of the disaster reached him, he hastened home, and arriving about the middle of March, a meeting of the citizens concerned was called. It was resolved immediately to attempt the opening of the channel, and a subscription was proposed to defray the expenses which were estimated at $1,600. The subscription went heavily, only about $300 being obtained, but without waiting to see how the means were to be provided, preparations were made for commencing the work the next morning.

Here follow details of how the work of deepening the channel was performed, by the aid of wooden scrapers drawn through the gravel by means of capstans set up on scows, and then pulled back by ropes in the hands of men on the opposite side. Mr. Wilkeson then continues:

"The progress made in removing the sand, was most encouraging, and there appeared no doubt that by increasing the scrapers, the channel could be opened before the first of May. Piles were put down, and a raft of timber substituted for scows, on which to erect more capstans. Saturday night came, and the workmen were dismissed until Monday morning. During the night a heavy gale set in and increased in violence until about noon on the Sabbath, when the ice began to break up, and the lake to rise. Soon the ice was in motion, and driving in from the lake, was carried up the creek with such force as to destroy the scows and all the fixtures. The pile-driver, being securely fastened by strong rigging to the piles, it was hoped would remain safe, but the fasts gave way and it was driving towards the shore, where it could scarcely escape destruction. It was saved by the extraordinary exertions of two individuals who, making their way to it by the aid of two boards each, which they pushed forward alternately over the floating ice agitated by the swells, succeeded in fastening it with a hawser to a pile near which it was floating. The scow being secured, the anxious and disheartened citizens and workmen, returned to their homes. Any community less inured to disappointments and adversity, would now have given up in despair. The very elements seemed to have conspired against them. The gale was frightful, and in the afternoon was accompanied by a heavy fall of snow; the water was high, and ice driving with violence on to the flats.

"Monday morning the wind had subsided, but the weather was cold and still stormy. A general meeting of the citizens was convened, to whom the superintendent stated the extent of the damage, the probable time it would take to repair it, the amount of funds requisite to complete the work, and his entire confidence in ultimate success. As the liability to pay a hundred and fifty dollars a day would soon attach, the importance of a united and speedy effort was more sensibly felt. The meeting was fully attended, not only by those who were liable on the bond, but by many young mechanics and others. Dr. Johnson, John G. Camp and Dr. Chapin were chosen a committee to obtain and collect subscriptions."

The list of subscriptions was made up largely of goods and provisions and amounted to $1,361.25, ranging from two dollars to one hundred and ten dollars, which was given by Dr. Johnson "in goods at cash prices."

"The provisions and goods were paid to the workmen without loss, but on much of the property (which was sold at auction) there was an average loss of about thirty-seven and a half per cent."
After detailing the work of again opening the channel with the scrapers, Mr. Wilkeson concludes as follows:—

"Although the weather became good the latter part of April, and the work was prosecuted with the utmost diligence, yet the first of May came while there were still a few rods of the channel in which only about six and a half feet of water had been gained. As considerable work yet remained to be done on the steamboat, and no loss or inconvenience could accrue to the owners in allowing a few days to deepen the channel, yet no time could be obtained. The boat was put in motion and fortunately the pilot, Captain Miller, having made himself acquainted with what channel there was, ran her out into the lake without difficulty. The bond was canceled. The boat was, however, light, and when fully loaded would require much more water. The scraping was therefore continued.

"When the boat was finished, the citizens were invited to take an excursion on the lake. It was feared that if the boat should be deeply loaded with passengers, she would ground in the new made channel. Although this would be a trifling occurrence in itself, yet circumstances had recently occurred which led them to regard the experiment with the deepest anxiety. An act had passed a few days before, authorizing the Canal Board to contract for the construction of a harbor at Black Rock, which, if completed, might secure the termination of the canal at that place, and supercede Buffalo harbor. The subject was to be acted upon by the Canal Board in a few days, and even so trifling an incident as the grounding of a steamboat might influence their decision and deprive Buffalo of the fruits of all her toils and exertions in building a harbor. An effort was therefore made to either postpone the steamboat excursion or limit the number of passengers; but in vain. Neither the captain nor a majority of the citizens could appreciate the solicitude of the few. The whole village crowded on board and the boat grounded. This was the more mortifying, as many of our Black Rock friends were on board, who had always predicted our failure. But after a few minutes delay in landing some of the people on the pier, the boat moved forward, went alongside of the pier, took on the passengers, and proceeded up the lake with bugles sounding and banners flying."

Buffalo harbor was considerably improved in the summer of 1826, under contract with Messrs. Baker & Merrill, and was still further extended in 1829; nearly half the proposed ninety rods of pier being then finished. An appropriation for this work was obtained from Congress. This and some subsequent harbor improvements were executed under the local superintendence of Mr. Isaac S. Smith, then a well known resident of Buffalo.

In July, 1827, a writer in one of the local papers stated that prominent citizens purposed memorializing the Board of Canal Commis-

* The pier is built of wood and stone, commencing at the extremity of the sandy point, on which the light-house stands, extending in a westerly direction into the lake, eighty-four rods, and averaging eighteen feet in width; it was built in 1819, '20 and '21, for the purpose of preventing the accumulation of sands in the mouth of the creek; and has so far answered the purpose, that there has been an uninterrupted and safe navigation (during the season) for the last three years, for any vessels that have navigated the lake, and in any weather.—Mr. Bilt's Pamphlet, 1825.
sioners for an independent canal between Black Rock and Buffalo, "past Black Rock harbor;" the writer added, "that work having entirely failed, it is supposed that the Commissioners will not hesitate to go on with this canal," etc. This appears to have been a revival of a subject that had been agitated before.

The Black Rock pier finally gave way in May, 1826, to such an extent that all hopes of a substantial and permanent harbor there, were abandoned.

While these events were occurring, the war of words between Buffalo and Black Rock went on without interruption, and as soon as the canal project began to assume definite shape, the controversy, involved the question of the terminus of that work and the rivalry between the two places became more bitter than ever before. Both of the villages had friends in the different Boards of Canal Commissioners and in the engineer corps, and no effort was spared to make the most of their influence. Black Rock had its natural harbor and besieged the State authorities for appropriations to extend it by the construction of piers, in expectation of thus influencing to some extent the Canal Commissioners to make it the terminal point of the new commercial highway. One result of these efforts on the part of Black Rock, was the passage of a resolution by the Commissioners in June, 1822, to the effect that if Peter B. Porter and his associates succeeded in building ten or more rods of pier on their plan between Brace's store and the second angle east of Bird Island "by the first of May or June following," to the satisfaction of the village trustees, then the Canal Commissioners would either contract for the construction of the canal basin desired, or recommend that the State refund the money that had been expended. The Black Rock Harbor Company was thereupon formed, and a large quantity of timber and stone advertised for, which were used in the "Experiment Pier" that was afterwards built. This action inspired the Buffalonians to renewed opposition to their rivals, and assertions were freely made and published that the first run of ice in the river would destroy the proposed improvements; this eventually proved to be the case.

In the summer of 1822, a meeting the proceedings of which were destined to exert a mighty influence upon the future of Buffalo, was held at the Eagle tavern. It was a memorable gathering. DeWitt Clinton, then chairman of the Board of Canal Commissioners, presided at the meeting; his associates were Stephen VanRensselaer, Henry Seymour, Myron Holley and Samuel Young. The momentous question at issue was, Buffalo or Black Rock as the terminus of the canal. The latter village was represented by General Peter B. Porter, and most ably, for the heart of the speaker was in his cause. Samuel Wilkeson, at the head of a number of the leading men of Buffalo, was there to advocate the interests of their village. Mr. Wilkeson, though unaccustomed to oratory, believed
with his whole soul in the justice of his claims; he looked at the matter in its most practical light; he knew he was right and he proved it by advancing many excellent reasons why the canal should come to Buffalo; his success proved his eloquence. The case was summed up by Mr. Clinton, and the Commissioners decided* in favor of Buffalo.

The events above narrated and their surrounding circumstances contributed to keep the controversy between the factions of Buffalo and Black Rock at fever heat for years. In the spring of 1823, the "Experiment Pier," built by the people of Black Rock the previous summer, withstood the run of ice and high water, which was watched from the river banks for days, by many people from both villages. This fact caused some of the Canal Commissioners to express themselves still further in favor of improvements in that harbor and the war of words broke out with renewed activity. To-day the people of one village would be elated over a supposed victory, through some actual or fancied expression from the Commissioners, while to-morrow, perhaps, the rival village would fire a salute over a rumored triumph for itself. So strong were the influences at work in favor of Black Rock, that as late as the summer of 1823,† the people of Buffalo were caused great anxiety, through fears that their desired consummation would not be reached. One phase of this apprehension is exhibited in the following copy of an old subscription paper, the original of which is now in possession of Jno. Wilkeson, Esq.:—

"WHEREAES, The late decision of the Canal Commissioners, terminating the canal at Black Rock, upon the plan proposed by Peter B. Porter, will be injurious to the commerce of Buffalo and, in a great measure, deprive the inhabitants of the benefits of the canal—in order, therefore, to open an uninterrupted canal navigation upon the margin of Niagara river, on the plan proposed by David Thomas,‡ from the point where the line established by him will intersect Porter's basin, to the point where it is proposed to dam the arm of said river to Squaw Island, the undersigned agree to pay to Henry B. Lyman, the sums annexed to their respective names, to be for that purpose expended under the direction of trustees to be appointed by the subscribers. The sums subscribed to be paid in such monthly installments as the said directors shall think it expedient and proper to direct, not exceeding 30 per cent. per month on the amount subscribed; no part, however, of any subscription is to be called for until the expenditure of the whole shall be authorized by the Canal Commissioners, upon the plans herein proposed.

"Dated, Buffalo, July 2, 1823.

* In the subsequent report of the Canal Commissioners, they said:—

‡ It is important to have at that end a safe harbor, capable, without much expense, of sufficient enlargement for the accommodation of all boats and vessels, that a very extensive trade may hereafter require to enter and exchange their lading there. The waters of Lake Erie are higher at the mouth of the Buffalo creek than they are at Bird Island, or at any point further down the Niagara, and every inch gained in elevation will produce a large saving in the expense of excavation throughout the Lake Erie level.

† According to Mr. Wilkeson's papers, before quoted, the final and formal decision of the Canal Commissioners, that the canal should extend to Buffalo, was not given until their report of 1823.

‡ This plan was substantially the one finally adopted by the Commissioners.
"Joseph Dart, Jr., $150; Timothy Page, $100; Stephen Clarke, $100; E. Hubbard, $150; J. A. Lazelle, $150; Moses Bristol, $100; R. W. Haskins, $100; Geo. Stow, $50; Abner Bryant, $250; H. R. Seymour, $250; G. & T. Weed, $250; Joseph Bull & Co., $150; Abraham Larzalere, $200; Hiram Pratt, $200; J. Sweeney, $100; N. Darrow,* $25; Moses Baker, $200; B. Fowler, $25; Robert Bush, $50; A. Palmer, $100; James Miller, $100; S. Matthews, $100; Erastus Gilbert, $100; B. I. Staats, $50; Lucius Gould, $100; J. E. Marshall, $100; Johnson & Wilkeson, $1,500; Townsend & Coit, $1,000; R. B. Heacock, $1,000; E. C. Hickox, $500; Joseph Stocking, $600; Sheldon Chapin & Co., $500; Burt & Goodrich, $500; Ebenezer Walden, $500; Jonathan Sidway, $500; Oliver Forward, $400; Joseph D. Hoyt, $500; Royal Colton, $200; Ruxton & Hamilton, $100; Henry Kip, $50; S. A. Fobes, $100; G. B. Webster, $250; William Mason, $25; total, $11,415."

In addition to the above, Mr. Louis Le Couteulx gave one-half acre of land "bounded on the canal and extending to the highway." The land subscribed by Mr. Le Couteulx was on outer lot No. 1. Most of the money subscribed on this paper was collected and, although it probably did not become necessary as a means of extending the canal to Buffalo, it may have been used in harbor improvements.

In connection with the anxiety in Buffalo, as to their prospects of being benefitted through the terminus of the canal at Buffalo creek, a petition was presented to the Canal Commissioners, July 23, 1823, by the Buffalonians, asking, in substance, that simple justice be done them in the premises, and a long editorial appeared in the Patriot about that time, deploring the consequences to Buffalo, if the Commissioners continued to expend money upon the Black Rock harbor, to the neglect of that at the mouth of the creek; the editor concluded, however, with the assurance that Buffalo would surely outstrip its rival, no matter what course was pursued by the Commissioners.

For a year or two previous to the time in question, and during the agitation, Black Rock had grown faster than Buffalo; but it reached the zenith of its prosperity with the construction of its harbor improvements; its pier was gradually destroyed, a large part of it being carried away in May, 1826, and hopes of the place becoming a commercial port of importance died out.†

* The only person in the list of subscribers who is now living.
† During the speculative period of 1835-36, a project was developed by a number of citizens of both Black Rock and Buffalo, which they expected would result in building a city at the former place, and in consequent large profits through the sale of lands. One feature of the scheme was the construction of a pier or dam extending from Bird Island to a point near the outer end of the Buffalo pier. It was expected that this extension would make it possible for vessels to go down there at all times, would improve the Black Rock water-power and prevent the then existing basin from filling up with sand and ice. Congress having already granted large appropriations for Black Rock improvements, was to be further petitioned for aid in this work. The matter went so far that surveys and soundings were made in the summer of 1835. Against this scheme Buffalo at large opened a determined opposition, in which Mr. Wilkeson took an active part; a memorial was drawn by him, addressed to Congress, containing that the existing dam at Black Rock had greatly
The following statement shows who constructed the principal canals and basins in the city. The Erie basin was made by the State, a nominal price being paid the owners of the land occupied by it. The Ohio basin was made by the State, as were also the canals leading from the river to it and from it to the Hamburg canal. The Blackwell ship canal was constructed by the city, at the expense of the owners of the lands through which it runs. The Hamburg canal was commenced by the owners of the lands through which it runs; subsequently it was assumed by the State as a portion of the Erie canal.

It was in the spring of 1822, that Millard Fillmore first came to Buffalo to reside—a man who arose from obscurity and humble surroundings, to the highest position in the gift of his countrymen. Mr. Fillmore had paid Buffalo a visit as early as 1818, but returned to finish his apprenticeship in the carding and cloth-dressing business at Newhope; this employment gave him opportunity to teach school and study during the winters, which was fully improved. His father removed to Cayuga county, and the following winter placed his son in the law office of Judge Walter Wood. Young Fillmore purchased the last year of his apprenticeship, and in the spring of 1822, began teaching school in Buffalo. He soon entered the law office of Asa Rice and Joseph Clary. In 1823, he was admitted to practice in the Court of Common Pleas. He then opened an office in East Aurora, where he continued in practice till May, 1830, when he formed a partnership with Mr. Clary, in Buffalo. Mr. Fillmore was first elected to the Assembly, in the fall of 1828, having been admitted as attorney in the Supreme Court, the previous year. He was elected to Congress in 1832, when but thirty-two years old, and served there four successive terms. He relinquished law practice January 1, injudicious the Buffalo harbor, chiefly by causing a rise in the water level, and that the proposed work would cause diminution of the harbors and basins, besides being a scheme intended to some extent to enrich its ports. The dam was never built as proposed. At the same time, (January, 1836,) Mr. Wilkeson and his friends procured the making of a map showing the proposed improvements in Buffalo harbor; this map and accompanying address to the citizens of Buffalo, was published as an extra to the Whip and Journal. We quote briefly from the address:

"Since much has been said for the past few weeks of the necessity of extending Buffalo harbor, it may be interesting to some of you to examine the accompanying plan, by which our harbor room can be increased to any desirable extent, by excavating slips and basins on ground now unproductive to the owners, but which, by the earth excavated from the slips, may be raised above the floods and made to furnish valuable sites for docks and warehouses. Should this plan be adopted, it will put at rest forever, all apprehensions of want of room. * * * Those on the south side of Buffalo creek will be particularly adapted to the great Western and Canal business, and perhaps exclusively used for such. The proposed increase of room, by enlarging Clark & Skinner's canal, and converting the basin on Little Buffalo creek, intended for canal boats, into one for large vessels, will still leave this plan subject to enlargement to any extent which may comport with the interests of the eastern portion of this city."

The address then reviewed the great benefits to be derived from the proposed improvements, and urged the execution of the work upon the people and the Common Council. A comparison of this map with Mr. Ball's map of 1825, and of both with the present city maps, gives a clear idea of the condition of the harbor at the respective periods, and also indicates how nearly the proposed improvements were finally carried out. Much of the harbor improvement indicated on the map of 1836, was made about the year 1842. The old maps referred to, accompany this volume.
1848, and assumed the duties of Comptroller of the State. He declined a re-nomination for Congress in 1842, and in 1848 was elected President of the United States by the Whig party; he was defeated for the same office as the candidate of the "National American" party, in 1856. Mr. Fillmore then retired to honorable private life in the city where he had so long enjoyed the confidence of his fellow men; he died March 8, 1874.

With the fact settled that Buffalo would be the terminus of the canal, and the beginning of work on the western section, on the 9th of August, 1823, the village developed and grew with wonderful rapidity. On the 12th of July, the proud boast was made in one of the newspapers, that there were twenty-nine vessels at her wharves at once. Real estate changed hands at advanced prices, new buildings were erected, new vessels added to the lake fleet, and when the opening of the canal was celebrated on the 26th of October, 1825, everything in and near Buffalo betokened all the prosperity she has since realized. We have, fortunately, in a pamphlet published in that year by S. Ball, a comprehensive and clear description of the village as it then existed. It is as follows:—

"There are at present between 400 and 500 buildings, including dwelling houses, stores and mechanics' shops; and according to the census taken in January last, there were 2,412 inhabitants, which is 317 more than the whole township of Buffalo, including the village of Black Rock, contained in the year 1820, according to the census then taken. Black Rock now contains 1,039 inhabitants.

"Among the population there are four clergyman, seventeen attorneys, nine physicians, three printers, who give employment to ten hands, two bookbinders, four do.; four goldsmiths, three do.; three tin and coppersmiths, sixteen do.; seven blacksmiths, seventeen do.; two cabinet makers, ten do.; three wheelwrights and coach builders, ten do.; two chair makers, five do.; one cooper, three do.; three hatters, eight do.; two tanners and curriers, nine do.; five boot and shoe makers, thirty-five do.; two painters, five do.; four tailors, twenty do.; one manufacturer of tobacco, two do.; fifty-one carpenters and joiners, nineteen masons and stone cutters, three butchers and one brush maker. * * *

"There are twenty-six dry goods stores, thirty-six groceries, three hat stores, seven clothing do.; four druggist do.; one hardware do.; six shoe do.; one looking glass do.; three jewelry do.; three printing offices, two bookstores and binderies, eleven houses of public entertainment, one rope walk, three tanneries, one brewery, one livery stable, eight store houses, one custom house, one reading room, one post office, one public library, one masonic hall, and one theatre situated on lot No. 15, which has been conducted during the past year with a very considerable degree of ability. The public buildings consist of a brick court house, a very handsome designed building, but remains unfinished, situated upon an eminence on the east side of North Onondaga (Washington) street, fronting Cazenovia Avenue, (Court street) and is on the most commanding ground in the village. A stone Gaol, standing on lot No. 185. A market house situated at the head of Stadnitzka Avenue. The market is well supplied as most country villages. * * * The Niagara bank is a large brick building, situated on North Onondaga, between Swan and Eagle
stretches. The Buffalo Insurance Office is a large, well-finished three-story brick building, on lot No. 35, Willink Avenue. An Episcopal church, built of wood, a good sized and well-finished edifice, standing on lot 42. A Presbyterian Meeting House, a very commodious building, situated on lot 43. And a convenient Methodist Chapel, on lot No. 83. There is one Young Ladies’ School, one Young Gentlemen's Academy, and four common schools. The lots Nos. 108, 109, 111 and 112, are occupied for a burying ground. The space left blank in the plan is lands owned and reserved by Joseph Ellicott, Esq. There are five religious congregations, one Episcopalian, one Presbyterian, one Methodist, one Baptist and one Universalist. Among the societies and institutions, there are five religious, two Masonic, one Library, one Banking and one Insurance. There are four weekly newspapers, to-wit:—The Buffalo Patriot, established in 1811; The Buffalo Journal, established in 1815; the Gospel Advocate, established in 1823; the Buffalo Emporium, established in 1824."

After a detailed description of the harbor, light house and pier, which it is unnecessary to quote, Mr. Ball continues:

"The buildings in the village are principally of wood, and not very compact, with the exception of Willink avenue; this street is filled up, and is the most business part of the town. Van Staphorst avenue is built upon much beyond the extent of the map accompanying this work, and is the principle street that is traveled in passing from east to west.

* * *

The streets leading along the creeks, (which have not yet been favored even with a Dutch name) may be seen in the summer season, to exhibit a bustle and hurry of business, not unlike a seaport; * * these streets are well built, with extensive and commodious warehouses, and capacious docks, where the shipping lies undisturbed and in perfect safety."

Mr. Ball's pamphlet then records, among other evidences of growth and prosperity in the village, the existence of six different mail routes leading to and from the place, with nine regular lines of stages arriving and leaving every day and the best and most ample accommodations for travelers.*

The view for the accompanying engraving of Buffalo harbor from Mr. Ball's pamphlet was taken from the Terrace. The foreground

* In a letter from Hon. Gideon J. Ball to Mr. O. H. Marshall, written in 1876, is given a brief account of Mr. S. Ball's production of the plates from which the map and the engraving of Buffalo Harbor were printed, as follows:—

"S. Ball was not an engraver—never claimed to be—but with a pencil he sketched well and cleverly. After the completion of his drawings, he corresponded with engravers in the city of New York, and to his surprise found their charges so high and the difficulties of distance so great, that for a time he was disposed to give up his hobby. After reflection, he resolved to do the work himself. Copper was procured; the plates were hammered to firmness, and by infinite rubbing, their surfaces were finished so that they presented polished planes. Mr. Ball then set himself to the work and by persevering effort, succeeded in transferring to the copper the pictures he had drawn."

The letter then recounts how Mr. Ball then carried his plates to the office of the Patriot, expecting to get them printed on an ordinary printing press. When this was found to be impossible, he read up on the subject, learned that the work could be done only on a roller press, and immediately set about making one; a section from a buttonwood tree was procured, two rollers turned and a bed plate of iron provided. Ink suitable for the work then had to be made, and when all was ready the printing was done in a very creditable manner, when the circumstances are considered.
exhibits the Erie canal, then in an unfinished state, from a point near the line of Erie street to near the Little Buffalo creek, above the Commercial street bridge; thence the bed of the Little Buffalo creek to the Big Buffalo creek. At the left is seen the point on which was afterwards erected the warehouse of Joy & Webster. The small building on the extreme left stood in Prime street. The next is the "old red warehouse," which was occupied by Townsend & Coit; and below it two buildings standing in and near the foot of Commercial street. Farther down the harbor is seen a cluster of small buildings, then standing on the Johnson & Wilkeson lot. Next and near the center is the warehouse then occupied by Hiram Pratt and Asa B. Meech. The next and last building on the right, was the small warehouse used by S. Thompson & Co. Between the canal and the buildings is an open field. It seems scarcely credible to the present resident of Buffalo that this is a correct representation of the harbor and its surroundings less than sixty years ago.

Of the period from the year 1825, to the incorporation of Buffalo as a city, in 1832, we have only further to note that it was one of prosperity and gradual advancement. Trade, manufactures, commerce and all material interests were developed, and building in the village was encouragingly extended. The lake and canal fleets were greatly enlarged and were sources of a commerce which added to the general business activity of the place. The Government, after years of vexatious delay, repaid to some extent, the losses occasioned by the war, and a general feeling prevailed that Buffalo had started upon an era of growth that nothing could retard. This feeling was strengthened by a more liberal policy which was adopted at that time by the Holland Land Company in the sale of their lands, and towards those previous purchasers who were indebted to the Company, and were unable to pay. Many such obligations were remitted; for others, wheat, cattle, and other products were taken in liquidation, and easy terms were offered to new purchasers. Previous to the period in question, the Company had done very little for the advancement of Buffalo in any respect.

During the fall of 1826, the subject of a National road between Buffalo and the city of Washington, was agitated, and the leading citizens took a lively interest in the matter. A survey had been previously ordered by the Secretary of War, and a meeting of the citizens of the village was held at the Mansion House, on the 26th of October, at which a resolution was passed that a petition be addressed to Congress, asking that the work be forwarded. The village trustees were made a corresponding committee on the subject.

A company from which much was expected, was incorporated in 1827—the Buffalo Hydraulic Company; its capital was $25,000. In October of that year the company partially completed and opened their
canal from a branch of Big Buffalo creek, into Little Buffalo creek, near the city limits; this canal was nearly four miles long, and furnished a head of sixteen feet. A saw-mill, grist-mill, woolen factory, hat body factory, last factory, and a brewery, were built, which were operated for some years, and quite a settlement grew up in that vicinity. The spread of the city necessitated the subsequent filling up of the canal. On the occasion of the opening of the canal, November 1, 1827, the company furnished the citizens with a big dinner at "Howard & Shaw's inn; a roasted ox, cider, whisky and other articles in abundance," were enjoyed.

On the fourth of July, 1826, the Jubilee Water Works Company began operations for the purpose of supplying the village with water from the Jubilee Springs, "a fountain of pure water, one and one-half miles from Black Rock." Pump logs were laid from the spring to Black Rock, during that season. In the winter of 1827, the company was incorporated, and contemplated continuing their conduits to Buffalo. This was finally done in 1829, the logs being laid down Main street to the canal basin. The rates charged were seven dollars for families, and five dollars for stores and offices.*

During the period under consideration the village suffered severely from fires, much loss being entailed through the lack of sufficient extinguishing apparatus. Early in the morning of November 14, 1829, eleven stores were burned on the west side of Main street, causing a loss of over $25,000. On the 15th of December, 1831, the "Kremlin corner" was burned, with a loss of over $20,000. November 14, 1832, occurred one of the most disastrous conflagrations in the history of the city, destroying several squares of buildings in the heart of the city, on Main, East and West Seneca, Pearl and Washington streets, and causing a loss of nearly $200,000.

In September, 1830, a humorously inclined person wrote to the editor of one of the local papers an amusing letter asking that the streets of the village be properly named and numbered. The old Dutch names of the principal streets had been changed in 1825, but they still caused some confusion, while no numbers had yet been used on any of the streets. By a resolution of the village fathers in March, 1831, the numbering, as far as it then extended, was directed to be made on substantially the same plan now in use.

The first directory of the village was published July 1, 1832, by L. P. Crary, an auctioneer in the place; it was printed by Day, Follet & Haskins. The entire book contained less than sixty pages, thirty of which only were filled with names. The colored residents were placed under a separate heading.

* This company is still in existence, and further reference to it will be found in a subsequent chapter.
A village census in 1830 showed a population of 8,653, upon which congratulations were exchanged that it had quadrupled in the preceding ten years.

About the 1st of February, 1832, the harbor was further extended by the construction of a ship canal eighty feet wide and thirteen feet deep, from the harbor near the outlet of the creek, across to the Erie canal, about 700 yards; and a smaller canal beginning at Big Buffalo creek and extending to Little Buffalo creek. Five hundred men were employed upon the work.

The growth and general activity of the village at this period is indicated in some measure by the great number of propositions and applications for the opening and extension of streets and improving those already open, that were before the Common Council the 1st of July, 1832. These were in part, as follows:—

"Extension of Delaware and Franklin streets from their terminations to the northern bounds of the city. Opening Martin street from Big Buffalo creek to Seneca street. Opening Beaver street from Main to Martin street. Lay out and open Washington street from present terminus to Charles Townsend's line. Open and work Crow street. Open an alley from Washington eastward between Crow and Seneca. Grade and gravel the south side of Genesee street from Spruce to Main. Grade Washington from Swan street to the court house. Grade Pearl street from Huron to Chippewa streets. Grade Main and Canal streets from the Terrace to Big Buffalo creek."

These improvements and extensions were rapidly followed by others at almost every meeting of the Council; but to give the reader a just appreciation of this rapid advancement, it is our duty to record the fact that the enforcement of the ordinance prohibiting the running of cows in the streets of the city was, upon motion of a member of the Council, postponed to January 1, 1833.

Towards the last of the year 1831 the inadequacy of the village charter for the satisfactory government of the growing community, became apparent to the officials, and doubtless to the inhabitants. Agitation of the matter resulted in a meeting which was held about the middle of December of that year, at which was appointed a committee charged with the important work of drawing a new charter or amending the old one. This committee consisted of Charles Townsend, B. D. Coe, Ebenezer Walden, H. White, Millard Fillmore, J. Clary, H. Shumway, R. W. Haskins, P. A. Barker, B. Caryll, G. B. Webster, Samuel Wilkeson, D. Tillinghast, J. Stryker, W. Hollister, J. W. Clark, W. Ketchum and M. Baker. After proper consideration of the subject, the committee unanimously recommended that application be made to the Legislature for an act of incorporation for the City of Buffalo. The act was accordingly drawn, and no opposition being made, it became a law April 20, 1832. The city was then divided into five wards, the boundaries of which are indicated on the accompanying map, and contained about 10,000 population.
We cannot more appropriately or entertainingly close this chapter, than by quoting from the address of E. C. Sprague, Esq., delivered at the semi-centennial of the incorporation of the city, July 3d, 1882, in which he thus pleasantly alluded to the infant city:—

"It was a little city erected upon the substance of things hoped for rather than of things seen. It contained a few scattered brick buildings and perhaps twenty handsome dwellings mostly of wood; but the bulk of the city consisted of frame houses, generally from one to two stories high, even on Main street. The ridge of land running from Exchange, then known as Crow street, northerly, lifted Main, Franklin and Ellicott and the intermediate streets out of the bottomless mud east of Ellicott street, and the miry clay which, west of Franklin street, absorbed in its adhesive depths the wheels of wagons and the boots of pedestrians. Niagara street, crossed and hollowed by running streams, was sometimes impassable to man or beast. Extending from the corner of Main street and the Terrace westerly around to Court street was a high bluff, down which the boys coasted through Main and Commercial streets. The streets were unpaved and the darkness of Main street was made visible by a few oil lamps. But all the people knew each other, even in the dark, and congregated at the Eagle Tavern, the Mansion House, the Buffalo Hotel, and Perry's Coffee House, and, on pleasant days, in Main street on the various corners from Court to Seneca streets, cracking jokes and discussing politics. * * * The daily street costumes of some of our leading citizens, in 1832, was a black or blue dress coat, with costly gilt buttons, a voluminous white cravat, a ruffled shirt, accompanied by the 'nice conduct' of a gold-headed cane. Main street presented a picturesque variety, including elegantly dressed gentlemen and ladies, blanketed and mocassined Indians, and emigrants in the strange costumes of foreign lands. Most of the business was done upon the west side of Main street, between Mohawk and Exchange. Mayor Johnson's stone cottage, now occupied by the Female Academy, stood in solitary state on Delaware Avenue, which was devoted for the most part to lumber yards and soap factories. The dwellings north of Mohawk street were few and far between. It was considered a long walk to Chippewa street, and a hardship to walk as far as Tupper street.

"It appears by the Directory of 1832 that the city contained six churches, eight 'institutions,' including some debating societies, two banks, an insurance company, and a library of 'nearly 700 volumes.' I have looked in vain for the record of a single charitable association. There were sixteen public and private schools in the city, but the scholars in them all would not equal those attending one or two of the great schools of the present day. Sixty mails a week during the winter and eighty-eight during the season of navigation were 'received, made up and dispatched at the post office.' Of the amount of property shipped from this port it is stated that no certain information can be obtained, but we are informed that there were 'ten store-houses for the transaction of lake and canal business.' Even then, however, the steamboats on the lakes, though few in number, were among the best in the country, and were crowded with passengers, who had arrived from Albany on the canal, and were seeking a home in Ohio and Michigan.

"There were some forty manufacturing establishments in the city, perhaps altogether not equaling in capital and men employed, one of the great establishments of the present day."