for the location of the pump house, and lot 145 (Prospect Hill) for the reservoir.

Ground was broken for the shaft and tunnel on the 29th of July, 1850; for the reservoir August 12th, and for the pump house, boiler house, etc., September 12th. The work of excavating the shaft and tunnel was let by the contractors, to Jones & Osborn, of Rochester. The reservoir embankments were erected by Hiram Pierce & Alanson Webster, of Buffalo.

On the 17th of September, 1850, the Common Council granted the Water Works Company permission to lay pipes in the following named streets:—Niagara street, from the reservoir to Main street; Michigan street, from Exchange to Genesee; Swan street, from Main to Pine; Mohawk street, from Niagara to Main; Delaware street, from Niagara to Park Place; Genesee street, from Main to Spruce; Terrace and Exchange street, from Pearl to Michigan; Pearl street, from the Terrace to Tupper; Washington street, from Exchange to Genesee; South Division, from Main to Pine; North Division, from Michigan to Chestnut; East Seneca, from Main to Kinney’s alley; Clinton street, from Washington to Union; Eagle street, from Michigan to Union; Carroll street, from Washington to Michigan; West Seneca street, from Main to the Terrace; Franklin street from Tupper to West Swan; Ellicott street, from Eagle to West Seneca; Oak street, from North Division to South Division. The pipes were to be laid under the direction of the Street Committee of the city and all the work on Main street was to be completed by October 15, 1850. The work on Main street was begun at the canal bridge, running thence northerly, on the 30th of September, 1850.

A tariff of rates was adopted November 29, 1850. The reservoirs were completed November 19, 1851. The last pipe on Niagara street connecting the reservoirs with the distributing mains, was laid December 3, 1851. The river connection with the tunnel (connecting the pumps with the river) was finished December 18, 1851; and on December 19th the works were pronounced about completed and steam was raised. On January 2, 1852, the reservoir stops were opened and water let on the city at 11 o'clock A.M. On January 5th, 1852, Mr. A. R. Ketcham was appointed superintendent of the works. On May 1, 1854, there were 1,036 consumers taking water from the company.

In February, 1860, the office was again removed to near the corner of Erie and Pearl streets, in Rogers and Browns Block. On January 1, 1864, the total length of pipe laid was 32 miles and 2,471 feet, there being 2,498 consumers. At present there are two systems in use.
by the company, the high service for the elevated portions of the city, and low service for the remainder.

Following are the officers of the Water Company for the years 1850, (the first) 1852 and 1853:—Henry W. Rogers, president; George Cott, vice-president; Oliver G. Steele, secretary; Henry L. Lansing, treasurer; Aaron A. Patchin, C. C. Bristol, James Smith, inspectors; A. R. Ketcham, superintendent.

Following are the changes that were made in the officers of the company from the year 1853 to the present time:

1854—Same officers as above, except A. R. Ketcham was made secretary and superintendent.
1855—Albert H. Tracy, made president.
1856—A. R. Ketcham, secretary and treasurer.
1857—Office removed to Kremlin Hall.
1860—Henry W. Rogers, president.
1863—Oliver G. Steele, vice-president.
1866—Henry W. Rogers, president and treasurer: A. R. Ketcham, secretary and superintendent.
1869—William F. Rogers, C. J. Wells, James Ryan, water commissioners. Office No. 20 West Swan street.
1870—Alexander Brush, commissioner, vice William F. Rogers.
1871—George R. Yaw, vice Alexander Brush.
1873—George R. Potter, vice Mr. Yaw.
1875—George B. Gates, George Truscott and Edwin Hurlburt, commissioners. Office, 96 Pearl street.
1877—George Baltz, commissioner, vice Edwin Hurlburt. Office room 1, City and County Hall.
1880—A. R. Ketcham, superintendent, vice Mr. Hosley.
1881—James N. Scatcherd, Louis P. Reichert, James Ryan, commissioners.

Mr. Ketcham, superintendent until March 1st, 1882, when Louis H. Knapp was appointed.

THE BUFFALO POSTAL SERVICE.

The first postoffice through which passed the insignificant mails for the few inhabitants who had settled upon or near the site of Buffalo, in 1804, was called “Buffalo Creek.” Erastus Granger, who was one of the foremost of the very early settlers, came here supported to some extent by the influence and power of the President of the United States, Thomas Jefferson, which influence Mr. Granger had earned by labor in the political arena; he was accordingly made the first postmaster at “Buffalo Creek,” and afterwards “Collector of Customs.” That was, undoubt-edly, the first time that political influence affected the little settlement. Mr. Granger’s appointment was made on the 30th of September, 1804. The nearest postoffices to Buffalo Creek, were Batavia on the east, Erie on the west, and Niagara on the north.
The postoffice under the administration of Mr. Granger was located on Main street, near the site of the Academy of Music, and afterwards on the west side of Pearl street, a few doors south of Swan street. Mr. Granger filled the office of postmaster until 1818, since which date the postmasters of Buffalo and the dates of their appointment have been as follows:—

Julius Guiteau, May 6, 1818; Samuel Russell, April 25, 1831; Henry P. Russell, July 26, 1834; Orange H. Dibble, August 28, 1834; Philip Dorsheimer, April 1, 1838; Charles C. Haddock, October 12, 1841; Philip Dorsheimer, April 1, 1845; Henry K. Smith, August 14, 1846; Isaac R. Harrington, May 17, 1849; James O. Putnam, September 1, 1851; James G. Dickie, May 4, 1853; Israel T. Hatch, November 11, 1859; Almon M. Clapp, March 27, 1861; Joseph Candee, 1866, holding the office less than a year; in the spring of 1867, Isaac M. Schermerhorn was appointed and held the office two years. His successor was Thomas Blossom, who also filled the position two years. In 1871 Mr. Schermerhorn was re-appointed, and was succeeded by the present postmaster, John M. Bedford, who was re-appointed in 1883.

Julius Guiteau first located the postoffice on Main street, corner of Mohawk, and afterwards removed it to the west side of Main street, about the middle of the block next south of Erie street. It was again removed to the northeast corner of Ellicott square, (the block between Eagle and South Division streets); the office remained there until a short time after Judge Russell’s appointment, when it was removed to the corner of the block above, on Main street. From there it was removed by Mr. Dibble, about 1836, to the old Baptist Church, on the corner of Washington and Seneca streets; it remained there until Mr. Haddock’s appointment, when it was removed to the opposite corner (northwest) of Washington and Seneca streets, whence it was removed in the summer of 1858, to the government building.

In April, 1807, John Metcalf, who was the first mail carrier to bring mail to Buffalo, obtained from the Legislature the exclusive right for seven years to run stages from Canandaigua to Buffalo, and a fine of $500 was imposed for trespass on his right. The passenger fare was not to exceed six cents a mile. Under this arrangement he advertised in 1808 to leave Canandaigua on Mondays and arrive at Buffalo on Thursdays. Those were the halcyon days of stage-coaching, and old residents recount many an interesting and amusing incident that occurred on the road behind a four-in-hand, guided by a skillful driver.

In April, 1814, a post route was established from Sheldon via Willink and Hamburg, to Buffalo. In 1815, a route was opened from Buffalo to Erie, with a weekly mail, leaving Buffalo on Saturdays. In 1816, a mail route to Youngstown was established with a bi-weekly mail. On the 3d of March, 1817, a route was established from Moscow to Buffalo, by way of the "State road."
On March 2, 1823, the route from Buffalo to Olean was opened, and on June, 15, 1832, a route was established from Buffalo through Aurora, Wales, Holland, Sardinia, China, Fredonia, Candia and Belfast to Angelica, Allegany county. Soon after this date railroad connections were opened to distant points and the mails were transferred to them for transportation.

The present assistant postmaster is Mr. Charles H. Dobbins, who has filled the position since June, 1881, and has been in the postoffice since 1865, with the exception of a few months. He was chief clerk of the money order department from 1868 to 1881.

In January, 1817, a postoffice was established at Black Rock. On the 29th of January, James L. Barton was appointed postmaster; he was succeeded by Elisha H. Burnham, July 11, 1828; Morgan G. Lewis, June 29, 1841; George Johnson, July 7, 1853; Daniel Hibbard, June 1, 1861; office discontinued about 1870.

In July, 1854, the postoffice of Black Rock Dam was established, and on February 10, 1857, the name was changed to North Buffalo. The appointments in this office were as follows:—Henry A. Bennett, July 12, 1854; Charles Manly, March 17, 1856; George Argus, May 20, 1859; William D. Davis, July 29, 1861; George Argus, in 1864; Jacob Gerst, Jan 26, 1865; office discontinued March 1, 1870.

Early in the year 1819, the Buffalo postoffice was made a distributing office and has remained so since. The carrier system was introduced on January 1, 1864, with a force of six carriers, which has been increased to forty-three at the present time.

GAS AND ELECTRIC LIGHT COMPANIES.

Although the organizations through which the lighting of the city is effected, are private corporations, yet their office in relation to the streets and public buildings is of such a character that they may properly receive attention here. The first gas light company in Buffalo was organized on the 8th of May, 1848, and began the manufacture of gas on the 7th of November following. The first officers of this company were as follows:—Samuel F. Pratt, president; Oliver G. Steele, secretary; William Bucknell, Jr., treasurer. The capital now invested in the works of this company is $500,000. The present officers of the company are as follows:—E. G. Spaulding, president and treasurer; Joseph Krumholz, secretary. The office and works are situated on the block bounded by Genesee, Jackson and South streets and the Wilkeson slip.

The Buffalo Mutual Gaslight Company was organized in December, 1870, but it did not commence manufacturing until February 1, 1873. The first officers of the company were as follows:—A. Reynolds, president; David Ransom, vice-president; Albert G. Stevens, secretary. The present officers are:—J. M. Richmond, president; J. H. Cowing, vice-presi-
dent and treasurer; C. K. Remington, secretary. The invested capital of this company is $750,000. The office is in the Bapst building, on the corner of East Seneca and Washington streets.

The Citizens' Gas Company is the successor of the former Buffalo Oxygen and Hydrogen Gas Company, which was organized in the early part of 1871 and began operations in July of that year. The first president of the old company was John B. Griffin; John H. Vought was the first secretary. In 1873 the property of the company was sold under a mortgage and the Citizens' Gas Company was founded on its basis in December, 1873. The first officers of the new company were as follows: J. F. Schoellkopf, president; John H. Vought, vice-president; E. S. Wheeler, secretary; C. Rodenbach, treasurer. The present officers are: J. F. Schoellkopf, president; Charles A. Sweet, vice-president; John McManus, secretary and treasurer. The office is situated at 293 Court street, and the works on Court street, below Fifth. There are now nearly one hundred and fifty miles of gas mains in the city.

The Brush Electric Light Company of Buffalo, was organized May 1, 1881, and began operations in July following. The first and present officers are as follows:—John F. Moulton, president; James Adams, vice-president; the first secretary and treasurer, H. G. Nolton. The superintendent is C. C. Jennings. This is the only electric light company in Buffalo. The present treasurer is J. M. Brinker, and W. F. Frear is secretary. Business was begun by this company with thirteen whole lights in July 13, 1881; this number has been increased to two hundred and eighty-nine. These are divided into three stations; number one is on "the island," Ganson street; number three, corner of Mohawk and Wilkeson streets; number four at the Union iron works. Forty-seven miles of copper wire are now stretched in the city, giving a capacity for one hundred and seventy-five more lights. The company is now about introducing the incandescent system, operated by storage battery. The Edison incandescent lights are in use at the Erie elevator, at Thornton & Chester's and the Urban mills.

Street Railway Companies, etc.

The system of street car-lines at present in operation in Buffalo, has been built up since 1860, although there was a "one-horse" railway between Buffalo and Black Rock many years previous to that time. Several omnibus lines were in operation before 1860, the first of which was established in 1835. Early in the year 1860, the first street railway company in Buffalo was organized; it was a stock company. Ground was broken on Main street, on the 19th of May, in that year, for the first line of track, and three days later the construction of the Niagara street line was begun. The first car was run over the Main street line on the 11th of June, 1860, and on the 23d of the same month, cars began running on
the Niagara street line. In July, 1860, the Main street line was extended to Cold Spring, cars first being run to that point on the 14th of the same month. Early in July, 1873, the line to East Buffalo was completed, by the east side street railway company, which was organized chiefly through the efforts of the late S. V. R. Watson. The Main street line was extended to the Park in 1879 and cars first ran to that resort on the 26th of July, of that year. The Exchange street line was built in 1874. The system now extends into all the more thickly settled portions of the city. Over forty miles of track are laid, over which run 120 cars, drawn by 730 horses, and 350 men are employed; all the lines are managed in conjunction with each other. Our inability to gain information at the offices of the companies, prevents our giving further particulars on this subject. The officers of the Buffalo street railroad company are Henry M. Watson, president; S. S. Spaulding, secretary and treasurer; Edward Edwards, superintendent. Of the East Side Street Railway, they are S. S. Spaulding, president; Joseph Churchyard, vice-president; H. M. Watson, treasurer; Edward Edwards, superintendent.

CHAPTER XX.

LITERARY AND RELIGIOUS ASSOCIATIONS.


The first literary association or society established in Buffalo, was the Buffalo Library, which was incorporated in 1816, under the law of 1796. The society was organized at the house of Gaius Kibbe, December 10th, of that year. Mr. Kibbe's house was the old Eagle Tavern. Following are the names of the Board of Trustees: — Charles Townsend, Charles G. Olmstead, Jonas Harrison, Isaac O. Leake, Miles P. Squier, Smith H. Salisbury and Josiah Trowbridge. Among the original members and stockholders in the society, were many other honorable names, such as James Sheldon, Peter B. Porter, Albert H. Tracy, David M. Day, Samuel Wilkeson, Henry R. Seymour, Pascal P. Pratt, Ebenezer F. Norton, Heman B. Potter, Samuel Tupper, John G. Camp, James Rough,