

The Sixth Decade

Overview

In many respects, this was the calm before the storm in that it marked the decade that preceded the Civil War. The community continued to grow, there were improvements in the infrastructure, new sources of energy emerged, and the Richmonds, Dean and Mary, moved to Batavia. But, otherwise, it was a rather unremarkable decade.

For the first time, the Federal census distinguished between the Village and the Town. So, it was now possible to determine with certainty the exact number of residents in Batavia. According to the census, by 1860 the population had grown to 2,560 individuals (“Genesee Community Information,” *Richmond Memorial Library*, online, accessed 3 January 2014).

1: Infrastructure

As with previous decades, the streets were still not paved, unless one counts the plank road of the Buffalo and Batavia Plank Road Company beginning at the western edge of the Village (Stafford E. North, *Our County and It's People: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 295). There were still no public sewers and there was no public water system. However, there were two major advances.

One of the advances in infrastructure involved the installation of streetlights in 1855 (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 9). The lights were lit by gas and there were 20 in all (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 252). They required a lamplighter to make his rounds nightly to ignite the gas and, presumably a few hours later, to extinguish the flame. (The source of the gas will be described in the later section titled, “Energy sources.”) Compared to the extensive and bright lighting of public areas common today, 20 “puny” gas lights may not seem like much, but compared to the absence of any illumination at all before 1855, it probably seemed very impressive at the time.

The second major advance in the Village’s infrastructure involved sidewalks. Prior to the mid-1850s, “improved” sidewalks were made of wood. Wood, of course, had one big

1851-1860

drawback. It rotted after a few years. So, there began a drive to use stone slabs, a drive that appears to have been spearheaded by Maj. Henry Glowacki when he was serving as a Village Trustee (Larry Barnes, *A Polish Revolutionary in Batavia, His Wife and Descendants, and a House Divided* [Batavia, N.Y.: self-published, 2008] p. 3). The reader may recall from the chapter on the fourth decade that Glowacki had arrived in Batavia as a teenager who could speak no English, but rather quickly rose to prominence and served the community in many positions of importance of which Village Trustee was but one.

Apparently there was some resistance to using stone slabs since the campaign to improve the sidewalks was described as having been a “strenuous” one. However, in 1857 the first stones were laid (“Past and Present,” *The Daily News*, Batavia, N.Y., 8 October 1938), beginning with a stretch in front of the Eagle Tavern at the corner of Main and Court streets. It was reported that the placement of these stones was celebrated on Christmas Eve with dancing by gaslight (“Past and Present,” *The Daily News*, Batavia, N.Y., 3 January 1948) It may be difficult to imagine how stone sidewalks could have generated enough excitement to warrant dancing in the street, but that’s probably because it is difficult to place ourselves in the context of life in small-town America, ca. 1850.

2: Transportation

From the standpoint of transportation, the big news in Batavia remained the railroads. One continued to get around town mainly on foot or by horse-drawn conveyances. Travel to other nearby communities also remained largely a matter of using a carriage, wagon, or sleigh if not travelling on foot or by horseback. However, travel of any distance increasingly took advantage of the relative speed and comfort offered by trains. This was especially the case as more rail lines were built.

On January 1, 1853, the first train of cars on the Canandaigua and Niagara Falls Railroad arrived in Batavia from the east. Two weeks later, the line was opened to the public. The company had been formed in December of 1850 which suggests it may have taken nearly two years to obtain sufficient capital and to purchase the right-of-ways necessary for construction of the railroad. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 69)

In May of 1853, all the several railroad lines between Buffalo and Albany, including the Tonawanda Railroad, were consolidated into a single company: the New York Central Railroad (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 6). Dean Richmond played a major role in obtaining the necessary State approval

1851-1860

and became the second President of the railroad company (“Dean Richmond, 19th Century Capitalist Baron,” *The Richmond Family News-Journal*, October 1973). Soon after formation of the New York Central Railroad, Dean Richmond moved to Batavia. There will be more about his family and home in later sections of this chapter.

In 1854, the Buffalo, Corning, and New York Railroad was completed to Batavia and the first train arrived from Corning on February 1 of that year. The line was opened to the public a week later. This railroad eventually passed into the hands of the Erie Railroad Co. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 69)

In 1858, the Canandaigua and Niagara Falls Railroad, referred to earlier, became a branch of the New York Central Railroad, necessitating a change in the width between the rails (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 69). This railroad eventually came to be known as the “Peanut line” (*A History of Rochester New York Railroads*, online, accessed 21 February 2014).

3: Housing

The most significant development of this decade was the purchase and expansion of a building that came to be the finest structure among the many imposing homes on East Main Street--the Richmond Mansion. It was located on the north side of East Main Street between Summit and Ross streets.

The reader may recall from the 1831-1840 chapter that Col. William Davis had built a fine home on East Main Street ca. 1839. Then, he experienced a reversal of fortune during the later years of the financial panic which had begun in 1837. Consequently, when Davis died in 1842, his wife went into bankruptcy and those who held a mortgage against the home foreclosed on the property. The house was eventually purchased in 1846 by Judge Edgar Dibble who lived there until 1854.

In 1854, Dean and Mary Richmond, who had been living in Attica, moved to Batavia and purchased the former Davis property (“Deeds,” Libre 89: 20, Genesee County Clerk’s Office, Batavia, N.Y.) from Edgar Dibble and his wife. (For whatever reason, the deed transferred the property just to Mary, not to both Dean and Mary.) In the next 20 to 30 years, the home was remodeled and enlarged, initially by Dean and Mary, but after Dean’s death in 1866, by Mary alone. From this point forward, the former Davis home was always known as “the Richmond Mansion.” (“Dean Richmond, 19th Century Capitalist Baron, *The Richmond Family News-Journal*, October 1973)

1851-1860

Features of the mansion included a wide front verandah with stately columns two stories high. The roof was ornamented by a balustrade extending around the structure. Spacious rooms, including a ballroom, were located in wings that extended either side of the center of the mansion. A wide hall ran down the center. The design of the basement permitted horse-drawn wagons to be driven inside for unloading supplies including coal for the three furnaces that eventually heated the mansion. (“Dean Richmond, 19th Century Capitalist Baron,” *The Richmond Family News-Journal*, October 1973)

Regal splendor prevailed throughout the mansion. Carved rosewood and highly polished mahogany were the dominant woods. The rooms were decorated with plaster moldings and ceiling center medallions from which many chandeliers were suspended. The ballroom featured French plate mirrors and yellow velvet carpeting. All of the fittings of the bathroom connected to the master bedroom were of solid silver. (“Dean Richmond, 19th Century Capitalist Baron,” *The Richmond Family News-Journal*, October 1973)

Reportedly, the Richmonds were wonderful hosts and entertained lavishly. Such occasions included an annual ball. Many prominent men on both business and pleasure jaunts were said to frequent the mansion. (“Dean Richmond, 19th Century Capitalist Baron,” *The Richmond Family News-Journal*, October 1973)

The Richmond Mansion eventually became the property of the Batavia School District and was torn down in 1970. More information about the mansion will be presented in a later chapter.

The Richmond Mansion was not the only imposing structure to make an appearance in the sixth decade. Another was the home of George Brisbane completed about 1855 (Larry Barnes, *The Brisbanes of Batavia* [Batavia, N.Y.: self-published, 2009] p. 9). It still stands, located on the north side of West Main Street, between Jefferson and Porter avenues and just west of the post office.

George Brisbane was the younger son of James and Mary Brisbane. Recall that James was the first merchant in Batavia, its first postmaster, and an entrepreneur of the first order. When James died in 1851, ten years after the death of Mary, George and his brother, Albert, inherited a significant fortune. George used part of his inheritance to erect a mansion situated on land that had belonged to the Brisbane family going back to 1802. (Larry Barnes, *The Brisbanes of Batavia* [Batavia, N.Y.: self-published, 2009] pp. 8-15)

1851-1860

George Brisbane's mansion, topped by a cupola and a slate roof, was the first structure to be built in Batavia from pressed brick. The latter required hiring masons from Buffalo because there was none in Batavia who could lay them properly. At the time, when standing in the cupola, one could look out over the roof tops of most of the houses in the Village. (Larry Barnes, *The Brisbanes of Batavia* [Batavia, N.Y.: self-published, 2009] pp. 18-20)

Reportedly, there were 30 or more rooms in the mansion. An octagonal rotunda in the center of the building admitted daylight from the cupola. On the east side of a central hallway was a room extending the length of the building and measuring 16 x 45 ft. Three sets of double doors opened into this room. On the west side of the hallway were two large rooms. To the rear of these rooms, in a wing off the main building, were a dining room, kitchen, and servants' quarters. In the rear of the first floor was a winding staircase with a landing half way up. On the second floor were seven large rooms. A walnut railing surrounded the octagonal opening that extended down to the first floor. (Larry Barnes, *The Brisbanes of Batavia* [Batavia, N.Y.: self-published, 2009, pp. 18-20)

The Brisbane Mansion eventually became City property. Information about that event will be presented in a later chapter.

4: Energy sources

From all appearances, wood was still being widely used for heating and cooking and candles for illumination, in the sixth decade. As noted in the last chapter, coal as a heat source may also have begun to appear in Batavia along with lamps fueled with the oil of sperm whales. Then, two developments occurred in the 1850s that significantly changed how illumination was achieved: the development, first, of gas for lights, followed shortly by the invention of kerosene for lamps.

Gas lights arrived in Batavia with the organization of the Batavia Gas Light Co. in 1855. In addition to the 20 gas street lights mentioned in an earlier section of this chapter, eventually 150 consumers were served by the company. The latter used gas lights to illuminate their homes or businesses. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 252)

Storage of the gas sold by the Batavia Gas Light Co. was in gas holders located south of Ellicott Street and east of Evans Street. While at first there was just one, eventually there were two gas holders, round buildings made of brick. The first structure, built in 1855, was eventually demolished. A larger one, built many years later, still stands after being remodeled

1851-1860

for a doctor's office. The first gas holder had a capacity of 13,500 cu. ft. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 252). The second one could hold 35,000 cu. ft. of gas (Larry Barnes, *Batavia Revisited* [Charleston, S.C.: Arcadia Publishing, 2011] p. 97). Early brick gas holders such as these were generally built around a deep pit foundation which was kept full of water, so presumably the Batavia gas holders were constructed in the same manner. A steel tank, open at the bottom, would rise and fall according to how much gas was being stored at the time. The water formed a seal at the bottom of the tank to keep the gas from escaping. ("Gas Holder," *MGP Glossary, New York State Department of Environmental Conservation*, online, accessed 21 February 2014)

The gas sold by the Batavia Gas Light Co. was not natural gas, but instead manufactured gas made from either crude oil or coal. While one source claims that crude oil was used ("Batavia Walking Tour," *Genesee County History Department*, online, accessed 21 February 2014), annual reports by the company suggest otherwise ("Annual Report of the Batavia Gas Light Co.," *Spirit of the Times*, Batavia, N.Y., 10 January 1863; "Annual Report of the Batavia Gas Light Co.," *Spirit of the Times*, Batavia, N.Y., 7 January 1865). The disbursements on the balance sheets of these reports included large sums for coal, but nothing for crude oil.

Use of kerosene for lighting was first successfully achieved in the mid-1840s by distilling coal. However, kerosene was initially too expensive until research showed that it also could be refined from petroleum. That set off a global search for oil and, in the view of some, ushered in the era of petroleum. By 1860, close to 30 refineries were producing kerosene in the U.S. At 30 cents a gallon, kerosene became an inexpensive commodity. Before long, kerosene lamps were used almost everywhere people gathered. (Cline, "The History of Kerosene," *History Magazine*, August/September 2007, p. 26)

It is reasonable to assume that kerosene lamps became common place in Batavia by the end of the sixth decade, just as they were elsewhere. That seems especially so considering that many of the refineries producing kerosene included such relatively nearby locations as Northwestern Pennsylvania and Southwestern Ontario.

5: Communication

There does not seem to have been anything new in the area of communication during this decade. The use of telegraphs, first available in the previous decade, would have remained the sole means of instantaneous communication at a distance.

6: County and village boundaries

By the amended charter adopted in April, 1853, the bounds of the village were fixed as follows: Beginning in the east line of lot number forty-six (as laid down on the map or survey of the Village of Batavia into Village lots made by the Holland Land Company by Joseph Ellicott, surveyor) at a point half a mile northwardly from Genesee Street; thence westwardly parallel to said Genesee Street and half a mile distant therefrom to a point two chains and fifty links westwardly of the east line of lot number sixteen; thence still westwardly parallel to Batavia Street and half a mile distant therefrom to the west line of lot number eight; thence southwardly on the west line of lot number eight to Batavia Street, thence continuing southerly in the same direction to the south bank of the Tonawanda Creek; thence up said Creek on the south bank thereof to the west line of lot number fifty-seven; thence southerly upon the said west line of lot number fifty-seven to the plank road of the Buffalo and Batavia Plank Road Company; thence easterly along said plank road to the west line of lot number fifty-five; thence southerly on the west line of said lot number fifty-five to the south line of the second or straight line of railway of the Buffalo and Rochester Railroad Company; thence easterly on the southerly line of said railway to the western bank of the Tonawanda Creek; thence up said Creek on the westerly and southerly bank thereof to a point twenty rods due south from the street or highway now known as Chestnut Street; thence eastwardly to the northerly bank of the Tonawanda Creek, at the point where the east line of lot number twenty-nine intersects the same; thence eastwardly in a direct line to the point where the east line of lot number forty-seven intersects Big Tree Street; and thence northwardly on the east line of lots number forty-seven and forty-six to the place of beginning. (Safford E. North, *Our County and It's People: A Descriptive and Biographical Record of Genesee County, New York* [Boston, Boston History Company, 1899] pp.295-296) See the Village of Batavia map with lot numbers as surveyed by Joseph Ellicott.

7: Government/governing structure

Recall that in May of 1850, the Town of Batavia had leased the old Court House from the County. The terms of the agreement required the Town to rehabilitate the structure, but when workmen were hired to perform the work, they soon abandoned the task, claiming that the structure was unfit for repair.

In 1851, the Town of Batavia gave the Court House plus \$1,000 to four men: Levi Otis, Benjamin Pringle, Rufus Robertson, and William Mallory. In accepting the building, these four agreed to replace the roof, install new windows and doors, raise the building from its foundation to fit up the basement for the Village fire department, convert the first floor into

1851-1860

offices, convert the second and third stories into one large room, erect stairways in each of the two semi-octagons, plus allow the Town certain free use. This arrangement seemed to have been inappropriately treated as a sale of the property with Otis et. al. assuming ownership. Somehow, the fact that the building had been leased, not sold to the Town of Batavia, and therefore not property that the Town could legitimately sell, was not realized until nearly 65 years later. (Discovery of that fact will be covered in a later chapter.) In the next 47 years “ownership” of the old Court House changed hands an incredible 11 times. (Larry Barnes, *Hey Mister! Want to buy a Courthouse?* [Batavia, N.Y.: self-published, 2014] p. 2)

8: Crime, crime control, and law enforcement

As reported in the previous chapter, a new jail was erected in 1850. However, it was not formally occupied until the beginning of the current decade, February 15, 1851. As noted before, living quarters for the Sheriff and his family were a part of the design; and William Seaver observed that the quarters were suitable for a large family. Recall that the previous jail was noted for jail breaks. Seaver also observed that this new facility, by contrast, was so well built that “if a fellow [could] dig out of it without waking [then] Sheriff Parrish, he ought to have a medal.” (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] pp. 47-48).

9: Retail establishments/other commercial enterprises

The author has found no records from this decade that indicate any significant changes in the retail establishments or other commercial enterprises in this decade. Nonetheless, it is likely that businesses changed hands and older businesses were replaced by new ones of the same nature.

10: Factories/industries

It appears that the most significant new factory or industry of this decade was the erection of the gas works by the Batavia Gas Light Co. already described in an earlier section of this chapter.

11: Banking/financial services

The Bank of Genesee continued its operations in Batavia during the sixth decade. However, the Farmers and Mechanics Bank of Genesee moved to Buffalo in 1852 where, presumably, its

1851-1860

name was changed. Furthermore, the Exchange Bank of Genesee, which had moved from Alexander to Batavia in 1850, discontinued business and closed down in 1858. On the other hand, a new bank appeared in Batavia in May of 1860 when the Farmers Bank of Attica moved to the Village and occupied the structure previously used by the Exchange Bank of Genesee. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] pp.81-82)

12: Education

After Joseph Ellicott died, his mansion on West Main Street became the home of his nephew, David Ellicott Evans. Evans lived there until his own death in May of 1850. Soon after, the building was acquired by Ruth Beardsley Bryan who operated a seminary for young women from 1852 until 1879. The seminary was essentially a “finishing school” where young women were sent by well-to-do families for training in “gentility” as the primary objective. The students boarded at the facility and were taught such things as music, French, German, embroidery, and penciling and painting in water colors. (*The Daily News*, Batavia, N.Y., 27 October 1951.)

In 1853, a New York State law was passed which provided for union free schools, authorizing residents of school districts to elect Trustees, and permitting a levy of tax on property to pay for salaries and other expenses (Safford E. North, *Our County and It's People: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 393) That same year, the office of School Commissioner for Genesee County was created (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose Co., Publisher, 1890] p. 46). Then, in November of 1853, by a vote of 102 to 34, residents of Batavia approved creation of Union Free School District No. 2 and elected a six-member Board of Education (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 209). A union free school district was a school district, generally formed from one or more common school districts, to operate a high school program, something which common school districts could not do (“Union Free School District, definition,” *Spackenkill Union Free School*, online, accessed 24 February 2014).

About 1855 or shortly after, a school known as the Batavia Collegiate Institute was situated at the former site of the Presbyterian Church, the corner of Main Street and Jefferson Avenue. The institute apparently lasted until 1865 when its building was destroyed by fire. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 108).

1851-1860

13: Religion

By 1855, the Presbyterian Church at the corner of Jefferson Avenue and Main Street was very much out of repair and a decision was made to build a new structure. The new building, located at the corner of West Main and Liberty streets, was opened in February of 1856. However, election night in November of that same year, a severe wind blew off the steeple (and apparently at least part of the wooden tower as well). The bell fell to the ground, but fortunately was not damaged. In the summer of 1859, a stone tower was erected, made of the same stone as the body of the church, but this time without a steeple. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p.108) The building still stands in 2015.

In 1858, a group organized a Methodist church and purchased a lot on the corner of Ellicott and Evans streets as a site for a building. However, for unknown reasons, the project was soon abandoned and the society ceased to exist. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 95)

14: Libraries/archives/museums

As nearly as can be determined, the Batavia Lyceum, incorporated in the previous decade, continued to function as a library.

15: Cemeteries

In 1852, a large addition was made to the Batavia Cemetery by E. H. Fish and, still later, by Mrs. E. P. Morse and Mrs. Mary Richmond (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 87).

According to Seaver, in 1853 a lot between the New York Central Railroad and Ellicott Street was purchased by Bishop John Timon of Buffalo for a Catholic Cemetery. It was consecrated on September 4, 1853. The first body interred was that of James Scanlan who had died in 1852 and was initially buried in "the Protestant Cemetery," presumably meaning the Batavia Cemetery. (William Seaver 2, *A Historic Sketch of the Village of Batavia* [Batavia, N.Y.: William Seaver & Son, 1849] p. 87) This cemetery now, if not then, is identified as St. Joseph's Cemetery.

According to Ruth McEvoy, about 1858 the Rev. Francis O'Farrall purchased a small area along Cemetery Street (currently Harvester Avenue) for Catholic burials (Ruth M. McEvoy,

1851-1860

History of the City of Batavia [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 106). Although the record is not clear, this was apparently an addition to the area purchased by Bishop Timon in 1853.

16: Firefighting

In 1851, the Village Trustees “caused to be built, pursuant to the vote of the electors of the Village,” two large reservoirs, a well, and a pump, all enclosed with a railing, so that each reservoir could be filled and kept supplied with water for the fire department. That same year, they also exchanged the old Red Jacket engine for a new one costing \$200 above the trade-in. (Safford E. North, *Our County and It’s People: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 295)

The engine which had been procured by trading in the Red Jacket engine was found not to be of sufficient power and, in 1852, the trustees sold it for \$200 and bought a new engine for \$756. The same year, they purchased a new hose cart and 200 feet of new hose. Also in 1852, they sold the engine house on Jackson Street and leased the basement of the old Court House for the use of the fire department. (Safford E. North, *Our County and It’s People: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 295) Recall from the earlier section in this chapter titled, “Government, governing structure,” that this was the point at which the old Court House was being raised above its original foundation.

17: Healthcare

The author is unaware of any significant changes in healthcare during the sixth decade.

18: Care of the handicapped, aged, poor, and young

The author is unaware of any significant changes in care of the handicapped, aged, poor, or young occurred during the sixth decade.

19: Disasters

For once, it appears Batavia managed to avoid any disastrous fires. Furthermore, there were no other recorded disasters during the sixth decade.

20: Entertainment and recreation

As in previous decades, presumably there was at least one local band, social gatherings at individuals' homes, visiting theatrical groups, and entertainment in local taverns. The annual balls which began to occur in the Richmond Mansion may have been a new diversion.

21: War/impact of war

In the sixth decade, there were no wars that had any apparent impact on Batavians. However, this was about to dramatically change as a great civil war loomed immediately ahead.

22: Families/persons of special note

Beyond question, the family of note in this decade are the new arrivals in the village, Dean and Mary Richmond. Dean Richmond lost both his parents as a teenager while the family was living in the Syracuse area. He took over his father's business in the salt trade and turned it into a successful operation. During the ensuing years, Dean Richmond became a major player in Great Lakes shipping. When he developed an interest in railroads, he was the primary figure in gaining State approval for the creation of the New York Central Railroad, eventually becoming President of the Central. Dean Richmond was also successful in politics, becoming Chairman of the New York State Democratic Party for 10 or more years. At one point, he was given serious consideration as the Democratic candidate for the U.S. presidency. All of this success occurred despite being virtually illiterate, a little rough around the edges, and a man whose grammar was said to be atrocious. ("Dean Richmond, 19th Century Capitalist Baron," *The Richmond Family News-Journal*, October 1973)

Mary Richmond also lost her parents while still a child. But, in contrast to her husband, became a cultured and gracious person. However, like Dean, she was also very astute in business matters; and following her husband's death in 1866, she served on boards of several local firms and grew the family's fortune to ever greater levels. Prior to Dean's death, she also bore eight children over a period of just 17 years. ("Dean Richmond, 19th Century Capitalist Baron," *The Richmond Family News-Journal*, October 1973) There will be additional references to Mary Richmond in later chapters.

1851-1860

23: Private clubs, social organizations/service organizations/non-profit groups providing services

There may have been clubs, organizations, or groups that emerged during the years 1851 to 1860, but none appear to have been recorded.

24: Sex/sexual services/sexual entertainment

There is nothing new to report from this decade.

Urban Renewal

With the absence of any great fires, there was no significant replacement of older structures.