

## The Ninth Decade

### Overview

In the ninth decade, Batavia started becoming a significant manufacturing center as several new industries appeared. The stage for a revolution in personal transportation was set with the invention and ensuing popularity of the “safety bicycle.” New forms of entertainment and recreation, and an increase in the availability of traditional entertainment, enriched the lives of Batavians with, e.g., the appearance of steamboats on the Creek and the construction of roller skating rinks. The greatest population growth to date occurred when the number of residents reached 7,221 in 1890 (“Genesee County Information,” *Richmond Memorial Library*, online, accessed 3 January 2014), an increase of nearly 2,400 persons since 1880. With the growing population, an enlargement and upgrade of the public water system was necessary and construction of a public sewer system became a pressing issue. The lives of Batavians also began to be reshaped by two technological advances: the invention of the telephone and the invention of electric lights.

### 1: Infrastructure

As Batavia’s population grew, some existing streets lengthened and new streets appeared. An example of the latter was Dellinger Avenue. Planning for Dellinger Avenue was announced in 1886 by John Dellinger and John Glade (*The Daily News*, Batavia, N.Y., 14 September 1886). Construction of the new street first required demolition of the former Joseph Ellicott mansion on West Main Street which, from 1852 to 1884, had been used as a seminary for young women, but apparently then stood empty until it and the surrounding property were acquired by Dellinger and Glade in 1886. The plans called for four building lots facing West Main Street and 14 building lots on each side of the new street. When the mansion was demolished in 1887, some sections of it appear to have been moved elsewhere, most notably a large section to 13 Porter Avenue. Work on Dellinger Avenue proper promptly followed. (Larry Barnes, *An Overview of the Joseph Ellicott Mansion in Batavia* [Batavia, N.Y.: self-published, 2012] pp. 1-4).

Since 1855, streets in Batavia had been illuminated by gas lights. In 1885, the Village Trustees discussed lighting streets with electricity. After receiving offers from several companies, they gave a contract to the Batavia Gas Light Company. The company replaced the gas lights with electric “Jenny Lights” which, it was claimed, were advantageous in that they did not flicker. By August of 1886, there were 40 such lights in place, some on poles and some

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hanging over the center of streets. These early street lights operated on direct current. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc. 1993] p. 10). They were of a carbon arc design that, unfortunately, had to be serviced every day. The individual providing this service, known as a "lamp trimmer," purportedly walked 17 miles while making his rounds. ("Past and Present," *The Daily News*, Batavia, N.Y., 29 September 1928)

Water mains supplying water throughout the Village were built in the 1870s with most of the principal streets being served by 1877. The water was supplied by a pumping station located on the Creek south of the intersection of Ellicott and West Main streets. This appears to have been below the dam and near the Genesee Country Mills, a facility, at least originally, powered by water impounded by the dam. In August of 1884, the mill structure burned and soon afterwards the property was purchased by Village authorities for the purpose of building a new pumping station. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 186)

By September of 1884, the work of setting boilers for the new water works was about complete. A smokestack 80 ft. tall was erected. Work was also proceeding on a building, measuring 20 x 98 ft., to house the boilers. In the course of this construction, the Village Trustees decided to lay a feeder line from a point somewhere above the dam, rather than from the then current location below the dam, in order to insure a more wholesome water supply. ("Local Record," *Progressive Batavian*, Batavia, N.Y., 5 September 1884) The new water works were completed by January of 1886 (*The Daily News*, Batavia, N.Y., 20 January 1886), apparently a good thing since the roof on the old water works building burned the month before (*The Daily News*, Batavia, N.Y., 11 December 1885).

Coal was used to fire the boilers of the water works, as was clearly indicated in the specifics of a law suit brought against the Village by George Brisbane in 1886. Brisbane complained that smoke and cinders emitted from the water works chimney fouled the water of his cistern in his home across West Main Street. (The suit appears to have later been dropped.) (Larry Barnes, *The Brisbanes of Batavia* [Batavia, N.Y.: self-published, 2009] p. 12).

In April of 1887, an article in *The Daily News* reported on plans to further extend the Village water mains (*The Daily News*, Batavia, N.Y., 13 April 1887). By 1888, there were 8-1/2 miles of water mains ranging in diameter from 4-in. to 12-in. (*Batavia Village Miscellaneous Directory, 1888*, Genesee County History Department, Batavia, N.Y.) In May of 1890, the Village Trustees voted to add another 3,900 ft. of new water pipe ("To Extend Water Mains," *The Daily News*, Batavia, N.Y., 24 May 1890).

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The growing population combined with water service throughout the Village greatly aggravated the effects produced by the absence of a sewer system at the beginning of this decade. For example, sewage from the New York State School for the Blind reportedly emptied into a swamp behind the school (*The Daily News*, Batavia, N.Y., 29 July 1884). In another example, Hiram Swezey repeatedly complained to Village authorities about an open ditch which carried effluent from homes north of East Main Street onto his property located approximately where East Town Plaza is now situated (“The Aldermen’s Meeting,” *The Daily News*, Batavia, N.Y., 14 April, 1885). Residences also apparently discharged effluent into the so-called “Big Ditch” that ran from the northeast area of the Village into Tonawanda Creek a little east of present-day South Lyon Street. In 1890, Trumbull Cary brought a lawsuit for \$20,000 against the Village because of the discharge of sewage onto property owned by him (“To Extend Water Mains,” *The Daily News*, Batavia, N.Y., 24 May 1890).

However, some sewer pipes were gradually laid during this decade, sometimes in what appears to have been private ventures. For example, in July of 1889, *The Daily News* reported that Joseph Schults was connecting his block on Jackson Street with a sewer line to “Jones & Son” across the street (*The Daily News*, Batavia, N.Y., 6 July 1889). In other instances, Village authorities assumed some responsibility. For example, *The Daily News* reported in 1889 of plans to put in a “big new sewer” on Ellicott Street (*The Daily News*, Batavia, N.Y., 2 April 1889) and the next year, plans were made to lay a sewer pipe to the New York State School for the Blind (*The Daily News*, Batavia, N.Y., 17 September 1890). However, none of this effluent was treated and the sewer pipes discharged raw sewage directly into the Tonawanda Creek (Ruth M. McEvoy, *The History of Batavia* [Batavia, N.Y., Hodgins Printing Co., Inc., 1993] p. 8).

## 2: Transportation

For most people, getting around locally meant either walking or using a horse-drawn conveyance. For the latter instances, local businessmen erected “farmers’ sheds” in which horses and carriages could be parked when farmers or others had shopping or other business to do in the Village. The principal examples of such sheds appear to have been located on State Street. *The Daily News* of that era carried frequent references to new structures or improvements to existing ones. For instance, an April 1886 edition of the paper reported that Bradley Smith planned waiting rooms for ladies (*The Daily News*, Batavia, N.Y., 12 April 1886). Four years later, the newspaper informed readers that Suman’s sheds were to be enlarged and improved (*The Daily News*, Batavia, N.Y., 11 April 1890). Later in 1890, *The Daily News* revealed that Earl Taggart was breaking ground for new sheds 150 ft. long with a waiting room at the south end for ladies (*The Daily News*, Batavia, N.Y., 7 October 1890).

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The farmers' sheds were part of a transportation era that would be coming to an end within the next 20 years. The arrival of bicycles marked the start of the transition. At first, bicycles were largely rather impractical amusements, but that changed around the mid-1880s when the "safety bicycle" was invented. This was a bicycle as we know it, having front and rear wheels of equal size ("History of the Bicycle," *Wikipedia*, online, accessed 30 April 2014). The great advantage of this design was that it was much more stable than the older "Penny-farthing" design and could be ridden by nearly anyone of modest athletic ability. The use of a chain drive to power the rear wheel further increased the versatility of bicycles by allowing multiple gearings independent of a rider's leg length. As a consequence of these improvements, the popularity and use of bicycles exploded.

A bicycle club was organized in Batavia in June of 1883 (*Batavia Directory 1883-84* [Batavia, N.Y.: Herrick & Robinson, 1884] p. 94). It became possible to use a bicycle for serious transportation. As an example, in April of 1884, W. D. Smith reportedly rode his bicycle from Batavia to Geneva, a distance of 70 miles, to resume his studies at Hobart College (*The Daily News*, Batavia, N.Y., 24, April 1884). The *Daily News* of July 21, 1885 informed its readers that 100 riders were stopping in Batavia on a trip around the world (*The Daily News*, Batavia, N.Y., 21 July 1885). Furthermore, it was not only men who found bicycles appealing. A bicycle specifically designed for women first appeared in Batavia in April of 1889 (*The Daily News*, Batavia, N.Y., 10 April 1889). Until the arrival of the automobile, bicycles were the big "in thing" in personal transportation.

Hackmen provided horse-drawn conveyances for members of the public needing transportation. On May 14, 1885, village trustees voted to require licenses of those who provided such a service (*The Daily News*, Batavia, N.Y., 25 June 1948).

### 3: Housing

As Batavia's population grew, so did new housing. Five of the most interesting examples were the brick homes constructed at 5, 7, 9, 11, and 13 James Street. They were erected in 1882 by Williams & Savage with bricks the company had left over from constructing the Johnston Harvester factory buildings on present-day Harvester Avenue. Sharing uniformity of height, configuration and set-back, the houses were (and still are) distinguished by their mansard roofs and decorative brickwork. (Catherine Roth, *Architectural Heritage of Genesee County, N.Y.* [Batavia, N.Y.: Landmark Society of Genesee County, 1988] p. 72)

Another prominent landmark built in this decade was the home at 130 West Main Street nearly across from the Holland Land Office Museum. Erected by owner George D. Weaver in

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1889, the building displayed (and still exhibits) an abundance of Queen Anne and Colonial Revival style ornamentation. (Catherine Roth, *Architectural Heritage of Genesee County, N.Y.* [Batavia, N.Y.: Landmark Society of Genesee County, 1988] p. 93)

The Richmond estate underwent change in this decade. In 1888, Adelaide Richmond Kenny had her nearby home on East Main razed and made part of her mother's lawn (*The Daily News*, Batavia, N.Y., 5 July 1888). The following year, the distinctive iron fence in front of the Richmond Mansion was erected by John Schaefer (*The Daily News*, Batavia, N.Y., 1 November 1889).

From the perspective of home construction, a unique event occurred in 1888 when Senator Edward Walker had an elevator installed in his home located at 20 Ross Street (*The Daily News*, Batavia, N.Y., 22 October 1888). Walker had been a member of the New York State Assembly in 1869 and 1870. He then served in the New York State Senate from 1886 to 1889. ("Edward C. Walker [New York]," *Wikipedia*, online, accessed 31 May 2014)

### 4: Energy sources

In the ninth decade, energy sources available to Batavians expanded to include electricity. As a consequence, the choices now included wood, coal, gas, and electricity. Water power, generated from the Tonawanda, no longer appeared to be in the mix.

When the Batavia Gas Light Company was organized in the mid-1850s, it built one gas holder with a capacity of 13,500 cu. ft. Later, a second gas holder with a capacity of 35,000 cu. ft. was added. Then, early in 1885, the works were revamped to produce gas from crude petroleum rather than from coal as had been done previously (Safford E. North, *Our County and Its Peoples: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 298). Gas from crude petroleum was less expensive and also judged to be of better quality (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).

In 1886, the Batavia Gas Company re-organized as the Batavia Gas and Electric Light Company. That same year, the company installed a dynamo for producing electricity. By the end of the decade, its customers, both gas and electric, numbered over 400. Also by then, the company had extended its gas mains from two miles to seven. (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)

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The Batavia Gas and Electric Light Company was not the only supplier of electricity. In 1885, a company headed by L. G. and O. C. Steele set up a small electrical power plant in the King Malt House on Elm Street where it was used to meet the malt house needs. The Steeles then offered to sell surplus electricity to other business concerns and, reportedly, B. H. Hewitt's store, Dustin's Pharmacy, the Washburn House, and the Casino Roller Rink all accepted the offer. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 10) In 1889, the Consumers' Electric Light and Power Company was organized with works located off Evans Street near the Erie Railroad right-of-way. It furnished electricity for stores, residences, and factories. (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) In the Fall of 1889, yet another power company organized, that one under the name of The Consolidated Gas and Electric Light Company. It took over the contract for Village street lights. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 10)

As electricity became available, increasing numbers of both new and existing buildings began to employ electric lights. Many of these pioneering installations were performed by Oren C. Steele who might be thought of as Batavia's first electrician (*The Daily News*, Batavia, N.Y., 2 March 1944). An early installation in a home, perhaps the very first, was in a new house at 122 Bank Street built in 1885 (*The Daily News*, Batavia, N.Y., 14 October 1885). Starting in 1885, there were frequent announcements in *The Daily News* of local retailers who were installing lights in their stores (e.g., see *The Daily News* for 15 October 1885; 17 April 1886; and 23 August 1888).

Early in January of 1890, efforts were being made to form a stock company to provide gas from a source thought to be under the Fargo Farm east of Batavia. A "heavy roaring" sound had been detected beneath a spot where gas was present on the surface. Individuals in Batavia, LeRoy, Alexander, and Stafford expressed interest in underwriting the venture. A Pennsylvania well driller agreed to drill if \$1,000 in stock was secured. ("Batavia May Have Gas," *The Daily News*, Batavia, N.Y., 23 January 1890) Evidently nothing came of this effort.

While ice might ordinarily not be regarded as an energy source, it still deserves to be treated as such in that it performs useful work. Ice which had been harvested from the Tonawanda Creek was stored and used throughout the year to cool food requiring refrigeration. In the mid-1880s, ice wagons delivered ice to homes and businesses and ads for these businesses could be found in *The Daily News* (e.g., see *The Daily News* for 8 February 1886)

## 5: Communication

One of the most interesting communication devices in this decade was a “weather indicator” on the corner of Jackson and Main streets. Invented by Ralph Hirsh, someone said to be from out-of-town, the newspaper descriptions of the device only referred to its ability to communicate wind speed. Whether it did more than that is not clear although, at the very least, it would seem that a weather vane giving wind direction must have been included. Apparently, this “weather indicator” required ongoing service because twice within a 10-day period, there were newspaper references to repairs being made. In the second instance, *The Daily News* reported that the “wind cups” were going again, but they squeaked. (*The Daily News*, Batavia, N.Y., 12 December 1885; *The Daily News*, Batavia, N.Y., 21 December 1885)

This decade marked a significant change in mail service. Previously, recipients needed to go to the post office to receive their mail. However, in the late 1880s, free mail delivery to homes and businesses began to be proposed. It would appear that the Postmaster did not think highly of this policy and he was quoted as asking, perhaps with a hint of sarcasm, “Do Brisbanes want free delivery?” (*The Daily News*, Batavia, N.Y., 16 April 1888) Nonetheless, free delivery began in 1889 (*The Daily News*, Batavia, N.Y., 5 December 1888). In contrast to the once-a-day deliveries that are now the practice, four deliveries daily were made in the business district (*The Daily News*, Batavia, N.Y., 8 February 1889).

Batavia lost one of its newspapers in this decade. In 1884, *The Republican Advocate* ceased publication. (*The Daily News*, Batavia, N.Y., 12 June 1884) This left only *The Daily News*, *The Progressive Batavian*, and *The Spirit of the Times* (*Batavia Director 1883-84* [Batavia, N.Y.: Herrick & Robinson, 1884] p. 86).

The biggest change in communication for Batavians in the 1880s was the arrival of telephones. A practical telephone appears to have first appeared the decade before with the work of Alexander Graham Bell leading to a successful “long distance” call of 10 miles in 1876 between two communities in Ontario, Canada (“Invention of the Telephone,” *Wikipedia*, online, accessed 2 June 2014). Installation of telephones in homes and businesses followed rather rapidly; and in Batavia alone there were 63 telephones by 1883 (*The Daily News*, Batavia, N.Y., 3 October 1883). Newspaper reports of businesses having phones became common place. For example, in May of 1884, *The Daily News* informed readers that the Genesee House now had a telephone (*The Daily News*, Batavia, N.Y., 17 May 1884) and a month later, readers learned that Louis Uebele had installed a telephone for taking orders at his bakery (*The Daily News*, Batavia, N.Y., 16 June 1884).

Telephone calls were placed through telephone operators at switchboards. Initially, a caller identified the desired recipient by name. Then, in 1885, the Bell Telephone company in Batavia announced that it was instituting a system of calling by number rather than by name. (*The Daily News*, Batavia, N.Y., 7 January 1885) The numbers were generally only a handful of digits. For example, when the Batavia Water Works obtained phone service, its telephone number was "35." ("1909 Telephone Directory," *Richmond Memorial Library*, online, accessed 12 June 2014)

The arrival of telephones in Batavia revolutionized communication at a distance. Aside from the rather awkward use of telegraphs and, even then, often with a delay in the final communication of a message, Batavians could, for the first time, communicate nearly at the speed of light with others near or far. Not only was the communication virtually instantaneous, but it required no special skills of either the sender or the recipient.

### 6: County and village boundaries

There were no apparent changes in the external boundaries of the County or Village.

### 7: Government/governing structure

Since 1823, the Village of Batavia had been governed by a government consisting of five Trustees elected at large who chose, among themselves, an individual to serve as President. On April 22, 1884, New York Governor Grover Cleveland signed legislation that earlier had passed the Assembly and Senate and created an entirely new form of government. The legislation had been introduced to the New York State Assembly by Assemblyman L. R. Bailey, on February 12<sup>th</sup>, as "an act to consolidate and amend the several acts relating to the Village of Batavia, to alter the bounds and, to enlarge the powers of the corporation of said Village, and the several acts amendatory thereof." ("The Charter Signed," *The Daily News*, Batavia, N.Y., 23 April 1884)

Under the new charter, the external boundaries of the Village were not changed. However, the Village was divided into four wards. Ward 1 consisted of the area south and east of the center lines of Main and Jackson streets. Ward 2 consisted of the area north and east of the center lines of Main and State streets. Ward 3 consisted of the area north and west of the center lines of Main and State streets. And Ward 4 consisted of the area south and west of Main and Jackson streets. ("The Charter Signed," *The Daily News*, Batavia, N.Y., 23 April 1884)

The officers under the new charter were a President, eight Trustees, three Assessors, a Police Justice, a Clerk, a Treasurer, a Collector, and a Police Constable. The President, who also

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was designated as the Head of the police department, was elected at large for a 1-year term. Two Trustees were elected from each Ward for staggered 2-year terms. The elections were to be held on the second Tuesday of March. ("The Charter Signed," *The Daily News*, Batavia, N.Y., 23 April 1884) Note: From this point forward for several decades, the terms "Trustees" and "Aldermen" seemed to be used interchangeably in the newspapers and other publications of the era. Similarly, the terms "President" and "Mayor" were also used interchangeably.

Power was given to the Trustees to pull down, blow up and remove buildings for the purpose of arresting the progress of fires and for their extinguishment. In such a case when any building was insured, the owner thereof was entitled to recover from the Village damage to the same extent as he would have been entitled to recover against the insurers in case the building had burned. ("Our New Government," *The Daily News*, Batavia, N.Y., 25 April 1884)

Under the new charter, the Trustees were also required to purchase one or more sprinklers to sprinkle streets for the purpose of keeping them free from dust. The expense was to be charged against the property located on such streets or portions of streets as were sprinkled. The frequency of such sprinkling was to be at the discretion of the Trustees. ("Our New Government," *The Daily News*, Batavia, N.Y., 25 April 1884)

The location of the meetings of the Trustees seemed to vary from year to year. For example, prior to 1884, the Trustees purportedly met in the Uebele Building on Main Street (*The Daily News*, Batavia, N.Y., 28 December 1893). Then, in 1884, they moved to Room 11 of the Post Office Building on Jackson Street (*The Daily News*, Batavia, N.Y., 5 June 1884). However, in 1888, it was reported that they were again meeting in the Uebele Building (*The Daily News*, Batavia, N.Y., 22 March 1888). This shifting about of meeting places was a product of there being no Village Hall. It appears that various offices and, perhaps, even record storage were scattered throughout the community. There would not be a Municipal Building until the next decade.

### 8: Crime, crime control, and law enforcement

Readers of earlier portions of this book will recall that public hangings were once popular entertainment. However, this evidently became less the case over time. The last hanging in Batavia was in 1881 (*The Daily News*, Batavia, N.Y., 9 August 1947). The execution took place within the stone walled yard of the jail on West Main Street. Charles Stocklay was hung on August 19<sup>th</sup> for the murder of his employer, John Weker, a farmer on Bank Street Road. (*The Daily News*, Batavia, N.Y., 25 June 1948)

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Ordinary crime occurred in the Village as might be expected in any community of its size. However, a crime then that would probably create surprise today occurred in 1889. James Short, an ex-Trustee, was arrested for “alienating the affections of Lillie Morgan, wife of William Morgan, proprietor of the Cottage Restaurant (*The Daily News*, Batavia, N.Y., 23 December 1889). Mr. Short’s ultimate legal fate is unknown.

A relatively low level of criminal activity is suggested by the size of Batavia’s police force. In 1885, there were only four officers (*The Daily News*, Batavia, N.Y., 26 March 1885). In 1888, despite a growing community, the number of officers was reduced from four to three (*The Daily News*, Batavia, N.Y., 15 March 1888). Perhaps the new charter, for the first time making the President of the Village the Head of the police department, led to the judgment that fewer regular officers were needed since the President was now assuming police officer responsibilities.

The speed limit in 1884 was 10 m.p.h. It applied to all horses, ridden or driven. (*The Daily News*, Batavia, N.Y., 25 June 1948)

### 9: Retail establishments/other commercial enterprises

In looking at the number of saloons, one could almost think that Batavia belonged to the Wild West. According to Ruth McEvoy, in the mid-1880s, Batavia had eight saloons on Main Street alone, five more on Jackson Street, three on Ellicott Street, and one each on Liberty and Swan streets for a total of 18 (Ruth M. McEvoy [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993]).

Chinese immigrants and laundries have tended to be associated with each other in American lore. Batavia lived up to that image with Chinese laundries as early as 1886. Such facilities, variously located on Center, School, and Main streets, continued to exist until 1950. (Ruth M. McEvoy [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 256)

A review of the businesses listed in the Batavia Directory of 1883-84 reveals a wide variety of establishments (*Batavia Directory 1883-84* [Batavia, N.Y.: Herrick & Robinson, 1884] pp. 81-90). An incomplete list includes the following:

Accountant	Insurance agent	Dealer in Agricultural tools
Architect	Baker	Blacksmith
Carpet cleaner	Cigar dealer	Clothing store
Coal dealer	Crockery dealer	Door, sash, and blind sales
Dress maker	Druggist	Dry goods store

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Florist	Flour and feed dealer	Furniture store
Gas stoves	Grocery	Gunsmith
Hairdresser	Hardware store	Harness maker
Hats and caps	Ice dealer	Ice cream store
Jeweler	Lawyer	Liquor store
Milk dealer	Millinery	Monuments dealer
Photographer	Piano tuner	Plumber
Produce dealer	Restaurant	Saw filer
Sewing machines	Soap maker	Stock company
Surveyor	Tailor	Teamster
Tinsmith	Undertaker	Wallpaper store
Whip dealer	Woolens store	

### 10: Factories/industries

Batavia's largest manufacturing works began in Brockport in 1850 as the Johnston Harvester Co. When the plant burned in 1882, the company moved to Batavia to take advantage of the railroad lines serving the community. It was located on Cemetery Street, a thoroughfare soon renamed "Harvester Avenue." (Mark Graczyk, "Hidden History: The Massey-Harris Story," *TheDailyNewsonline*, online, accessed 3 June 2014) By 1890, the works consisted of seven buildings on 17 acres. Steam engines of 300 horsepower powered the machinery. Between three- and four-hundred "skilled mechanics" were employed by the company. The products manufactured by the firm included four styles of mowers, two styles of reapers, and two styles of self-binders. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 240)

In 1883, the Batavia Preserving Co., which had started in Bushville four years earlier, moved to Batavia after being purchased by Sprague, Warner & Co. of Chicago. It was initially located in the old school building on the corner of School and Liberty streets. However, by 1888, the company needed more space and a new building was erected on Mill Street. The main building measured 50 x 209 ft. and had wings measuring 35 x 80 ft. and 40 x 60 ft. (Safford E. North, *Our County and Its Peoples: A Descriptive and Biographical Record of Genesee County, New York* [Boston: Boston History Company, 1899] p. 308; Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 245)

There was a brickyard, known as the Royce Brickyard, located on the south side of Ellicott Street opposite the fairgrounds. (That would appear to place the brickyard near the current

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eastern boundary of the City). In 1883, it was purchased by W. C. Woolsey from S. N. Royce. (*The Daily News*, Batavia, N.Y., 9 March 1883) In 1887, the brickyard was sold to John Baird (*The Daily News*, Batavia, N.Y., 22 March 1887).

In 1885, the New York Lumber and Wood Working Co. acquired the factory buildings owned by the Batavia Sewing Machine Co. when the latter became “financially embarrassed.” (At some point thereafter, the company became known as the Batavia and New York Wood Working Co.) Located on the eastern edge of the Village, the main building was brick, three stories high, and measured 60 x 300 ft. There was an attached engine-house. The company, employing around 150 workers, manufactured all kinds of decorative and cabinet work for houses, a vast variety of fancy furniture, wood turnings, moldings, carvings, etc. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] pp. 247-248)

In this decade, the Batavia Wheel Co. emerged, having evolved from an earlier firm. After a fire in 1886 at its old location on Exchange Place, it was re-established on Walnut Street adjoining the New York Central Railroad tracks. It’s main building, three stories high, measured 40 x 150 ft. Its employees, numbering around 40 in number, turned out 50 to 75 sets of wheels per day. The company also manufactured various other hardware items. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] pp. 245-246)

In the Spring of 1889, the Syracuse Forging & Gun Co. moved from Syracuse to Batavia after a fire destroyed its Syracuse facilities. For its Batavia location, it chose the former school building on the corner of School and Liberty streets, the same building that had recently been used by the Batavia Preserving Co. The name was changed to The Baker Gun & Forging Co. Employing an average of 100 men, the firm produced a patented hammerless shotgun and a popular “fifth wheel” for carriages and other horse-drawn vehicles. (Mark Graczyk, “Hidden History: Batavia’s Famous Gun Factory,” *thedailynewsonline*, online, accessed 3 June 2014; Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] pp. 248-249) A fifth wheel was a part of the front axle and steering mechanism designed for horse-drawn vehicles.

In 1882 or 1883, Edwin N. Rowell and W. T. Palmer, originally both of Syracuse, opened a box factory, called Palmer and Rowell Co., on the third floor of 66 Main Street in Batavia. Then, they dissolved their partnership and Palmer moved to 41 Center Street where he opened the Palmer Box Factory. At this point, Rowell began operating his own company, in the space he and Palmer had shared at 66 Main Street, under the name, E. N. Rowell Co. Despite seemingly

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being competitors, the two men reportedly remained friends. For a number of years, Rowell manufactured only medicine boxes. Cosmetic boxes, for which the company came to be especially known, were not added to the company's line of products until considerably later. As time went on during the 1880s, the space above 66 Main Street was completely filled with machinery and Rowell expanded his operations into buildings on either side until he was using all the third floor space in all of the buildings facing Main Street between State Street and Russell Place. As will be reported in the following chapter on the next decade, it soon became necessary for Rowell to find a new location. Evidently the success of the E. N. Rowell Co. had no adverse effect on the Palmer Box Factory since the latter remained in business and continued to operate until 1915. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 176)

### 11: Banking/financial services

There appear to have been no significant changes in this area during the period 1881 to 1890.

### 12: Education

In 1882, the Catholic Parish built a brick school on Summit Street (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 93. This appears to have been a successor to the St. Joseph's Academy previously located on Jackson Street.

*The Daily News* reported in early November of 1883 that an art school, Batavia Art School, was about to open on East Main Street. Operated by George B. Edwards, he claimed that class size would be limited and that instruction would be appropriate for anyone from a beginner to an advanced student. (*The Daily News*, Batavia, N.Y., 6 November 1883) It is not known how long Edwards' school continued to function.

In 1884, the Smead sisters, Marian and Mary, moved their finishing school for young women to Toledo, Ohio (*The Daily News*, Batavia, N.Y., 9 February 1884). Their seminary had been located since 1852 in the former Joseph Ellicott mansion on West Main Street.

Just as the Smead sisters were moving their finishing school out of town, Miss Ellen K. Hooker was establishing the Park Place School in the former Alva Smith mansion on Park Place. Founded in September of 1884, it was designed to prepare "young ladies" for entrance into "the most advanced colleges for ladies in the country." Hooker conducted the school until 1887 when Miss Mary J. Stephens took it over. There were accommodations for 12 boarding students and 50 "day scholars." The rooms were described as large, airy, heated by a furnace,

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and lighted by gas. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] pp. 183, 324)

In June of 1883, School District No. 4 (which came to include the West Main Street School) was united with Union School District No. 2. In January 1887, to this combination was added School District No. 15 (which came to include the Pearl Street School). All three districts were apparently subsumed under the name, "Union School District No. 2." By the end of the decade, the number of school children in this consolidated district (individuals over 5 and under 21) totaled 2,116. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] pp. 210-211)

In October of 1882, at the annual school meeting, \$10,000 was voted for a school to serve younger children south of the railroads. A site was purchased and a building erected on Pringle Avenue. The new school opened in September of 1884. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 210)

At a special school district meeting held in July of 1884, \$8,000 was voted for a school on Washington Avenue. It opened in September of 1885. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 210)

In 1885, an institution named, "Batavia Business University," was located on the corner of Main and Jackson streets. Its "business practice" course was about two months in length and designed to cover all possible transactions. By 1890, this "University" was said to have graduated over 800 students, among them many of the young businessmen in Batavia. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 239)

### 13: Religion

The Free Will Baptist Society incorporated in 1885. Two years later, it erected a church on the west side of Bank Street. The Society was a forerunner of the later Emmanuel Baptist Church. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] pp. 119-120)

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The first official meeting of the Salvation Army was in 1890. However, the group disbanded briefly before reorganizing in 1907. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., 1993] p. 127)

### 14: Libraries/archives/museums

In the late 1880s, Mary F. Richmond, wife of the deceased Dean Richmond, Sr. had erected the Richmond Memorial Library building as a memorial to their son, Dean Richmond, Jr. The building, designed by James Cutler and facing Ross Street, was constructed on land that had been part of the Richmond Estate. In March of 1889, Mrs. Richmond deeded the building and land to the Batavia Union School District No. 2. About the same time, Trustees of the Batavia Library Association conveyed to the School District their library books, numbering over 3,000 volumes, and nearly \$4,000 in invested funds. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 211) Note that the figures stated here in regards to the transferred books and investment funds are at variance by those published by Safford E. North and reported in the previous chapter on page seven.

### 15: Cemeteries

The Elmwood Cemetery had been in existence since 1872. Then, 17 years later, in the Spring of 1889, the Elmwood Cemetery Association of Batavia was formed, largely through the efforts of Edward P. Morse (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 187). This association served to administer the operation of the Cemetery (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc.], p. 106).

In the mid-1860s, the Richmond Mausoleum was erected at a cost of \$28,000. However, the construction proved defective and it had to be rebuilt in 1886 at a cost of another \$12,000. For the rebuilding, granite stone was brought by rail from a company in Westerly, Rhode Island. Transporting the stone slabs from the rail car to the cemetery required special six-wheeled wagons with tires 2-ft. wide. (*The Daily News*, Batavia, N.Y., 30 April 1886; *The Daily News*, Batavia, N.Y., 30 July 1886)

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### 16: Firefighting

In January of 1886, *The Daily News* indicated that the Village Trustees were shopping for fire alarms (*The Daily News*, Batavia, N.Y., 23 January 1886). Evidently this led to the installation of fire alarm boxes since, in 1890, the Trustees' Fire and Water Committee was instructed to look up fire-alarm box keys which had been left at private residences and have signs painted showing where the keys could be found ("To Extend Water Mains," *The Daily News*, Batavia, N.Y., 24 May 1890).

### 17: Healthcare

In July of 1886, *The Daily News* indicated that Dr. Charles Rand, of 5 Liberty Street, was "talking" of building a hospital (*The Daily News*, Batavia, N.Y., 2 July 1886; *Batavia Directory 1883-84* [Batavia, N.Y.: Herrick & Robinson, 1884] p. 87). In September of 1886, Dr. Rand reportedly actually set up a hospital, presumably located at the 5 Liberty Street address (*The Daily News*, Batavia, N.Y., 2 September 1886). However, a newspaper account from two years later suggests that Dr. Rand had by then converted the Liberty Street building into a boarding house and, in terms of medical facilities, maintained only an office for his practice. The office was reportedly in a new addition to the building. (*The Daily News*, Batavia, N.Y., 16 October 1888)

Approaching the mid-1880s, the *Batavia Directory* listed 15 physicians, all males (*Batavia Directory 1883-84* [Batavia, N.Y.: Herrick & Robinson, 1884] p. 87). However, in 1885, Dr. Elmina H. Benedict began practicing medicine in Batavia. Her specialties were female diseases. As of 1890, Dr. Benedict had practiced medicine for 25 years. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 259)

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

There do not appear to have been any significant changes in this area. Beers noted, in 1890, that Herbert B. Booth, the then present overseer of the poor in Batavia, had been in office for several years (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 257)

### 19: Disasters

Over the years, numerous people have lost their lives in Tonawanda Creek, but the most serious incident occurred on Sunday, July 1, 1883. Four individuals, two male and two female, lost their lives when a steamboat capsized as it was proceeding downstream from Whiskey Point to its dock on Walnut Street.

For two decades or more, pleasure boating on Tonawanda Creek was a popular pastime. A common expedition involved boating from Batavia to Whiskey Point, a picnic and recreation area on the Creek a little south of the Village. The location was described in contemporary accounts as a shady grove with a small brook. (*The Daily News*, Batavia, N.Y., 2 July 1883) Prior to writing this chapter, the exact location seemed lost in history. However, with the help of local property owner, Jim Nigro, the author has canoed to the apparent site. Well back from Creek Road, it is situated on the west side of the Creek about half a mile south of Batavia's water treatment plant.

Over the years, several steam-powered boats ferried passengers from Batavia to Whiskey Point and back. One of those, launched June 1, 1883, was "The Stranger." It was a homemade vessel 25 ft. long and 9 ft. wide. It consisted of a platform, with a railing, mounted atop two flat-bottomed boats with sides 18-in. high. The space between the two boats measured several feet. At the rear, in the space between the two boats, a paddle wheel propelled the craft. Passengers sat on movable stools. (*The Daily News*, Batavia, N.Y., 2 July 1883)

The afternoon of July 1, 1883, The Stranger departed its dock on Walnut Street with around 20 passengers. Wilber Thorp was the engineer, firing the boiler and keeping up a head of steam, and Bert Steward was at the wheel. The trip upstream was uneventful. After discharging some passengers at Whiskey point and taking on others bound for Batavia for a total of 27 individuals, The Stranger began its trip downstream. It hadn't gone very far when a small boy was seen skinny dipping near the east bank. The child reportedly stood up and "indecently" exposed himself to the boatload of passengers, whereupon several women apparently moved their stools toward the west side of the craft to avoid the offending sight. This movement caused the vessel to tilt and begin taking on water. When an outcry went up, passengers apparently rushed toward the east side of the craft. As a consequence, The Stranger then rolled in that direction and capsized, sending everyone into the water. (*The Daily News*, Batavia, N.Y., 2 July 1883)

Chaos ensued, with many passengers attempting to grab hold of others in a bid to stay above water. Many, when they made it ashore, collapsed in total exhaustion. No doubt, the

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extensive clothing worn in that era contributed to the difficulty in trying to stay afloat. Altogether, four lives were lost: 40-yr.-old Clark Tenney, 17-yr.-old Bridget Fannery, 17-yr.-old Sarah Maloney, and 20-yr.-old Eugene Hawley. (*The Daily News*, Batavia, N.Y., 2 July 1883)

The accident occurred to the rear of the residence of Professor A. S. Pratt. That location appears to be near the intake for the current water treatment plant. According to *The Daily News* and its account of the tragedy, the Creek at that point was about 100 ft. wide and up to 20 ft. deep. (*The Daily News*, Batavia, N.Y., 2 July 1883)

Within a day, a coroner's jury was convened. After examining one of the victims and taking testimony from witnesses, the jury issued a statement regarding the cause of the accident. It was the jury's judgment that The Stranger capsized because it was both improperly constructed and overloaded. (*The Daily News*, Batavia, N.Y., 3 July 1883) It is unknown whether this led to criminal or civil charges against Wilber Thorp, the owner/operator and apparent builder.

### 20: Entertainment and recreation

In the ninth decade, Batavians had many forms of entertainment and recreation from which to choose. Some were spectator activities. For example, in August of 1883, residents were entertained by a rope walker who walked a rope stretched across Main Street between the St. James Hotel, corner of Main and Court streets, and the Hooper House, 46 Main Street. (*The Daily News*, Batavia, N.Y., 17 August 1883)

For those who enjoyed wrestling matches, they could attend such an event at the Dellinger Opera House in early 1883 (*The Daily News*, Batavia, N.Y., 19 February 1883). However, later in the year, wrestling was banned at the Opera House by the Village Trustees (*The Daily News*, Batavia, N.Y., 26 July 1883). Then, five years later, wrestling was back, this time with matches held at Uebele's Hall (*The Daily News*, Batavia, N.Y., 26 November 1888).

In January of 1886, Batavians were treated to a 27-hour walking match at an indoor location on State Street (*The Daily News*, Batavia, N.Y., 16 January 1886; *The Daily News*, Batavia, N.Y., 18 January 1886) Walking matches were races in which the contestants walked rather than ran. The object was to see who could cover the greatest distance in a set period of time. Major walking matches were often six-day events with cots set up inside the track so contestants had a place to take brief naps. Reportedly, people didn't go just to watch the contestants, but were drawn to other aspects of the spectacle such as brass bands, vendors selling pickled eggs and roasted chestnuts, and the opportunity to see and be seen. Apparently, competitive walking was especially an attraction in the 1870s and 1880s and, according to one authority, was

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America's favorite spectator sport at the time. ("In the 1870s and '80s, Being a Pedestrian Was Anything But," *NPR.org*, online, accessed 6 June 2014)

In 1883, *The Daily News* referred to a "concert hall" (*The Daily News*, Batavia, N.Y., 21 February 1883). This hall appears to have been on the northeast corner of Main and State streets. Among other amusements, travelling troupes of thespians were reported to have performed there. (*The Daily News*, Batavia, N.Y., 25 June 1948)

The first reported phonograph was one at the European Hotel (*The Daily News*, Batavia, N.Y., 1 November 1890). Presumably guests and visitors sat around and listened as a group to one of the earliest examples of recorded music.

Road companies stopped in Batavia regularly throughout this decade. They gave performances in the Dellinger Opera House on Main Street. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] pp. 61-62)

As mentioned in the previous section, boating up the Tonawanda to Whiskey Point, e.g., for a picnic, was a popular pastime during this era. In June of 1883, newspaper reports indicated that there were two steamers on the Creek (*The Daily News*, Batavia, N.Y., 18 June 1883). Another steamer was reported in September (*The Daily News*, Batavia, N.Y., 8 September 1883). The next year, there was yet another steamer (*The Daily News*, Batavia, N.Y., 4 June 1884).

For Batavians who might prefer their ride to go in circles, there were the merry-go-rounds. One example appeared in the Summer of 1890 on Jackson Street south of the New York Central Railroad tracks ("Mere Mention," *The Daily News*, Batavia, N.Y., 1 August 1890).

For Batavians who sought physically active recreation in the Winter, there were numerous ice skating options. As an example, in 1883, there was an ice skating rink on Jackson Street across from the Post Office (*The Daily News*, Batavia, N.Y., 10 October 1883). In 1885, the Casino Ice Skating Rink opened on State Street (*The Daily News*, Batavia, N.Y., 24 November 1885). And, in 1889, an ice skating rink could be found on Swan Street (*The Daily News*, Batavia, N.Y., 4 December 1889).

In 1890, bicyclists could ride their bicycles at a State Street rink leased for that purpose by Charles Weaver and R. C. Bull. Initially, the rink was also open to runners and skaters. However, it was soon limited to bicyclists alone. (*The Daily News*, Batavia, N.Y., 18 February 1890; *The Daily News*, Batavia, N.Y., 28 February 1890)

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The popularity of roller skating grew swiftly. In 1883, roller skating took place at Ellicott Hall, the building that had served as the County's first Court House when it was built in 1802 (*The Daily News*, Batavia, N.Y., 23 November 1883). By August of 1884, the demand had grown so much that *The Daily News* announced that there would be four roller rinks for the Village "next season" (*The Daily News*, Batavia, N.Y., 28 August 1884).

For the more affluent, there was also horse-racing. In 1888, horsemen held private races at the County Fairgrounds during Saturday mornings (*The Daily News*, Batavia, N.Y., 30 August 1888). The Fairgrounds at that time were on the north side of Ellicott Street near the present eastern boundary of Batavia.

In 1890, plans were underway to move the Fairgrounds. By February, six possible sites were under consideration (*The Daily News*, Batavia, N.Y., 12 February 1890). The next month, Fairground organizers announced that the Redfield property on the north side of West Main Street had been chosen (*The Daily News*, Batavia, N.Y., 10 March 1890).

During the 1880s, the Dean Richmond Sporting Club reportedly held "shoots" using live pigeons rather than the clay pigeons more commonly associated with the sport (*The Daily News*, Batavia, N.Y., 25 June 1948).

### 21: War/impact of war

Aside from the ongoing conflicts with Native Americans, principally in the West, there was no military action during this decade. None of the fighting occurred in Western New York.

### 22: Families/persons of special note

Most historians would probably choose Edwin N. Rowell as among the most notable Batavians in the years 1881 to 1890. Rowell was married to the former Jennie Abigail Luce when the couple moved from Utica to Batavia early in the 1880s. Allegedly a motivation for the move on Edwin's part was to put distance between his wife and her boyfriend, Johnson Lynch. Time proved the move to be unsuccessful in regard to this objective, so Edwin chose an alternative plan. Pretending to have left town, he concealed himself near the New York Central train station. When Lynch appeared not long afterward, Edwin followed him to the Rowell home at 123 Bank Street. After surprising the adulterous couple in bed, Edwin fired several shots from a handgun, one of which killed Lynch. (Larry Barnes, *Batavia Revisited* [Charles, S.C.: Arcadia Publishing, 2011] p.125)

Rowell was acquitted of murder in a trial held on January 19, 1884. He later went on to be one of Batavia's most successful entrepreneurs. As noted earlier in this chapter, his company, the E. N. Rowell Co., manufactured pill and cosmetic boxes. It became the largest manufacturer of small boxes in the United States. Rowell's first wife wasn't pleased by the turn of events in 1884; and she and Edwin divorced. Edwin gained custody of their two daughters. In 1915, Edwin married May Emke, an employee of his firm. Following Edwin's eventual death, May became President of the Company and ran it for the next 42 years.

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

This decade marked the establishment of several organizations of long-term prominence. For example, the Batavia Chapter of the Woman's Christian Temperance Union organized in December of 1881. It originally worked to close saloons and to get the 18<sup>th</sup> Amendment to the U.S. Constitution adopted. It later focused primarily on educating young people about the evils of alcohol and drugs. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] p. 148)

The Upton Post No. 299, Grand Army of the Republic (G.A.R.) was organized in October of 1882. The organization represented and honored veterans of the Civil War. (Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y., Hodgins Printing Co., Inc., 1993] p. 146)

The Batavia Club was organized in July of 1882. Its first clubhouse was on Main Street near the Dellinger Opera House. Then, in April of 1886, it moved to the former Bank of Genesee building, at the corner of Bank and East Main streets, where it remained for the rest of its existence. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., 1890] p. 238; Ruth M. McEvoy, *History of the City of Batavia* [Batavia, N.Y.: Hodgins Printing Co., Inc., 1993] pp. 159-160)

The local chapter of the Young Men's Christian Association (Y.M.C.A.) was organized in the Spring of 1889. Initially, it was located on the upper floors of the building on the southeast corner of Main and Jackson streets. It was said to have a spacious gymnasium. The rooms were "fitted up" for recreation with various games and amusements. There were tables with "choice" serials, magazines, and newspapers. (Frederick W. Beers, *Gazetteer and Biographical Record of Genesee County, N.Y. 1788-1890* [Syracuse, N.Y.: J. W. Vose & Co., Publisher, 1890] p. 237)

### 24: Sex/sexual services/sexual entertainment

In the 1880s, the first references to prostitution in Batavia began to appear in Batavia's newspapers. Such references were reports of "disorderly houses," the term then used for a house of prostitution. For example, in 1884, *The Daily News* carried a news report asserting that a Mrs. Effie Brown was operating a "disorderly house" (*The Daily News*, Batavia, N.Y. 18 March 1884). Twice in 1886, "disorderly houses" were raided (*The Daily News*, Batavia, N.Y., 30 October 1886; *The Daily News*, Batavia, N.Y., 4 November 1886). In 1890, Mr. and Mrs. Henry Morell of Walker Street were arrested for operating a "disorderly house" (*The Daily News*, Batavia, N.Y., 10 August 1890). One can only speculate what brought houses of prostitution to Batavia in this particular decade. Perhaps the industrialization of the community, the significant increase in population, and/or social changes brought about by the aftermath of the Civil War were contributing factors.

### 25: Urban renewal

With no major fires in this decade, there again was no major rebuilding and, hence, no "urban renewal" in any sense.