



# Jamestown, New York Historical Markers

**New York**



**City of Jamestown**

**Founded as "The Rapids" - 1810**

**Named Jamestown - 1815**

**Incorporated as a Village - 1827**

**Incorporated as a City - 1886**

**A Guide Book**



# JAMESTOWN, NEW YORK HISTORICAL MARKERS

Throughout the estimated 4.6 billion of years of planet Earth's history, the land upon which we find ourselves has experienced all the events common to the eras of that history. About two million years ago, glaciers intruded on the land as they no doubt had numerous times long before. Each time they advanced and receded in that last two million years, they destroyed nearly all evidence of earlier advances and recessions and evidences of intervening warmer periods.

The last time they came, they smoothed out our valleys, pointed all our hills southeast, brought in boulders and cobbles from Canada and all points in between, and built a ridge that impounded Chautauqua Lake. They also left big blocks of ice in the ground that thawed and left holes that are now our smaller lakes.

Jamestown was settled in 1810. Historic mention of the land Jamestown was built on goes back to 1749; for Chautauqua Lake back to 1739. But pre-historic Native Americans visited and traversed the area perhaps as many as 14,000 years ago. We can never know the hunting stories or the human incidents these campers and travelers experienced locally. However, we do know a little about the relatively recent human history. And that is what this book is about.

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# 1. De Longueuil Expedition

*located at Municipal Boatlanding-McCrea Park*

## DE LONGUEUIL EXPEDITION

BARON DE LONGUEUIL IN 1739 LED A FORCE OF SOLDIERS AND INDIANS FROM MONTREAL DOWN THE CHADAKOIN TO THE MISSISSIPPI. EXPEDITION ENGINEER CHAUSSEGROS DE LERY, MADE THE FIRST PROFESSIONAL MAP OF CHAUTAUQUA LAKE, THE FIRST USE OF THE WORD CHAUTAUQUA

Charles LeMoyne, the second Baron de Longueuil, was town major of Montreal in 1739. The French in Louisiana were then engaged in the bitter Chickasaw War. Governor Beauharnois ordered de Longueuil to lead an expedition of 123 French and 319 Native Americans by way of the Niagara and Chautauqua portages to aid the governor of Louisiana. Pierre-Joseph C eloron meanwhile led 200 Canadians and 300 Native Americans from Michigan down the Chicago portage to join with de Longueuil and others in the 4,000-man army.

Eighteen-year-old Gaspard-Joseph Chaussegros de L ery was the first to volunteer for the expedition. He took compass readings throughout the voyage but his distances were inferred from time and pace rather than taken by direct measure. These were used to produce a map, actually drawn by a draftsman named de Mandeville in 1740. It is the earliest to show Chautauqua Lake with any form of that name applied and the earliest of the entire region based on direct survey.

Nicholas Sanson's maps of 1650 and 1656 may reflect garbled knowledge of Chautauqua Lake, probably derived from the Neutral Indians by Etienne Brul e in the 1620s and passed on to the earliest Jesuit missionaries among the Hurons. The French explorer, La Salle was told about the Chautauqua portage by the Senecas in 1669 when he came to them with hopes of exploring the Ohio River. Certainly Nica, a Shawnee, whom La Salle acquired as a servant and guide at that time, must have been familiar with the portage from personal use. Several French and English maps from the early 18<sup>th</sup> century may have intended Chautauqua Lake when they depicted Lake Onniasant.



De L ery's map is the first historical document to include the site that has become the City of Jamestown. It also demonstrated the area's strategic importance and usefulness and foreshadowed the role it would play in the French-English imperial struggles prior to the Treaty of Paris in 1763.

*1739 Map from de Longueuil Expedition, first use of the word Chautauqua*

## 2. Céloron Expedition

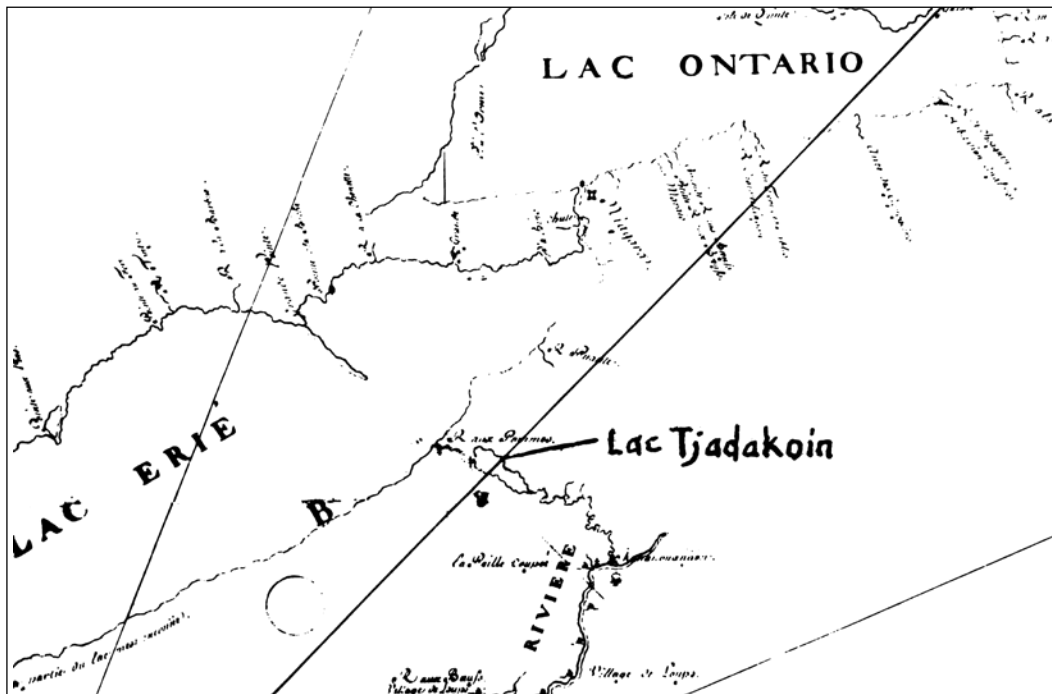
*located at Municipal Boatlanding-McCrea Park*

### CELORON EXPEDITION

CAPTAIN PIERRE JOSEPH CELORON DE BLAINVILLE IN 1749 WITH A FORCE OF 213 SOLDIERS AND INDIANS TRAVELED DOWN CHAUTAUQUA LAKE AND THE CHADAKOIN RIVER TO THE ALLEGHENY AND OHIO RIVERS RENEWING THE FRENCH CLAIM TO THIS WATERSHED

In June of 1749, during the French and English struggle for American territory, the Governor of Canada dispatched Captain Pierre Joseph Céloron de Blainville to the Allegheny to take formal possession of that territory in the name of France. Céloron began his journey with 35 French officers and soldiers, 180 Canadian militiamen, and about 30 Native Americans. After coasting along the southern shore of Lake Erie, they landed at Barcelona on July 16. With his retinue,

he cleared a road to the head of Chautauqua Lake (now Mayville), proceeded down the lake and its outlet (now the Chadakoin River), to the Allegheny, Ohio and Greater Miami Rivers (west of the site of Cincinnati.) Céloron and his party camped on the outlet, possibly within the present boundaries of the City of Jamestown, from the 23<sup>rd</sup> of July until the morning of July 24<sup>th</sup>.



*Detail from 1749 map from Céloron Expedition also showing Chautauqua Lake as Lac Tjadakoin*

### 3. Indian Camp

*located at intersection of Barrett & Steele Streets*

INDIAN CAMP  
PART OF THE CORNPLANTER BAND  
OF SENECA INDIANS CAMPED ON  
THIS HILLSIDE AND ADJOINING  
RIVER TERRACE IN THE PERIOD  
BETWEEN THE INDIANS' SALE OF  
THEIR LAND IN 1797 AND THEIR  
FINAL RETREAT TO RESERVATIONS  
IN THE 1830'S

Nearly all of Chautauqua County was covered by the last continental ice sheet. Soon after the ice yielded nearly 14,000 years ago, small bands of Paleo-Native Americans hunters began to pass through the area, occasionally dropping one of their characteristic spear points.

Little is known specifically about the Jamestown area in the subsequent thousands of years. Little of the scant evidence has been studied and much has been destroyed.

Small burial mounds probably built around 1500 years ago, earthworks roughly six or seven hundred years old, and ossuaries (bone pits), likely four to five hundred years old, attracted the attention of our early white settlers. The Eries, mentioned in all our local history books, probably actually lived-in present-day Hamburg and the south Buffalo area. Upland areas of our region seem to have been abandoned in the 14<sup>th</sup> century and populations continued to decline until very few inhabitants may have been left in 1656 when the central New York Iroquois obliterated the Eries.

The region was resettled in the second quarter of the 18<sup>th</sup> century, then cleared out again by the 1779 Sullivan-Clinton-Brodhead Expedition in the Revolutionary War.

The famous Seneca chief, Cornplanter, organized several hundred Native Americans under his leadership and moved back into Chautauqua County and nearby areas of Warren and Erie Counties in Pennsylvania and into Ohio in May of 1782. These people were largely remnants of the western division of the Senecas and some of the Pennsylvania Mingo. They also took in some Muncey Delawares.

These were the people who retreated to the Cattaraugus and Allegany Reservations when the Senecas sold most of their land to the Holland Land Company, September 15, 1797. In the Treaty of Big Tree, the Native Americans retained hunting and fishing rights as long as they did not disturb white settlers. These were the Native Americans who met James Prendergast in 1806 and who camped in several areas, especially here above Brooklyn Square in the 1830s.

## 4. Log Cabin 1810

*located west side of Fairmount Avenue near Eighth Street*

LOG CABIN 1810  
HERE JOHN BLOWERS  
BUILT FIRST HOME IN  
JAMESTOWN AND MARY  
BLOWERS, FIRST WHITE  
CHILD, WAS BORN THAT  
WINTER

In the fall of 1810, John Blowers, hired man of James Prendergast, built a log cabin in this immediate area. Its exact location cannot be determined, as notes from early historians differ. In this cabin, Blowers settled his family and operated a tavern for keelboatmen trading between Pittsburgh and Mayville.

In the fall of 1813, Blowers moved into a frame house in Jamestown, which he built at what is now 113 North Main Street. This served as a licensed tavern, boarding-house, school, church, and general meeting place until the Fenton Tavern was built in 1814.

Eliel Todd Foote, doctor, judge, and historian, referred to the Blowers cabin numerous times in his writings. In September 1870, he had a monument erected bearing the inscription:

*Here John Blowers erected the first house in Jamestown November 1810. His daughter, Mary, was the first white child born in Jamestown in May 1811. Attest - William Clark, Samuel Griffith, E.T. Foote. This stone was erected by E.T. Foote, 1870.*

Foote's marker was apparently lost when grading was done for the construction of the Jamestown Street Railway Bridge about 1884.

Mary Blowers' birth date varies from March 1811 to December 25, 1813. Most historians agree, however, that Mary was the first child born in what is now Jamestown. She moved to Wisconsin when she married about 1830, lived in several mid-west states, and died in Illinois on June 2, 1888.

John Blowers was described as a chunky, red-faced, red-haired Scotsman with a strong Scottish burr. He died in 1863 and is buried in the Fluvanna Cemetery.



## 5. James Prendergast

*located at southeast corner of Sprague & West Second Streets*

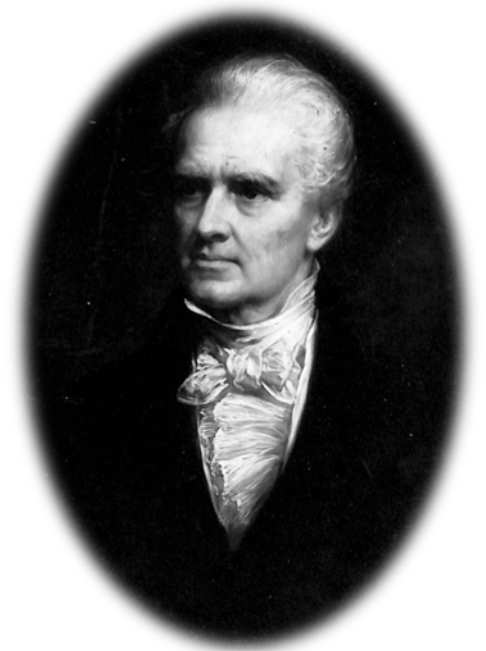
HERE IN 1811

JAMES PRENDERGAST  
BUILT A LOG HOUSE, SAW  
MILL AND DAM, BEGINNING  
OF JAMESTOWN INDUSTRY  
BUILDINGS BURNED IN 1812

James Prendergast, founder of Jamestown, was a man of unusual force and quality of character. After recognizing the area's potential, he purchased 1,000 acres where he began the settlement that became the city of Jamestown. He and his family moved into their first home in Jamestown in 1811. At the same time, a sawmill was constructed. The dam built by Prendergast raised the water level of the outlet to such an extent that property owners secured

an indictment in June 1812, charging "Great damage and common nuisance in the liege of the citizens of the state." He voluntarily paid damages and a court-imposed judgment of fifteen dollars. Both the house and the sawmill were destroyed by fire September 8, 1812. By 1815, the Prendergasts were living in their home on North Main Street between Second and Third Streets.

James married Agnes Thompson in 1807. She was affectionately known to early Jamestown residents as "Aunt Nancy" because she welcomed them to Jamestown, into her home and helped them settle into their new home which was often away from friends and family. James not only founded Jamestown but also served as its first postmaster and judge. Through the trying times of Jamestown's infancy, James and Nancy Prendergast provided its citizens with employment, extended an open hand to the needy, furnished the means for education and fostered religion. In 1836 he sold his Jamestown property and they moved to Ripley, N.Y., where Nancy died January 9, 1839. James then moved to his farm in Kiantone, N.Y. and died there November 15, 1846.



*James Prendergast*

## 6. The First Store

*located at northwest corner of North Main & West First Streets*

UPON THIS CORNER  
FACING SOUTH STOOD  
THE FIRST STORE  
ERECTED IN  
JAMESTOWN. IT WAS  
BUILT IN 1813  
BY JEDIAH AND MARTIN  
PRENDERGAST,  
BROTHERS OF JAMES  
PRENDERGAST AS A  
BRANCH  
OF THEIR STORE IN  
MAYVILLE.  
IT WAS REMOVED  
IN 1861

The first store in Jamestown was erected in 1813 on the northwest corner of Main and First Streets by Jediah and Martin Prendergast, brothers of James Prendergast. This was a branch of the store they opened in Mayville in 1811. The store building was 20 feet by 45 feet. The original map of the lots that James Prendergast had laid out was kept in the store for many years. Thomas Disher was hired as the clerk for the store. The ledger of that first store is in the Special Collections of the Fenton History Center Library and bears the date, November 1813.

On December 30, 1816, James Prendergast, Jamestown's first postmaster, located the Jamestown Post Office in his brothers' store. In October, 1824, the location of the post office was moved to what is now 113 North Main Street. The store filed bankruptcy in 1836 and closed. Richard Hiller, cousin of the Prendergasts, who had entered the partnership in 1822, was appointed receiver.

## 7. The First Gristmill

*located at west side of Main Street, north side of Chadakoin*

FIRST GRIST MILL  
JAMES PRENDERGAST BUILT  
THE FIRST GRIST MILL FOR THE  
NEW VILLAGE HERE IN 1814.

Jamestown's first gristmill was erected in 1814 by James Prendergast on the west side of Main Street, south of the present railroad tracks. It was one and one half stories; the upper floor being occupied by Walter Simmons and Horace Blanchar with wool carding machines. A few years later, Amory and Joseph Stearns manufactured weaver's reeds there. The mill had 2 runs of stones which had been brought down the lake and outlet from Mayville.

In 1816, Prendergast built his third sawmill just south of the gristmill, with the mill race just to the north of the gristmill. A heavy loss to the owner and to the growing community occurred in 1823 when both mills burned. All the grain for the inhabitants was stored in the mill and the Stearns had just received a large stock of cane for the reeds. Prendergast rebuilt the sawmill on the same foundation, but moved the gristmill operations to the lower floor of the cotton factory on First Street with 4 runs of stones.

Grinding of grist for the inhabitants was the principal business, though some flour was put up in barrels. Settlers came from as far as Warren, Pennsylvania and beyond with their bags of grain for milling, as well as to do shopping in the stores for supplies. Long lines of wagons could frequently be seen in the mornings. Prendergast also erected, on the southwest corner of Main and First Streets, sheds and yards for the teams of the gristmill customers. The earliest gristmill in the area had been erected by Dr. Thomas Kennedy and Edward Work in 1808 in what is now Falconer.



## 8. The First Tavern

*located at 100 North Main Street*

THE FIRST TAVERN  
HERE IN 1814  
JACOB FENTON  
REVOLUTIONARY VETERAN  
AND POTTER BY TRADE  
BUILT A TWO-STORY TAVERN  
THE SOCIAL AND CIVIC  
CENTER OF THE EARLY  
VILLAGE.  
THE BUILDING, 25 FEET  
BACK FROM MAIN STREET  
FACED SOUTH TOWARD THE  
KEELBOAT  
LANDING ON "THE  
OUTLET".  
FENTON'S POTTERY,  
ADJOINING THE TAVERN ON  
THE EAST, GAVE POTTERS  
ALLEY  
ITS NAME

The first structure built as a tavern in Jamestown was erected by Jacob Fenton, a soldier of the Revolution, in 1814. It stood on the east side of Main Street, fronting the Chadakoin River below First Street.

Fenton was a potter by trade and erected a small pottery at the rear of his tavern. Here he made plain redware pottery for the little community. Potters Alley takes its name from this pottery. Two of Jacob Fenton's jugs are part of the Fenton History Center's collection.

The tavern became the social and civic center of the village. Here Judge Elial T. Foote, Samuel Brown, Jamestown's first lawyer, and other early settlers first found hospitality in this village. The tavern closed in 1822 when Mr. Fenton moved to Fluvanna.

## 9. The Home of James Prendergast

*located at 201 North Main Street*

In 1806, James Prendergast purchased 1,000 acres of land which included the area where Jamestown, west of Main Street was developed. By 1815, he had laid out streets and divided the blocks into lots 50 feet by 120 feet. Prendergast settled on the second lot above Second Street on the west side of Main Street. Here he and his family lived in a simple and plain, one and one-half story frame house consisting of one large room and two bedrooms. The gable of the house faced the street. The house was made of

plank and covered with wide, unplanned and unpainted clapboards. In this home, early settlers often spent their first few days, while purchasing a lot for their home or business.

IN A SMALL HOUSE  
WHICH STOOD HERE  
JAMES PRENDERGAST  
FOUNDER OF JAMESTOWN  
LIVED FROM 1815 TO 1836. JUDGE  
PRENDERGAST WAS BORN  
IN PAWLING, NEW YORK, 1764  
AND DIED 1846 IN Kiantone. TO  
HIS VISION, HIS ENTERPRISE  
HIS CHRISTIAN CHARACTER AND  
HIS MANY CIVIC BEQUESTS THE  
CITY WHICH HE FOUNDED OWES  
AN EVERLASTING DEBT.

James and his family had lived in two earlier homes. The first one burned when the sawmill burned in 1812. The second home was hurriedly built to shelter the family after the fire. The marker placed here in 1927, gives the year for this third home as 1815. Recent research suggests the house was erected in 1814. James and his wife, Nancy, moved to Ripley, New York in 1836. Nancy died there in 1839. James moved to his farm in Kiantone, New York and died there in 1846.

## 10. Keelboat Landing

*located on north bank of Chadakoin River on South Main Street*

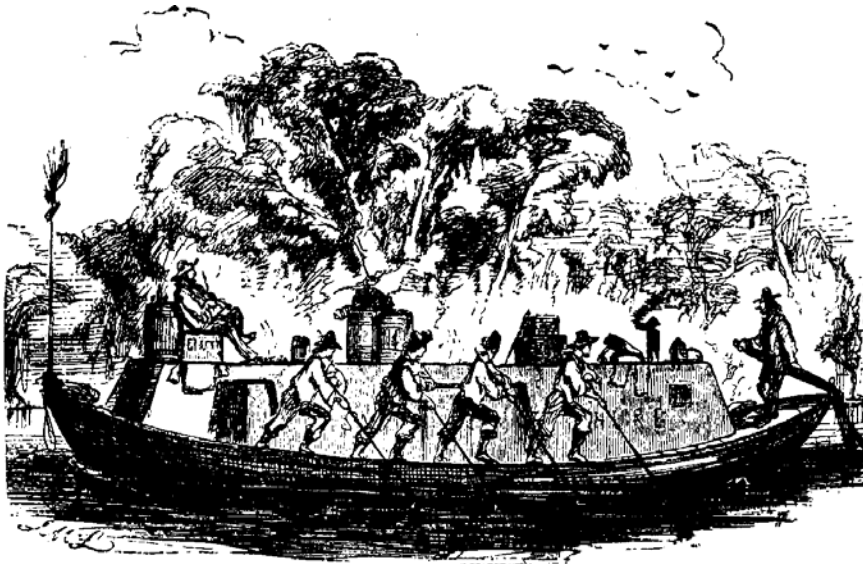
### KEELBOAT LANDING

HERE ON THE BANKS OF THE OUTLET IN PIONEER DAYS WAS THE KEELBOAT LANDING. LONG, SHALLOW DRAFT BOATS, PROPELLED BY POLES, BROUGHT CARGOES FROM PITTSBURGH AND FARTHER SOUTH UP THE ALLEGHENY RIVER TO THIS FOREST-BOUND VILLAGE.

In the late years of the 18<sup>th</sup> century, and through the first quarter of the 19<sup>th</sup> century, a distinct class of men known as "Western boatmen", drove long, narrow, shallow draft boats, called keelboats, up the shallow streams with long, piked "setting poles." These boats, having a capacity of 30-40 tons, brought products from the manufacturing East and food-growing South to the wilderness dwellers. Returning, they carried the products of the forest which they had obtained in trade or purchased to recargo their boats. They were a hardy

and picturesque lot of men and upon them the isolated settlements were vitally dependent for various necessities.

The Keelboat Landing in pioneer Jamestown was located on the banks of the Outlet or Rapids, now the Chadakoin River, just east of the Main Street Bridge. Even before Jamestown was settled, keelboats from Pittsburgh, New Orleans, and other towns along the Allegheny, Ohio, and Mississippi Rivers had journeyed up the Outlet carrying supplies to the settlers on Chautauqua Lake.



*Keelboat*

## 11. First Burial Ground

*located at northeast corner of Fourth and Clinton Streets*

### FIRST BURIAL GROUND

1815-1822

5 ADULTS AND 12 TO 14  
CHILDREN WERE BURIED HERE.  
THEIR REMAINS WERE LATER  
MOVED TO THE  
NEW CEMETERY ON WEST 5TH  
STREET.

The first log cabin was built in Jamestown in 1810. Slowly, single men and families began arriving to call this area home. They must have been a hardy group because the first death did not occur until November 15, 1815, when Elisha Wing, a cousin of James Prendergast died. Suddenly, there was a need for a burial ground. A cleared area on the top of the hill here was selected. In the ensuing 8 years, 4 more adults and twelve to fourteen infants and children were buried here. This burial ground was never laid out with designated plots or even a defined boundary.

Dissatisfaction with this site arose due to its great distance out of the settlement and its uphill climb. This led James Prendergast to donate land to the Congregational Society and a cemetery was established. The site selected is the block now occupied by the James Prendergast Library. The block across Sixth Street from the Library, now Dow Park, was added to the cemetery in 1844. The next year the village removed remains from the old burial ground to the new cemetery. The second site was outgrown by 1858 and a third location was sought. Lake View Cemetery, still in use today, was the site chosen. It was dedicated in 1859 and many of the remains from the second cemetery have been relocated there.

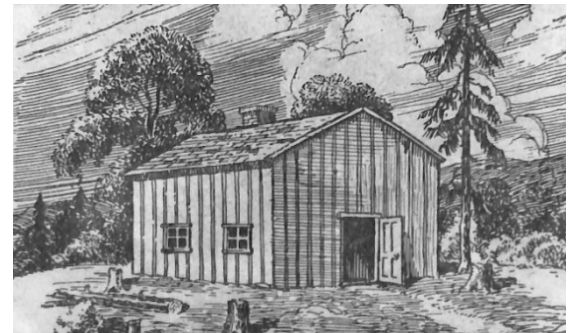
## 12. The First School House & The First Church

*located at southwest corner North Main and Fifth Streets*

HERE  
THE FIRST  
SCHOOL HOUSE,  
THE "PRENDERGAST  
ACADEMY" WAS BUILT IN 1816.  
CHURCH SERVICES  
WERE HELD HERE  
UNTIL  
THE FIRST  
CHURCH WAS  
ERECTED IN 1829 ON  
THE SAME SITE BY  
"THE FIRST CONGREGATIONAL  
CHURCH AND SOCIETY"  
ORGANIZED IN 1816,  
THE CHURCH STOOD  
UNTIL 1879.

The first school house in Jamestown was erected in 1816 by James Prendergast who, for the first two decades of the settlement's existence, paid all the expenses of public education. Prior to 1816, school was taught first in John Blowers' house and later in Keyes' Carpenter Shop and in the "cotton" mill just south of First Street and east of Potter's Alley.

The schoolhouse was a two-story, barn-like structure with few windows and heated by a large fireplace in the rear of the room. This school was Prendergast Academy. Subjects taught included English, Grammar and Latin. The books used were a Murray's English Grammar, a Murray's English Reader, and



Milton's *Paradise Lost*. Each pupil was requested to bring a tallow candle. Mr. Abner Hazeltine, a Williams College graduate, was the first instructor. He was succeeded in 1819 by Mr. Flack who was an excellent teacher of writing and grammar. The school building was moved to the northeast corner of Fourth and Cherry Streets in 1828 to make way for the First Congregational Church.

It was then used as a district or common school and called the "old red schoolhouse." The building survived in that location as the Holy Trinity Lutheran Parish House until 1957.

### 13. First Congregational Church

*located at 317 East Third Street*

#### FIRST CONGREGATIONAL CHURCH

FIRST CONGREGATIONAL CHURCH ORGANIZED JUNE 16, 1816, JAMESTOWN'S FIRST RELIGIOUS SOCIETY, MET AT MAIN AND FIFTH STREETS WHERE A CHURCH BUILT IN 1829 SERVED UNTIL THIS GOTHIC EDIFICE WAS ERECTED IN 1869. THIS IS THE OLDEST CHURCH BUILDING IN JAMESTOWN.

Nine men and women, under the guidance of the Rev. John Spencer, a circuit rider of the Connecticut Missionary Society, formed the First Congregational Church and Society on June 16, 1816. This was the first organized congregation in Jamestown. The earliest meetings were held in a schoolhouse at the southwest corner of Main and Fifth Streets, where in 1829, a church was built. It served until 1869, when this Gothic style edifice was erected. This is the oldest church building in Jamestown.

In 1887, transepts were added

to the nave, opera seats replaced the pews, and a meeting room and kitchen were added. In 1889, Mary Prendergast gave the large, lighted, stained-glass Prendergast window in memory of her husband, Judge Alexander Prendergast, the only son of James Prendergast. In 1911, the east wing was built for educational purposes. The church added a new manse on East Fourth Street in 1917. In 1921, an Austin pipe organ was installed in memory of Elliot C. Hall by the Hall family. In 1952, an education building and chapel were erected to connect with both the church building and the manse. The latter was converted into the Alfred E. Randell Parish House for offices and meeting rooms. The congregation has been a member of The United Church of Christ since 1961.



### 14. First Woolen Mill

*located at northwest corner of East First & Pine Streets*

#### FIRST WOOLEN MILL

HERE IN 1816, DANIEL HAZELTINE BUILT JAMESTOWN'S FIRST WOOLEN MILL. HE PROCESSED RAW WOOL AND MANUFACTURED FINISHED CLOTH FOR 20 YEARS AT THIS SITE. ALSO, HE DYED AND FINISHED ON SHARES CLOTH WOVEN ON HANDLOOMS BY PIONEER WOMEN.

In 1816, on land since occupied by the west end of the Broadhead Mills, Daniel Hazeltine erected the nucleus of the first woolen factory in southern Chautauqua County.

Hazeltine, at the age of 17, became an apprentice in wool processing in 1812 near his home in Wardsboro, Vermont. In May 1816, he moved to Jamestown and purchased land and water rights from James Prendergast. That year he built 18

feet by 36 feet one-story wooden building shop with a temporary water wheel. The same year, he went to Pittsburgh and purchased castings and other parts for the woolen works, which he brought back to Jamestown by poling them up river in a canoe. He hired a water race dug, assembled the parts and dressed 2,500 yards of cloth that fall and winter.

He enlarged the building in 1817 to accommodate carding machines and a dye house. In 1823, a weaving department was added and Hazeltine entered into a partnership with Robert Falconer. This mill processed fabric until 1865.

## 15. Keyes' Carpenter Shop

*located at 315 North Main Street*

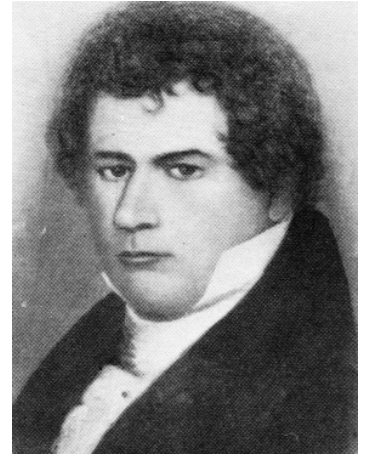
**"KEYES' CARPENTER SHOP"**  
HERE IN 1816, ROYAL KEYES, CABINET  
MAKER, ERECTED A SMALL  
CARPENTER SHOP. IN ITS SECOND  
STORY HE MADE SIMPLE ARTICLES OF  
FURNITURE FOR THE PIONEER  
COMMUNITY. FROM THIS SMALL  
BEGINNING GREW THE GREAT  
FURNITURE INDUSTRY OF JAMESTOWN.

Royal Keyes, a carpenter and cabinet maker, came to Jamestown in 1815 from Newfane, Vermont, and in 1816 erected a small two-story carpenter shop at the southwest corner of Main and Fourth Streets. He was a house builder and devoted a major part of his time to that employment. In his spare time, however, he made simple articles of furniture. He soon

hired S.C. "Pliney" Colton, a journeyman cabinet-maker, and increased his furniture making. This was the beginning of furniture making in appreciable quantities in Jamestown.

William Breed joined Keyes in 1820 and became a partner in the business the following year. Two years later, William's brother, John, bought out Keyes. Breed Brothers continued for fifty years as the largest manufacturer of furniture in the county.

Royal Keyes lived at Fifth and Cherry Streets and died July 1, 1852 at the age of 57. The upper floor of his shop on Main Street later became a school and in 1828, it was the first billiard saloon.



*Royal Keyes*

## 16. First Furniture Factory

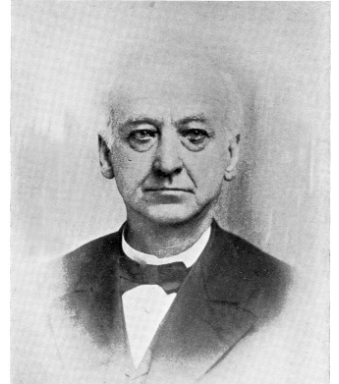
*located at 311 Pine Street*

**FIRST FURNITURE FACTORY**  
1825  
ON THIS SITE WILLIAM AND JOHN  
BREED CONSTRUCTED THE FIRST  
BUILDING FOR THE  
MANUFACTURE OF FURNITURE.

Brothers, William and John Breed, bought out the business interest of Royal Keyes in 1823. They produced wood furniture at Keyes' shop on Main between Third and Fourth Streets under the name of Keyes and Breed until 1825.

In 1825, they built their first furniture shop located on the

west side of Pine Street between Third and Fourth Streets. This shop was the first factory built for the exclusive manufacture of furniture in Jamestown. William and John employed two journeymen cabinet-makers, working with them to make furniture. Indications are that William Breed was the first manufacturer to plane cherry and black walnut boards and fashion them into cabinet ware. An article dated July 1828 in the *Jamestown Journal* mentioned furniture produced by the Breeds. It listed dining, dressing and work tables, as well as, sideboards, secretaries, bureaus and stands as some of their manufactured goods.



*John Breed*

In 1833, the Breed furniture business found it necessary to build a larger factory on the southeast corner of Pine and Third Streets. The front portion of their original shop was remodeled and for many years it was Ellick Jones' boarding house. More recently it had been a storage warehouse for Clark Supply Co. for a number of years before it was torn down in the 1950s.



*William Breed*

In 1837, the Breed brothers built another new building on the south side of the Chadakoin River on Willard Street west of Winsor. This was the first furniture shop in Jamestown to run planing and turning machines by waterpower. In 1892, a new ironclad factory was built on Jones and Gifford Avenue and the business operated under the name Breed-Johnson Company. In 1905, the Breed-Johnson Company was sold to John L. and Charles L. Eckman. A furniture company continued to operate at the Jones and Gifford location until the 1950s.

## 17. Jamestown Oak

*located on Buffalo Street 200 feet west of Lakeview Avenue*

**JAMESTOWN OAK**  
NAMED TO THE NEW YORK  
STATE HISTORIC TREE REGISTRY,  
THE WHITE OAK AT THIS SITE  
SPROUTED ABOUT 1820 AND  
SAW THE GROWTH OF THE  
COMMUNITY.

The white oak on Buffalo Street beside the Christ First United Methodist Church was the first tree in Jamestown named to the New York State Historic Tree Registry. Over 75 feet tall, this massive specimen has a crown spread of over 110 feet and a trunk circumference of 14 feet. An arborist's core sample has confirmed this tree sprouted about 1820, within a decade of

the appearance of the first log cabin home that began the settlement of Jamestown. The path that wound past, first called the Dexterville Road before eventually becoming Buffalo Street, was too lightly traveled to endanger the sapling and the tree was too small to attract the attention of the developing wood-based industries that would help bring prosperity to the community. Somehow, through good fortune and caring citizens, the oak not only survived but has come to be cherished as the city's oldest living resident and witness to its history. Its significance was formally recognized with the placement of a historical marker on Arbor Day 1996.



## 18. Stage Stop 1823

*located at 7 West Third Street*

Transportation is the key to settlement, development, and growth of any community. Captain Gilbert Ballard came to Jamestown from Vermont in 1818 and opened an inn on this corner. In 1823, he began to run a stage wagon once a week between Jamestown and Mayville on the east side of the lake, going and returning in the same day. The following year, the citizens of Jamestown, anxious to have more frequent stage runs, raised a subscription to induce Captain Ballard to increase the trips. They also petitioned the Postmaster General to allow \$200 a year to carry the mail three times per week. Captain Ballard adopted the desired change and introduced two horse-covered wagons with comfortable seats. Mail was introduced to these tri-weekly runs in 1825. Eventually, this became a daily stage run, alternating between the east and west sides of the lake, with post coaches adding to passenger comfort.

Captain Ballard moved to Mayville in 1827 where he operated an inn and stage coach runs. He moved to Ohio in 1830.

**STAGE STOP 1823**  
SITE OF THE BALLARD TAVERN,  
OPENED IN 1818. IT BECAME  
THE STOP FOR THE JAMESTOWN-  
MAYVILLE STAGECOACH LINE  
OPERATED BY CAPT. GILBERT  
BALLARD BEGINNING IN 1823

## 19. Methodist Church

*located at southeast corner of East Second Street & Foote Avenue*

SITE OF  
METHODIST CHURCH  
FIRST EDIFICE OF THE  
METHODIST EPISCOPAL  
CHURCH IN JAMESTOWN WAS  
ERECTED IN 1830. A PLAIN  
HOUSE 40 BY 50 FEET.

In 1823, Judge Elial Todd Foote gave the Methodists a plot of land, at what became the junction of Chandler and Second Streets, upon which to build a church. In 1829, Samuel B. Winsor received the contract and began to build the plain, barn-like, 40 feet by 50 feet structure. "There were no pews, but instead, loose boards placed on blocks without backs. "Amen Corners" were placed on

either side facing the pulpit. The church was finished and dedicated in 1833.

After three years, expansion and remodeling were necessary. A gallery was added in the eastern end. In 1842, the basement was completed to accommodate Sunday School classrooms. An addition was put on the west end in 1843. This had a tower, a hall, and an anteroom above, which could be opened to the audience room.

This centrally located church was a reference point for directions in the village of Jamestown. It served the Methodists for fifty years until they moved to their new church at the intersection of Second and Third Streets on July 4, 1886.



*The Methodist Church at intersection of Second and Chandler Streets. The tower was added in 1843*

For many years, the first church building housed the Unitarian congregation. It was razed in 1979 for the extension of Foote Avenue to Fourth Street. Its tracker organ, a classic example of a pipe organ, has been installed in the Lakewood United Methodist Church.



*Methodist Church at intersection of Third and Second Streets in 1886, the year Jamestown was incorporated as a city.*



## 20. Site of Foote Home

*located at southeast corner of East Second & Institute Streets*

SITE OF  
THE FOOTE HOME  
BUILT IN 1823 BY ELIAL  
TODD FOOTE, PHYSICIAN,  
LEGISLATOR, JURIST,  
HISTORIAN, WHO SETTLED  
IN JAMESTOWN IN 1815

One of the most influential early settlers in Jamestown was Dr. Elial Todd Foote who came in 1815 as the community's first physician. Born in Greenfield, Massachusetts on May 1, 1796, Foote came with his family to Sherburne, New York at the age of two years. There he attended schools and Oxford Academy and studied medicine by reading and attending lectures in New York City. He was licensed in 1815-1816. In 1822, Foote purchased a 350-acre tract of land from the Holland Land Company which he developed into the part of Jamestown east of Main Street.

In 1823, he built a house on land later occupied by Jamestown Union School and Collegiate Institute and now Jamestown High School. It is at this site that a large yellow willow tree grew. The popular belief was that the tree sprang from a riding whip that Judge Foote thrust into the ground when he returned from Philadelphia after purchasing his east Jamestown land from Paul Busti. According to a letter he wrote to the *Jamestown Evening Journal* that was published November 2, 1860, the tree was planted there by Foote when he built his house. The tree had grown at the location of his earlier home on North Main Street. In 1817, Foote was returning from Warren, Pennsylvania where he took a small branch, about the size of a riding whip, from a yellow willow tree on the Charles Dougherty property. When he arrived at his home, he stuck the branch into the ground. It grew into the small willow tree that Foote, in 1823, transplanted to the front yard of his new home at this location. This willow branch grew into one of the most famous and beloved trees in Jamestown. Jamestown High School students and teachers have included the willow in writings, poetry and in 1911, Milton Fletcher included reference to it in the Alma Mater that he wrote for the High School. This tree was cut down in December 1918. Many souvenirs were made from the wood. Cuttings were planted successfully at a location along the lake and in the Jamestown High Schoolyard, but their ultimate fate is unknown.

Foote contributed to the growth of Jamestown by serving as assistant court judge, 1817, judge of the Court of Common Pleas, county judge, 1824-1844, sheriff, 1820 and Jamestown Postmaster, 1829. He served in the state assembly for several terms beginning in 1819. He founded the Chautauque County Bank in 1831 and was its first president. He was elected president of the board of trustees of the Jamestown Academy in 1836, was an organizer of the first Masonic Lodge, Mt. Moriah. He became involved in construction of the Barcelona lighthouse and in a proposed steamboat route from Buffalo to Erie. He encouraged industrial development on his Jamestown lands and encouraged the



*The Jamestown Union School and Collegiate Institute on the corner of East Second and Institute Streets, was erected in 1867. This was the site of the Foote Home built in 1823. The Foote Marker is placed on this corner in front of Jamestown High School.*

development of a new cemetery, Lake View Cemetery. Dr. Foote gave land for building the First Methodist, Swedish Methodist, First Congregational and First Baptist Churches. Judge Foote convinced the Board of Supervisors to change the spelling of Chautauque to Chautauqua in 1859.

One of his most important contributions grew out of his activities as Jamestown's first, and perhaps, foremost historian. Andrew Young, in his *History of Chautauqua County*, published in 1875, drew much of his information from Foote's vast collection of historical material.

He died in 1877 in New Haven, Connecticut. His funeral was held at the First Congregational Church in Jamestown and he was buried in Lake View Cemetery, where a brown stone pillar centers the plot. It was the first monument in the cemetery.

## 21. Dexterville Tavern

*located at northwest corner of East Second & Buffalo Streets*

### DEXTERVILLE TAVERN

BUILT IN 1826 BY DARIUS AND JOHN DEXTER AS A STAGE COACH STOP ON THE BUFFALO ROUTE LEADING SOUTH TO PITTSBURGH. THIS IS THE OLDEST BUILDING STANDING IN ITS ORIGINAL LOCATION IN JAMESTOWN

The Dexterville Hotel-Tavern was a three-room frame building, 40 feet by 56 feet on a stone foundation, with a front porch 19 feet long. When remodeled in 1933 and in 1942-3, the foundation and structural framing were repaired, a second story added, the old porch enclosed, and a new front porch built.

The Dexter brothers were among the earliest settlers in Chautauqua County, coming to Mayville about 1808. They moved in 1824 to the area later called Dexterville. Here they owned and operated the tavern, a store, an ashery, a mill, and a quarry. Today, Dexterville is part of the City of Jamestown and the Tavern is known as the Buffalo Grill.



*Dexterville Tavern*

## 22. The First Newspaper

*located at St. Luke's Episcopal Church, 410 North Main Street*

THE FIRST NEWSPAPER  
ON THIS SITE IN 1825 ADOLPHUS  
FLETCHER ERECTED A TWO-STORY  
BUILDING  
THE FIRST PRINTING  
OFFICE IN JAMESTOWN  
AND ON A WOODEN PRESS  
PRINTED THE FIRST ISSUE  
OF THE JAMESTOWN JOURNAL  
JUNE 21, 1826.  
THE BUILDING WAS REMOVED IN  
1854.

Adolphus Fletcher published the first issue of the *Jamestown Journal* on June 21, 1826. He arrived in Chautauqua County from Massachusetts, settling in Jamestown in 1825. In that first issue he wrote "Newspapers are the vehicles of useful information. The intelligence and character of the citizens of any given section of our county may be readily ascertained from the number and character of the newspapers that circulate in it."

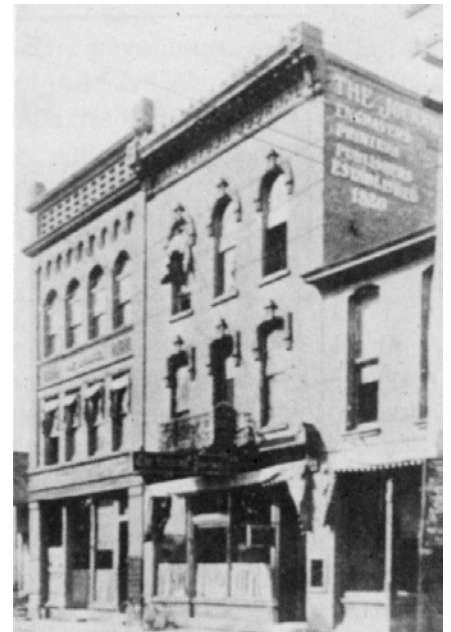
Fletcher erected a two-story wooden building on this site and set up his wooden printing press on the second story. He distributed the *Journal* each Wednesday and the subscribers paid \$2.50 a

year. He reprinted news from other publications, as well as printing articles by Abner Hazeltine and other staunch Whig lawyers in the area.

Fletcher owned the newspaper for about 20 years. It went through a series of changes in ownership until 1876 when John A. Hall purchased it. The Hall family continued its ownership for many years, publishing daily as the *Jamestown Evening Journal*. They erected an efficient printing plant on West Second Street near Main Street in 1876.

The *Evening Journal* merged with the *Morning Post* in 1941 to form the *Jamestown Post-Journal*. It was published as an evening paper from its facility at 311 Washington Street from 1941 to 1975. Beginning in 1976 the newspaper has been published from its current home directly across West Second Street from the plant built by the Halls. It has been published under the ownership of Ogden Press since 1961. In 1978, the first morning edition of the *Post-Journal* was published on Saturdays as the *Weekender* edition. On October 24, 1993, a Sunday edition was introduced. The *Post-Journal* changed to a daily morning paper on June 30, 1999.

Today the *Post-Journal* offers an online edition of the newspaper. Throughout its nearly 200-year history, the newspaper has kept pace with the advances in technology and the changes in which news is reported to an eager readership.



*The Journal building on the northside of West Second near Main Street, early 1900s*

### 23. First Sash Factory

*located on Winsor Street along north bank of Chadakoin River*

The first sash factory in Chautauqua County was built in 1826 by Sedgwick Benham and Smith Seymour. Later, there were numerous changes of ownership.

Production soon exceeded the regional market reached by wagon-driving salesmen. In 1829, a boatload of sash was sent down river to Pittsburgh. The firm floated a load to New Orleans which proved to be unprofitable. Southern markets were hesitant to accept factory-made sash, but after a few years this product monopolized the market. In 1853, the old building was replaced by a larger one and doors and blinds were added to the product line.

FIRST SASH FACTORY  
BUILT HERE IN 1826. IN 1845  
DOORS AND BLINDS WERE  
ALSO MANUFACTURED. FROM  
1829 THESE WARES WERE  
SHIPPED SOUTH ON FLAT  
BOATS FOR MANY YEARS.

Nathan Brown, who operated store boats down the river, took on the company's goods in 1852 and helped popularize the products. In 1873, he sold \$75,000 worth and also nearly as much from two other sash factories in Jamestown and Falconer.

John T. Wilson acquired the firm in 1873 and greatly expanded the business into a general lumber mill and construction supply company, which became part of the United Lumber Company, 1919-1962.

### 24. Pail Factory

*located on Winsor Street along south bank of Chadakoin River*

SITE OF  
PAIL FACTORY  
FIRST FACTORY FOR MAKING  
WOODEN PAILS AND TUBS  
BUILT IN 1829. LARGE  
INDUSTRY FOR YEARS. FIRST  
FLAT BOAT STOCKS BUILT HERE  
1835.

About 1829, the partnership of Rowe and Dewey erected a large building at the "lower dam." Here they tested "the Miner patent" for cutting pails from logs rather than constructing them by coopering. Parley and Levi Smith, brothers from Syracuse, and George Steele of Frankfort, New York, purchased the facility and began manufacturing pails and tubs of conventional design in December 1831. Production in the first two years approximated \$3,000 annually.

There were frequent changes of ownership. In the spring of 1833, the management of Merrifield and William M. Eddy shipped its first boatload of goods south which proved unprofitable. That fall another load, piloted by Joel Partridge, was successful. About a year later, the factory burned to the ground along with the warehouse and the entire inventory. The plant was immediately rebuilt and produced 40,000 to 50,000 pieces a year valued at around \$25,000 in the late 1830's.

About ten years later, the firm moved to Dexterville and went bankrupt, having produced about \$200,000 worth of hardware in approximately twenty years. The building at this location was torn down after standing idle for several years.

## 25. Steamboat Landing

*located at Municipal Boatlanding-McCrea Point Park near Fairmount Avenue and Eighth Street*

**STEAMBOAT LANDING**  
FROM HERE BEGINNING IN 1828,  
FIFTEEN TWO AND THREE DECKED  
STEAMBOATS PLIED THE WATERS OF  
CHAUTAUQUA LAKE CARRYING UP TO A  
QUARTER OF A MILLION PASSENGERS IN  
A SINGLE SEASON TO HOTEL DOCKS,  
PICNIC AND ENTERTAINMENT SITES.

These steamboats were all built in Jamestown, Lakewood, Mayville and the Bemus Point area. Largest was the *Jamestown* (earlier called the *Nettie Fox*) 175 feet long, its three decks built to carry as many as 3,000 passengers. Records show that in the 1907 season, there were 279,924 passengers aboard these steamboats.

Chautauqua Lake, cradled in the Chautauqua hills, was even more picturesque when its steamboats sailed its waters for more than a century.

Churches, factories, lodges, and clubs chartered the larger steamboats for picnics from the Boatlanding to Long Point and later to Midway or Celoron Amusement Parks. At times, on reaching their docks, the steamers had scarcely been anchored and the gang plank put in place when eager picnickers would jump over the boat rail and race for the choicest picnic tables. Band music made these rides more festive, especially on moonlight excursions, popular among young and old.

Steamboats also carried summer residents to Chautauqua Institution from various points along the lake. At Mayville, two steamers often awaited the Pennsylvania trains. People, trunks, and luggage were herded on board and then rival crews would race their boats to get to Chautauqua Institution first. For years trolley lines extended to the end of the long Celoron Park dock. Celoron was the first stop after the steamboats left the Boatlanding for a winding trip through the outlet's wooded area. President U.S. Grant, the first of nine U.S. presidents to visit Chautauqua Institution, made his historic trip August 15, 1875, the second year after the Institution's founding, on a gaily bedecked *Josie Bell*, a smaller steamer, and one in a flotilla of colorful boats bringing crowds to Chautauqua on that much publicized day. The last of the coal-fueled steamers, *City of Jamestown*, made its final public run in 1958.



*Fairmount at Eighth Street Steamboats at Boatlanding in 1892*

The Boatlanding was served by railroad and streetcar lines which were the Chautauqua Lake Railroad 1887-1894; Jamestown and Chautauqua Railroad 1893-1901; Jamestown and Lake Erie Railroad 1901-1913; Jamestown, Chautauqua and Lake Erie Railroad 1900-1913; Chautauqua Traction 1903-1926; Jamestown, Westfield and Northwestern Railroad (electric) 1913-1950. As early as 1884, the horse-drawn street cars of the Jamestown Street Railway Company served the Boatlanding. These cars were electrified in 1891 and service was continued until 1938.

## 26. Underground Railroad 1831

*located at 12 West Seventh Street*

HERE STOOD A STATION OF  
UNDERGROUND R. R.  
IN WHICH CATHERINE  
HARRIS DID HEROIC SERVICE  
FOR FUGITIVE SLAVES.

Catherine Dickes Harris, born June 10, 1809 on a farm near Meadville, Pennsylvania, came to Jamestown with her infant daughter in 1831. She built a small house at what became 12 West Seventh Street. Although only sixteen feet in length, it is maintained that as many as seventeen

runaway slaves could be harbored at one time. One of the few African-Americans in the United States to operate a station in the Underground Railroad, Mrs. Harris, a free-born Black, risked a heavy fine, imprisonment, and her life to help an enslaved people.

Mrs. Harris was well-known in the community as a midwife and herbal healer. She worked as a domestic to support herself and her daughter. Her second husband was John Harris, a barber, who was part of another African-American family who were early settlers in Jamestown.

In 1881, seventeen years after the close of the Civil War, the small house served as the first site of the Blackwell Chapel which she founded. The current church structure was erected at 610 Spring Street in 1899. Mrs. Harris died February 12, 1907 and is buried in Lake View Cemetery.



*Catherine Dickes Harris, was one of the few Blacks in the United States to operate an Underground Railroad Station. She was a free-born Black.*

## 27. First Bank

*located at 201 North Main Street*

SITE OF THE  
FIRST BANK  
IN THIS COUNTY  
"THE CHAUTAUQUE COUNTY BANK"  
ERECTED 1831  
BURNED 1861  
IT GREATLY AIDED THE EARLY  
DEVELOPMENT OF THE ENTIRE REGION.

The first bank in Chautauqua County was chartered April 18, 1831, with Judge Elial Todd Foote serving as the first President.

The original building was erected in 1831 on the north-west corner of North Main and Second Streets. Built of brick, 18 feet by 34 feet, it stood 12 feet from Main Street,

facing the street. The present building, erected in 1924, is the fifth bank building on this site. Banking business was conducted here continuously from 1831 to 2002.

## 28. Quaker School

*located at southwest corner of Foote Avenue & Allen Street*

### QUAKER SCHOOL

FROM 1833 TO 1843 ON THIS SITE MARY E. OSBORNE, A QUAKER WIDOW, CONDUCTED A BOARDING SCHOOL FOR YOUNG LADIES.

In 1833, Mrs. Mary E. (Cornell) Osborne, a Quaker widow, came to Jamestown to establish a boarding school. The property she purchased was on what was then known as Frewsburg Road, later as Quaker Street, and now as Foote Avenue, about 165 feet south of the

intersection of Prather Avenue on the west side. Here she erected a plain building to serve as the school, which flourished, requiring several additions.

Teachers were of the highest quality. Among them was Clarissa D. Wheeler, who later founded the Jamestown Female Seminary. The only male faculty member was Gilbert W. Hazeltine of Jamestown, who taught botany and lectured on physiology, chemistry, and natural philosophy. The young ladies attending the school came from all parts of the country.

A tragedy in 1843 led to the school's demise. That year, Mrs. Osborne's brother, Alvin Cornell, killed his wife and attempted to kill himself in the kitchen of the school.

Gradually, the school additions were torn down until only the original structure remained. It was kept in good repair by its occupants and in 1909 was moved to Catlin Avenue.

## 29. The Jamestown Academy

*located at 200 East Fourth Street*

THE JAMESTOWN ACADEMY HALLOWED IN MEMORY AS "THE OLD ACADEMY" WAS ERECTED HERE IN 1837. FOR MORE THAN THIRTY YEARS THIS THREE-STORY WOODEN BUILDING WAS THE INTERMEDIATE AND ACADEMIC INSTITUTION OF THE VILLAGE.

The Jamestown Academy, known as the "Old Academy", was erected on the southeast corner of Fourth and Spring Streets in 1837. It was the intermediate and academic institution of the village until the Second Street grammar school housing Institute Hall was completed in 1867. The Academy was moved several times and finally demolished in 1910.



*The Jamestown Academy*

### 30. Brooklyn Square

*located at northwest corner of South Main & Harrison Streets*

#### BROOKLYN SQUARE

CALLED BROOKLYN SQUARE SINCE THE 1860'S, THIS AREA HAS BEEN AN INDUSTRIAL AND COMMERCIAL CENTER SINCE 1848.

Brooklyn Square, prior to urban renewal in the 1970s, was the section of Main Street south of the railroad, intersected by Taylor, Harrison, South Main, Market Streets, and Forest Avenue. Since 1848, it had been a center of trade, business, and manufacturing.



*Brooklyn Square 1866*

An imposing building for many years was the Gifford Block, which faced north and formed the base of the triangle from 1890 to 1968. It replaced the Ford/Brooklyn Building, a large wood frame building which was built in 1848. It housed various businesses, among them included furniture, piano, and organ manufacturing, and a flour and feed mill. Two city trolley lines funneled through the Square. The Humphrey House, where South Main Street began, was a popular hotel from 1873 to 1932. A section of it was the terminal for the Warren-Jamestown trolley, and a corner of the building at Harrison Street was the Roosevelt Theater, one of three movie

theaters in Brooklyn Square. For more than half a century the City Market at Forest and Market Streets was a forerunner of the modern supermarket. Clothing and shoe stores, jewelry shops, restaurants and saloons, newsrooms, furniture stores, hardware stores, and a pharmacy lined both sides of Main Street. Before automobiles, horses and wagons were a familiar sight, often hitched at the imposing mineral fountain in the center of the triangle. The city later planted a flower garden here, with an annual Christmas tree attracting city carolers from 1913 to 1968.

Called Brooklyn Square since the mid-1860s, the City Council changed it to Roosevelt Square in 1919 in honor of President Theodore Roosevelt who delivered a political speech there. The name was not accepted by many and it was changed back to Brooklyn Square by the City Council in 1925. Urban renewal changed the character and appearance almost completely.



*The Humphrey House - East Side Brooklyn Square*



### 31. Jamestown Female Seminary

*located at 509 North Main Street*

SITE OF  
JAMESTOWN FEMALE  
SEMINARY  
1849-1859, CLARISSA D. WHEELER,  
FOUNDER AND HEAD.

Clarissa D. Wheeler taught at the Quaker School before founding the Female Seminary in 1849. Known as “Dame Wheeler”, she distinguished herself in drawing, painting, and intricate needlework. She taught her pupils techniques of embroidery and lovely French designs in addition to offering the usual subjects of the period for young ladies, such as penmanship, grammar,

spelling, and geography. At this time in history, a classical education was considered too rigorous for women.

### 32. The Underground Railroad 1850s

*located at southeast corner of East Fourth & Pine Streets*

THE UNDERGROUND  
RAILROAD  
HERE AT THE HOME  
OF SILAS SHEARMAN  
PIONEER SETTLER  
AND ARDENT  
ABOLITIONIST WAS THE  
PRINCIPAL JAMESTOWN  
“STATION” OF THE  
UNDERGROUND RAILROAD  
WHERE IN THE LATE  
FIFTIES ESCAPING SLAVES  
FROM THE SOUTH WERE  
SHELTERED AND  
ASSISTED ON THEIR WAY  
TO FREEDOM IN CANADA

In Jamestown, the affairs of the Underground Railroad were directed by Silas Shearman, known as an ardent Abolitionist. The Jamestown station was the old Shearman home which stood at the southeast corner of Pine and Fourth Streets until 1910 when it was demolished.

Frank E. Shearman Sr., a grandson of Silas Shearman, remembered hearing his grandfather tell his experiences as the agent, or conductor, of how it was not uncommon for him to come down in the morning and find his kitchen filled with escaping slaves. They had been brought to Jamestown during the night or directed to his home from the last



*Silas Sherman*

station. Mr. Shearman fed the group of hungry passengers and hid them during the day in the hay in his barn on Stillers Alley. He then collected sufficient funds from the railroad supporters, if money was needed, and arranged transportation or guidance to the next station, which was often the village of Ellington.

### 33. The First Train

*north bank of Chadakoin River at South Main Street*

#### FIRST TRAIN

THE FIRST TRAIN ARRIVED IN JAMESTOWN AUGUST 25, 1860 OVER THE NEWLY LAID RAILS OF THE ATLANTIC AND GREAT WESTERN RAILROAD, CULMINATING A 29 YEAR EFFORT TO ASSURE JAMESTOWN'S POSITION IN THE NATIONAL TRANSPORTATION NETWORK.

Nine years after rail service commenced to Dunkirk and northern Chautauqua County towns, Jamestown and the southern towns had the opportunity to prosper from their own railroad connection. During those nine years, Dunkirk became the largest village in Chautauqua County, leading all others in manufacturing growth. On

May 1, 1860, all of that changed when the laying of 33 miles of track from Little Valley to Jamestown began.

On August 25, 1860, the first train crossed the Main Street bridge at ground level stopping at this location in Jamestown. In Kennedyville, now Kennedy, the train was met by the Jamestown Cornet Band. The band boarded the train and, as it chugged into Jamestown, they played "Ain't I Glad to Get Out of the Wilderness" to the tune of "The Old Gray Mare."

The train, with accommodations for only a few invited guests, was met by a multitude of Jamestown villagers crowding the streets and rooftops near the train's final destination. Colonel Augustus F. Allen, the single most important individual responsible for the rail link, presided over the occasion. A complimentary dinner held at the Jamestown House was a gala affair with a number of dignitaries and stockholders present.

The railroad was a vital factor in the development of Jamestown's industries and its subsequent growth and prosperity.



*Arrival of first train in Jamestown August 25, 1860. Wooden bridge across Chadakoin River (outlet) in foreground.*

### 34. 1861 Fire

*located at 211 North Main Street*

#### GREAT FIRE OF 1861

AN ARSON FIRE SET ON THIS SITE, JAN. 31, 1861, LEVELED MOST OF THE MAIN STREET BUILDINGS ON BOTH SIDES BETWEEN SECOND AND THIRD STREETS AND HALF OF THIS SIDE NORTH OF THIRD STREET.

Fire has always struck terror in the hearts of everyone. Reading various accounts of Jamestown's history since its beginnings, one encounters news item after news item of businesses and homes destroyed by fire. However, one such incident stands out, as historians have dubbed it "The Great Fire of 1861." It began at the back of the property which is now 211 North Main Street and spread in both directions. It also jumped across the

street. When all was over, the fire had destroyed all but two buildings on the east and west sides of North Main Street between Second and Third Streets and also half the block on the west side between Third and Fourth Streets. This "Great Fire" was determined to be the work of an unknown arsonist.

### 35. Baseball

*located at Russell E. Diethrick, Jr. Park, 285 Falconer Street*

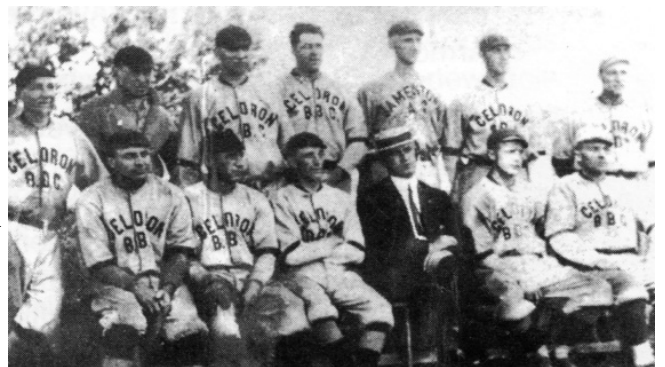
#### BASEBALL

AN ENDURING PART OF JAMESTOWN'S HERITAGE THIS MARKER RECOGNIZES THE BASEBALL PLAYERS AND SPECTATORS OF YESTERYEAR AND SALUTES THE PRESENT AND FUTURE PLAYERS AND FANS.

Jamestown enjoys a long heritage of baseball. Organized baseball has been played here since the Civil War. It continues today with professional, semi-pro, and amateur teams calling the Jamestown area "home base." Players from the area have

gone on to the Major Leagues and World Series games.

Empty fields and city parks accommodated the early teams. Celoron Park and Allen Park had ball fields that served the area before Municipal Stadium (now Russell E. Diethrick Jr. Park) was opened in 1941. Early Major League teams and barnstorming teams played exhibition games at available ball fields. Amateurs and semi-pros continue to play here and in recent years Diethrick Park has hosted college tournament teams and Babe Ruth World Series teams from around the country. Jamestown has been a part of the Major League farm club system for close to fifty years. Jacob Nelson "Nellie" Fox played for the Jamestown Falcons in 1944 and is the first former Jamestown player to be elected to the Baseball Hall of Fame.



*Early Celoron Baseball Team*

Baseball could not have flourished here without the interest of the community and the fans. For more than 150 years, the Jamestown area has been involved and interested in baseball.

### 36. Home of Reuben E. Fenton

*located at Fenton History Center, 67 Washington Street*

HOME OF  
REUBEN E. FENTON  
"THE SOLDIER'S FRIEND"  
GOVERNOR 1865 - 1869  
U.S. SENATOR 1869-1875

Reuben E. Fenton, born July 4, 1819, was a native of Chautauqua County and a citizen of Jamestown for the last twenty years of his life.

A Democrat when he was elected to Congress in 1852, he became a founder of the Republican Party, a personal friend of Abraham Lincoln,

and a staunch supporter of the anti-slavery movement. His work on behalf of soldiers and sailors to secure pension benefits for them earned him the title of "The Soldier's Friend". In 1864 he was elected Governor of New York State and served two terms, from 1865 to 1869. In 1869, he was elected to the United States Senate and served one term. After public service, Fenton returned to his home in Jamestown and served as the President of the First National Bank of Jamestown, which he helped found in 1853. He died August 25, 1885 at his desk in his bank office.



*Governor Reuben E. Fenton*

His home in Jamestown was built in 1864. The building with its surrounding grounds of nearly four acres, known as Walnut Grove, was acquired by the city in 1919 as a Soldiers and Sailors Memorial Park. For fifty years it was used by veterans' organizations, World War II draft board, and the City Health Department. It was the final national headquarters of the Grand Army of the Republic.

In 1964, local citizens formed the Fenton Historical Society. Their first goal was to save the Mansion from demolition for a state highway right-of-way. They succeeded and the Fenton History Center Museum & Library is now housed in the Mansion.



*The Fenton Mansion is on the National Register of Historic Places*

## 37. Broadhead Enterprises

*located at 130 South Main Street*

### BROADHEAD ENTERPRISES

HERE WAS THE HOME OF WILLIAM BROADHEAD, INDUSTRIAL PIONEER, FOUNDER, IN 1875 OF BROADHEAD WORSTED MILLS. HIS SONS, ALMET N. AND SHELDON B. CONTINUED THE TEXTILE OPERATIONS. MEANWHILE DEVELOPING CITY AND REGIONAL TROLLEY AND STEAMBOAT LINES, AMUSEMENT PARKS, COMMERCIAL ROSE GARDENS AND BRICK MANUFACTURING.

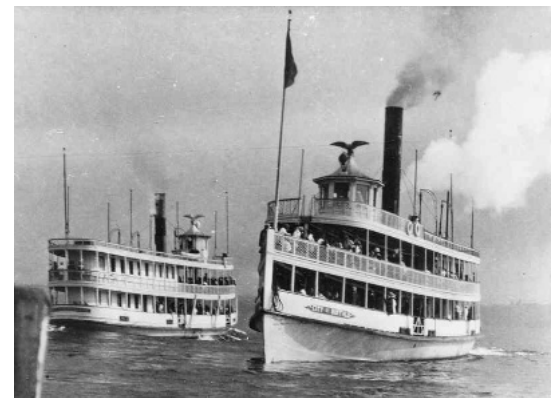


*William Broadhead*

William Broadhead, 1819-1910, came to Jamestown in 1843 from Thornton, Yorkshire, England as a blacksmith. After participating in several smithing, machine shop and snath making enterprises, he became interested in quality textiles and formed William Broadhead & Sons, a clothing store.

In 1873, after visiting his homeland where the weaving industry flourished, he helped to form the firm of Hall, Broadhead & Turner Alpaca Mill. In 1875, William Broadhead, with his sons Almet N. and Sheldon B., formed the Broadhead Worsted Mill on East First Street. They later acquired the Hall's Mill on Harrison Street, which then became the Jamestown Worsted Mills. The two mills employed thousands of persons.

Almet and Sheldon bought the Jamestown Street Railway and converted horse drawn cars to electric trolleys, serving Jamestown and the area. In 1892, they purchased the two competing steamboat companies which operated the fleets of lake steamers on Chautauqua Lake. They further promoted access to the lake by building the Chautauqua Traction Company electric trolley line on the west side of the lake connecting Jamestown with Westfield. In 1913, they acquired and electrified a steam railroad on the east side of the lake, which became the Jamestown, Westfield and Northwestern Railway Company, connecting Jamestown with Westfield and the New York Central Railroad for both freight and passenger service.



*Two of the steamboats owned by the Broadheads*

Almet and Sheldon developed Celoron Park and acquired Midway Amusement Park to promote the use of the trolley lines. In West Ellicott, they built what was then the largest greenhouse in the nation, the Lake View Rose Gardens. This business was sold in 1925. The Broadheads' Jamestown Shale Paving Brick Company furnished bricks for many Jamestown streets.

These are only some of the accomplishments of William Broadhead and his family.

### 38. The First Worsted Mill

*located on Harrison Street east of Phoenix Metal*

THE FIRST  
WORSTED MILL  
IN JAMESTOWN  
WAS ORGANIZED IN 1873  
BY WILLIAM BROADHEAD,  
WILLIAM HALL AND  
JOSEPH TURNER.  
THE MILL MACHINERY  
WAS IMPORTED FROM  
ENGLAND AND THE NEW  
INDUSTRY BROUGHT  
MANY ENGLISH  
RESIDENTS TO  
JAMESTOWN. FROM THE  
PLANT  
ON THIS SITE HAS GROWN  
THE CITY'S  
TEXTILE INDUSTRY.

Jamestown had long been celebrated for its manufacture of implements and wood furniture when the first worsted mill west of Philadelphia was established in Jamestown in 1873. That year, William Hall, William Broadhead, and Joseph Turner established the Jamestown Alpaca Mills on Harrison Street. The machinery was made in England and many of its skilled operators came from that country. Among them were Edward and Joseph Appleyard of Yorkshire who joined the firm in 1873, Joseph in the weaving department and Edward as an overseer of the spinning, drawing, and combing departments. The business quickly grew to large proportions and was conducted on an extensive scale. The business became Jamestown Worsted Mills and its products became known from coast to coast.

William Broadhead withdrew and founded Broadhead Worsted Mills on East First Street in 1875. In this venture he was joined by his sons, Almet N. and Sheldon B. William Hall continued Jamestown Alpaca Mills under the name of Hall & Company. Around 1915, the

Broadheads acquired this mill and named it Jamestown Worsted Mills. This mill had fifteen buildings, and jointly the two mills gave employment to thousands in the Jamestown area until hit by the depression of the early 1930s.

Broadhead Mills, which had fared better than Jamestown Worsted Mills, fell first and was sold in 1925 after the deaths of Almet and Sheldon. Jamestown Worsted Mills continued to make small profits through the depression and was not sold until 1943. The buildings have housed several small businesses until fires in 1986 and 2004 destroyed some of them.

Although the mills had contributed greatly to Jamestown's prosperity, little could be done except to end operations there when the textile market relocated in the South. The independent National Worsted Mill persisted in Jamestown until 1955. Empire Worsted Mills of Falconer closed February 7, 1969 and was the end of this once great industry in the Jamestown area.

### 39. New York State Armory

*located at 50 South Main Street*

SITE OF THE  
NEW YORK STATE ARMORY  
THE FENTON GUARDS,  
ORGANIZED IN 1875 BY SWEDISH  
IMMIGRANTS, WAS THE LOCAL NATIONAL  
GUARD UNIT WHICH OCCUPIED THE FIRST  
ARMORY HERE IN 1888.

Jamestown's National Guard Unit, Troop B, 2<sup>nd</sup> Squadron, 101<sup>st</sup> Cavalry (RSTA) has its roots in the Swedish immigrant population of Jamestown.

The village of Jamestown had been without any militia or guard unit from 1863 until August 1875 when the Fenton Guards was mustered in as the

First Separate Company of Infantry, 31<sup>st</sup> Brigade, National Guard of New York. The Guards was founded by John P. Hollers, editor of the Jamestown Swedish newspaper *Folkets Rost* and his friend, Konrad Hult, who owned a haberdashery. The unit was comprised primarily of young Swedish men. In addition to the sharpshooter and marching units, the Guard formed their own band and male choir.

After occupying various buildings, the Guards moved into Jamestown's first State Armory, located at this site, in 1888. It burned in 1942 but the Guard had moved to the Porter Avenue Armory in 1933.

The strong Swedish identity of the unit provoked controversy leading to a reorganization in 1882. Further redesignations and wartime call-ups clouded the identity of the unit until the name Fenton Guards faded away after 1940.



*Parade in Jamestown of the Fenton Guards returning*

## 40. The First Theater

*located at East Third Street, near Spring Street*

Abner E. Allen established his Opera House in September 1874. A local amateur company, the Y.B.Y.L. Club, dedicated the House with presentations on September 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup>. In the ensuing years, prominent lecturers from across the country and musical, dramatic, minstrel, variety, and miscellaneous entertainments of every description appeared at Allen's.

THE FIRST THEATER  
SITE OF ALLEN'S OPERA HOUSE, A  
FRAME STRUCTURE, 100 FEET BY 60  
FEET, SEATING UP TO 1500.  
OPENED SEPTEMBER 3, 1874.  
DESTROYED BY FIRE JANUARY 12, 1881

A fire was discovered the morning of January 12<sup>th</sup>, 1881. This destroyed the 100 feet by 60 feet frame structure, which was 22 feet high and seated up to 1,500 people. The uninsured House was a \$12,000 loss. However, a valuable Jamestown-made C.A. Ahlstrom & Co. piano, that was lost in the fire, was insured.

Allen built a new structure on East Second Street between Pine Street and Potters Alley in 1881. This structure currently houses the Lucille Ball Little Theater of Jamestown.



## 41. Gustavus Adolphus Children's Home

*located at 715 Falconer Street*

### GUSTAVUS ADOLPHUS CHILDREN'S HOME

ADMITTED ITS FIRST 12 ORPHANS ON  
JANUARY 27, 1886. IT WAS ESTABLISHED  
ON THIS SITE BY THE NEW YORK  
CONFERENCE OF THE SCANDINAVIAN  
EVANGELICAL LUTHERAN AUGUSTANA  
SYNOD. THE HOME  
BECAME THE FOUNDATION FOR THE  
LUTHERAN SOCIAL SERVICES OF UPPER NEW  
YORK, INC.

The Gustavus Adolphus Children's Home admitted its first 12 children on January 27, 1886. All were orphans of Swedish immigrants. The Home was established by the Augustana Synod of the Swedish Evangelical Lutheran Church in response to its concern for the religious upbringing of those Swedish children whose parents had died en route to the United States or soon after their arrival.

Several northeastern locations were proposed with Jamestown being selected. Well-known local architect

Aaron Hall designed the Gothic structure. The acreage surrounding the building became a working farm, providing the children with many valuable lessons for their future lives. Noted superintendents of the GA Home include the first ones, Rev. and Mrs. T.O. Linell and long-term superintendents, Mr. and Mrs. John S. Swensson and Mr. and Mrs. J. Oscar Peterson, both of whom had grown up in the home.

The Gustavus Adolphus Children's Home, now housed in a new facility, serves youth with family and social problems. Residences and care for an aging population were initiated in 1930 on the GA Home acreage. They have expanded in the ensuing years to include facilities which run the gamut from apartments to skilled nursing care. Lutheran Social Services of Upper New York, Inc. oversees these services.



*Gustavus Adolphus Children's Home*

## 42. The First Metal Furniture Factory

*located at 75 Jones & Gifford Avenue*

### THE FIRST METAL FURNITURE FACTORY

HERE STOOD  
THE FACTORY OF THE FENTON  
METALLIC COMPANY ORGANIZED  
IN 1883 BY REUBEN EARLE  
FENTON ALEXIS CRANE  
FRANK E. GIFFORD  
ALBERT GILBERT  
FRED E. HATCH  
JAMES W. HINE  
AND ARTHUR C. WADE.  
FROM THIS BEGINNING HAS  
GROWN THE GREAT METAL  
FURNITURE AND INTERIOR METAL  
INDUSTRY OF JAMESTOWN

The Fenton Metallic Manufacturing Company was organized by Jamestown business men in November 1888 to take over the business of two Chicago companies and their patents for manufacturing metal office furniture. Their first meeting was held in the back room of the Crane & Hatch Drug Store on East Third Street. The organizers and first officers of the Fenton Metallic Company were Reuben Earle Fenton, son of Governor Reuben E. Fenton, President; with Fred E. Hatch, Alexis Crane, manager, Albert Gilbert Jr., Secretary, Frank E. Gifford, Arthur C. Wade, and James W. Hine, Directors.

A factory was built and operation began with about fifty employees. After four years, this wooden factory burned and a new brick plant was built. Additional products were added through the acquisition of other companies. Until 1897,

bicycles were also manufactured here under the name Fenton Bicycle Company. In 1899, the Company was reorganized to become the Art Metal Construction Company and metal office furniture became the main product.

The company later became the Art Metal Company. At its peak in the mid- 1950s, more than 1,500 persons were employed in its four plants in Jamestown.

Art Metal Company was acquired by Walter E. Heller & Co. of Chicago on April 3, 1968. Production ended in June 1971 at the new plant built by the company on Baker Street Extension in the town of Busti. That site has been occupied by Cummins Engine Company since 1974. Equipment, other assets, and the name Art Metal were purchased by Hillside Metal Products, Inc. of Newark, New Jersey in June 1973. The original plant on Jones and Gifford Avenue is now partially occupied by the Resource Center.

### 43. Allen's Opera House

*located at 18 East Second Street*

As early as 1875, citizens of the village of Jamestown enjoyed the finest entertainment available. Located at 14 Spring Street and later on East Third Street near Spring, Allen's Opera House presented vaudeville companies known for "general high character of attractions". Following a fire in 1881, a new structure was erected on this site.

**"ALLEN'S OPERA HOUSE"**  
1881 ALLEN'S OPERA HOUSE  
1898 SAMUEL'S OPERA HOUSE  
1919 SHEA'S OPERA HOUSE/THEATER  
1968 LITTLE THEATRE OF JAMESTOWN

Abner E. Allen was the proprietor in the early years. He never recovered financially from a devastating fire in 1894, and in 1898 he sold the theater to Charles Samuels, who continued the established tradition of excellence.



*Allen Opera House*

In 1919, the theater was acquired by the Shea interests of New York City, and after extensive and elegant refurbishing operated as Shea's Theater. Vaudeville presentations were soon overtaken by motion pictures.

Little Theatre of Jamestown purchased the property in 1967 and dedicated the theater on April 18, 1968. One of the nation's finest community theaters, it continues the high cultural tradition. On May 24, 1991, the building was renamed the Lucille Ball Little Theater of Jamestown, Inc. in memory of Jamestown native Lucille Ball.

Among the outstanding artists who have appeared here were James O'Neill (father of Eugene O'Neill), W.C. Fields, Lillian Russell, Eva Tanguay, June Havoc and Gypsy Rose Lee as the child star team of "Dainty June and Company", Walter Abel, Maude Adams, Thelma Ritter, Boris Karloff, Ralph Bellamy,

John Phillip Sousa, Madame Schuman-Heinck, Gertrude Ederle, and the Pauline MacLean Stock Company.

## 44. Car Barns

*located on West Third Street at the east end of the Third Street Bridge*

### THE CAR BARNS

REMAINING BUILDING OF A COMPLEX BUILT TO HOUSE THE TROLLEY CAR FLEET AND LATER THE BUSES WHICH SERVED THE JAMESTOWN AREA FROM 1884 TO 1976.

Mention of the “car barns” often elicits blank stares, even though the site has been important in Jamestown’s transportation history since 1884. The Jamestown Street Railway began operations with horse drawn cars in 1884. The company built a combination horse barn and car storage barn on the present location of The Westgate Plaza. The building was rebuilt and enlarged several times after the Railway was bought and electrified by the Broadheads in 1891. In 1916,

renovations replaced the handsome façade with overhead doors and other buildings were added to the complex over the years. Some of the buildings burned in 1928.

Jamestown Street Railway stopped running trolley cars January 29, 1938. The Jamestown Motor Bus Company had started in 1924 as a subsidiary of the Railway. The buses were housed in the car barns after the trolleys were terminated. In 1962, the city took over the bus service and continued to use the car barns for the buses until a new garage was built on Sixth Street in 1976. Scheduled for possible demolition after years of nonuse and neglect, the one remaining structure of the complex was saved by Mr. Clayton Anderson, who has converted it to modern use.



*The Street Railway Car Barn under partial construction*

## 45. American Aristotype Company

*located on Prospect Street, 100 feet south of Prather Avenue*

### AMERICAN ARISTOTYPE COMPANY

AN ORNATE RED BRICK BUILDING HERE WAS THE OFFICE OF THE AMERICAN ARISTOTYPE COMPANY, FOUNDED IN 1889. ITS FACTORIES MANUFACTURED A FINE EARLY COLLODIAN PAPER WHICH HELPED REVOLUTIONIZE THE PHOTOGRAPHIC INDUSTRY. THE OPERATION WAS LATER ACQUIRED BY EASTMAN KODAK COMPANY.

When the American Aristotype Company was formed in 1889 by Porter Sheldon and Charles S. Abbott, an albuminous photographic paper was imported from abroad. This paper had to be sensitized by the photographer and depended on

weather conditions for its success. Carl Christensen, a Danish Chemist, had a formula for making a collodion paper. This paper enabled the photographer to print directly on the paper without preparing it beforehand. Sheldon and Abbott invested in a company to produce this new photographic paper. One of the first of its kind, it was considered the best in the world. The business increased rapidly, occupying four buildings between Prather and McKinley Avenues.

General Aristo Company was formed in 1899 with George Eastman as president, succeeding Porter Sheldon and Charles S. Abbott. This company purchased the stock of American Aristotype Company. In 1901, the Eastman Kodak Company acquired the stock of General Aristo Company. Eventually, the business here was moved in its entirety to Rochester. The plants in Jamestown were razed, the last one in 1964 to make room for the Fenton Park Nursing Home.



*American Aristotype Company*

## 46. Samuel A. Carlson

*located at Municipal Building, 200 East Third Street*

### SAMUEL A. CARLSON

1868-1961

ALDERMAN 1893-1895

BOARD OF PUBLIC WORKS 1895-1904

MAYOR 1908-1927; 1929-1933; 1935-1937

BOARD OF PUBLIC UTILITIES 1940-1951

“A STEADFAST STEWARD OF MUNICIPAL AFFAIRS.”

Samuel A. Carlson devoted 58 of his 93 years to public service. He served as Mayor of Jamestown for 26 of those years from 1908-1927 and 1929-1933. Sam Carlson was an initiator and supporter of Jamestown's public hospital, public market, parks, roads and bridges, non-partisan elections, new city charter, and champion of municipally-owned utilities.

He initiated the Municipal Electric System for city street lighting and enlarged the system to sell electricity commercially. Even to this day, Jamestown's electric rates are among the lowest of the nation. In 1903, he managed the change from a privately-owned water system to a publicly owned water system.

He was twice president of the New York State Conference of Mayors. He traveled widely, was noticed by the national press and was in great demand as a speaker. He chaired a delegation that visited city officials in Germany, Russia and Sweden in 1933.

In his early career, he was a furniture manufacturer. Later he published the Swedish language newspaper, *Skandia*.

He was given the title of Mayor Emeritus in 1938. In 1948 he moved to Lakewood where he died in 1961.



*Samuel A. Carlson*

## 47. Gokey Fire

*located at 20 West Third Street*

### "GOKEY FIRE"

A FIRE HERE IN MARCH 1910, FOUGHT BY VOLUNTEERS, TOOK THE LIVES OF TWO FIREMEN AND DESTROYED THE BOKEY SHOE COMPANY, THE GOKEY BUILDING AND THE SHERMAN HOUSE ACROSS THIRD STREET. IT LED TO A PAID CITY FIRE DEPARTMENT.

The Gokey Fire broke out Saturday, March 12, 1910, burning the interior of the seven-story brick building on the east side of Cherry Street between Third and Fourth Streets, which was occupied by the Gokey Shoe Company. Embers blazing anew and fanned by strong winds the next morning, caused a second fire which completely destroyed the shoe factory, the adjacent Gokey Building of stores and offices on Third Street, and the Sherman House across Third Street.

A huge water tank on top of the shoe factory fell through to the basement. Tons of heavy machinery, used by firms housed in the building, were torn loose and plunged through the funnel-shaped hole. Fireman Joel Oberg fell with the tank, but was rescued from beneath the pile of wreckage. Two firemen were killed – Alfred F. Shoemith of the Deluge Engine Company died from injuries sustained in a two-story fall, and Captain Jonathan Hanson of the Fire Police was killed when a roof fell on him.

Jamestown volunteer firemen, with help from Celoron, Lakewood, and Falconer volunteers, battled the blaze valiantly, but the odds were against them. During the heavy winds, a call was made to the Buffalo Fire Department for help. The wind changed as Buffalo was loading equipment on a train and the Jamestown volunteers notified Buffalo that their help was not needed. Flaming boards were carried as far as a mile and a half by the wind. Sixty places of business, offices, and stores and a hotel were destroyed, and many persons thrown out of work. Among those reporting losses were Jamestown Business College, Duffees Dry Goods Store, Saxe Fur Company, Postal Telegraph, Wright Specialty Shop, Chamber of Commerce, and Gurney Ball Bearing Company.

The fire led to the decision by the city to establish a paid Fire Department, which became effective March 1, 1911.



*This spectacular fire caused the city to establish a paid fire department*

## 48. Policeman George Kendall

*located on south bank of Chadakoin River at South Main Street*

POLICEMAN GEORGE KENDALL  
OF THE  
J A M E S T O W N P O L I C E D E P A R T M E N T  
GAVE HIS LIFE ON JUNE 18, 1915. HE WAS SHOT  
WHILE RESPONDING TO A DOUBLE SHOOTING IN  
THE SHAVER BUILDING WHICH OCCUPIED THIS SITE.  
THE KENDALL CLUB, POLICE BENEVOLENT  
ASSOCIATION WAS NAMED IN HIS HONOR.

On the afternoon of June 18, 1915, 24-year-old Jamestown police officer, George "Red" Kendall, responded to a reported double shooting in the Shaver Block located in Brooklyn Square. When he arrived at the scene, he and fellow officer, Eddie Nyholm Sr. flipped a coin to determine who would enter first. Losing the toss, George entered a dark lower hallway and began to ascend the stairs.

A drunken and angry 41-year-old Fred Shaver, perhaps because he had recently been disinherited by his father, had already shot and killed his 27-year-old step-mother and his 67-year-old father in an upstairs hallway. As George climbed only a few stairs, Fred Shaver made George Kendall his third victim. After a lengthy standoff, Fred Shaver was shot and killed by officers stationed across the street.

The Shaver Block was razed in 1973 during Brooklyn Square Urban Renewal. This marker is believed to be within several feet of the actual incident based on viewing of old photographs and knowledge of the area as it once was.



*Officer George Kendall*



## 49. Jamestown Furniture Exposition Building

*located beside 111 West Second Street*

### JAMESTOWN FURNITURE EXPOSITION BUILDING

BUILT TO DISPLAY LOCALLY  
MANUFACTURED FURNITURE AND TO  
HOST SEMI-ANNUAL "FURNITURE MARTS"  
FOR A NATIONAL AUDIENCE 1917-1982.

Jamestown's preeminence in the manufacture of wood furniture has its roots in the forests that covered the area in the early 1800s when it was settled. The earliest wood furniture made its way on rafts via the river system to eager markets as far away as the Ohio and Mississippi Rivers.

As the 19<sup>th</sup> century advanced, numerous small furniture factories sprang up. Swedish immigrants played a prominent role in the industry's reputation for excellence in the late 1800s and early 1900s. During this time, Jamestown was second in the nation (Grand Rapids, Michigan was first) in the manufacture of wood furniture. In order to properly and effectively display and market the furniture, industry leaders erected the Jamestown Furniture Exposition Building in 1916-17. It provided space for the display of locally manufactured furniture. It also hosted the semi-annual Furniture Mart exhibitions, which attracted a national audience of dealers and salesmen until 1982.

The wood furniture industry in Jamestown has declined over the years. However, fine quality wood furniture is still manufactured locally and shipped to an international clientele. This Sullivan-style building has been converted to professional offices.

## 50. The Automobile

*located on South Main Street just north of Harrison Street intersection*

The automobile changed forever the lifestyles of the American people. Technological advances throughout the 20<sup>th</sup> century made the 2-car (and 3- and 4-car) family commonplace and brought about social changes unanticipated and unimagined by automobile pioneers.

BIRMINGHAM AUTO  
ONE OF SEVERAL LOCAL  
ATTEMPTS TO JOIN THE  
RANKS OF AUTO  
MANUFACTURING HAD  
OFFICES AT THIS SITE  
FROM 1921 TO 1923

Jamestown entrepreneurs made several bids to join the ranks of automobile manufacturing in its fledgling years. None was successful for many reasons. Six Duquesnes were assembled about 1905, but their parts were defective and the company failed. An unknown number of Darts were also assembled, and several other ventures were attempted, some producing one car, others apparently producing none. More successful was the Birmingham Auto, with about 50 being built in the plant near Falconer in 1922-23. The offices for the operation were located in the Humphrey House in Brooklyn Square, the industrial and commercial center of the city of Jamestown at that time. There are no known surviving examples of any of these attempts.

Although automobile manufacturing never became an industry in Jamestown, a number of companies have manufactured parts for automobiles and trucks for many years. Thus, Jamestown has been a part of an industry whose impact on our society has been enormous and whose total ramifications are still to be realized.

## 51. The First Airfield

*located at Bergman Park on Baker Street*

### BAKER STREET AIRFIELD

AVIATORS FROM WWI AND OTHER ADVENTUROUS MEN AND WOMEN BECAME THE BARNSTORMERS OF THE 1920s. SOME OF THEM USING THIS FORMER PASTURE FOR AIR SHOWS AND OFFERING RIDES TO THE PUBLIC. THIS WAS JAMESTOWN'S FIRST AIRFIELD.

The Wright Brothers successful attempts at flight in 1903 opened up undreamed of doors to a population which, thanks to the Industrial Revolution, had both increasing leisure time and discretionary funds to spend. Airplane technology advanced rapidly, and within 10 years of the first flight, enterprising aviation enthusiasts had

organized air shows which featured the era's daredevils, both men and women, flying upside down, walking on the wings, and nose-diving to dangerous levels.

Present day Bergman Park, originally a pig farm and pasture land, is the site of Jamestown's first airfield. Trees and stumps were cleared to fashion a crude runway and hangars were built for those who owned their own airplane. Throughout the 1920s, area residents flocked to the airfield for airshows brought to Jamestown by the local aviators.

The field was not suitable for conversion and expansion to a bona fide commercial airport which was becoming a necessity in the late 1920s. It remained as an airfield in private hands for private use into the 1930s and was deeded to the city for a park in 1938. Today, area residents still flock to Bergman Park to enjoy the many recreational offerings available throughout the year.

The Jamestown Municipal Airport located on Turner Road in the Town of Ellicott was developed in the early 1930s. It has been expanded and improved through the years and is now owned and operated by Chautauqua County.

## 52. Jamestown Public Market

*located at southwest corner of Forest Avenue & Harrison Street*

### PUBLIC MARKET

FORESHADOWING SUPERMARKETS AND MALLS, NUMEROUS VENDORS, OFTEN RECENT IMMIGRANTS, SOLD PRODUCE, MEATS, AND OTHER FOODS INCLUDING ETHNIC SPECIALITIES FROM 1913 TO 1965.

In the 19<sup>th</sup> century, the food needs of the citizens of Jamestown were met differently than they were in the 20<sup>th</sup> century. Many families had garden plots and many kept a few chickens or raised and butchered a hog yearly. Grocery stores dotted the neighborhoods. They specialized in non-perishables in bulk. Home and commercial canning appeared in the second half of the 19<sup>th</sup> century and the

railroad brought a few exotic and out-of-season treats for those who could afford them. Area farmers peddled eggs in the spring and summer and potatoes in the fall. Milk was delivered daily.

In the early 20<sup>th</sup> century, residents relied more fully on stores, supplemented by local farmers with peddling licenses. Around 1908, under the urging of Mayor Samuel Carlson, the city established a farmer's market on Pine Street followed by one in Brooklyn Square. The city had built sheds at the more popular Brooklyn Square site. In 1919, an enclosed frame building was erected on the location followed by a more substantial brick structure in 1928. This was the Jamestown Public Market which operated year-round. The interior was extensively remodeled in 1938 and 1940.



*Public Market before 1938*

In 1930, there were 43 different stalls. Fourteen of them offered meats. Others offered eggs, butter, fruits, coffee, produce and fish. Also included were bakers, a delicatessen, two florists and a confectioner.

The Market was popular with immigrants both as merchants and customers and it served as a convenient gathering place for them and others. The advent of the modern supermarkets, advances in packaging, both for preservation and convenience, tightening of health rules and the invention of refrigerators and frozen foods eventually undermined the popularity of the Public Market. It closed in 1965. We have come full circle with the opening of a new Jamestown farmer's market in 1992 that operates from spring through fall.

## 53. The Astronomers Guild of Jamestown, Inc. Observatory

*located at Marlow Road*

### THE ASTRONOMERS GUILD OF JAMESTOWN INC. OBSERVATORY

1934-1962

ON THIS SITE DEDICATED AMATEUR  
ASTRONOMERS BUILT AN OBSERVATORY TO  
EXPLORE THE UNIVERSE.

IT WAS OPEN TO THE PUBLIC FREE OF CHARGE  
ATTRACTING OVER 20,000 VISITORS.

“The Heavens” have intrigued humankind since the beginning of human consciousness. Advancement in technology over the past few centuries has greatly increased our knowledge and understanding in broadening our horizons to appreciate our place in the vast universe. In February 1934, a group of 18 men in the Jamestown area formed the Astronomers Guild. Three of these men found they were able to

make their own 6-inch telescope lenses, known as reflecting mirrors, to become the heart of their telescopes. This endeavor sparked the Guild’s members’ interests to embark on building an observatory to be located on Marlow Road in Jamestown. These individuals were a diverse assembly of men brought together by their common interest in, and passion for, star gazing. Under the inspired leadership of Bert Hanson and Marshall Hedstrom, the Guild members erected the observatory and equipped it with a 10-inch reflecting Newtonian type telescope that had been entirely made by themselves, including the lens grinding. Guild members were committed to sharing their passion for astronomy with the community, holding an open house two evenings a week, free of charge. More than 20,000 persons visited this site in the ensuing years.

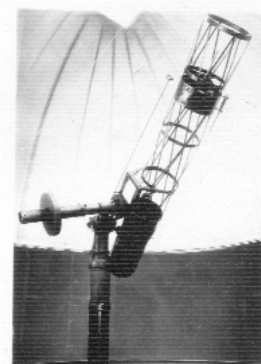
The observatory was circular, 16 feet in diameter and 15 feet from the floor to the top of the dome. The dome rotated on 24 steel balls, each 1 1/2 inch in diameter. In 1962, the observatory was replaced by a new structure on a hilltop in the town of Gerry to provide a light pollution free, unrestricted view of the heavens.

The new “L” shaped, 50 by 50-foot, structure was expected to house both the original 10-inch telescope and a new advanced 24-inch Dahl-Kirkham cassegrain reflecting telescope housed under a dome at each end of the building. The dedicated members ground and polished the large 200-pound piece of glass, completing the project after expending 3,000 hours of labor to create a lens (mirror) to a tolerance of 1.2 millionths of an inch. At the time it would have been the largest reflecting telescope in New York State.

The 24-inch telescope was never mounted and installed at the Gerry site for various reasons. Guild members held star gazing parties and public lectures on astronomy at the site for 18 years before abandoning it. In 2005, the 24-inch telescope was mounted and installed at the Marshall Martz Observatory on Robin Hill Road near Frewsburg, which is operated by the Marshall Martz Memorial Astronomical Association, Inc.



ASTRONOMICAL OBSERVATORY  
AND REFLECTING TELESCOPE



JAMESTOWN ASTRONOMERS GUILD  
JAMESTOWN, N. Y.

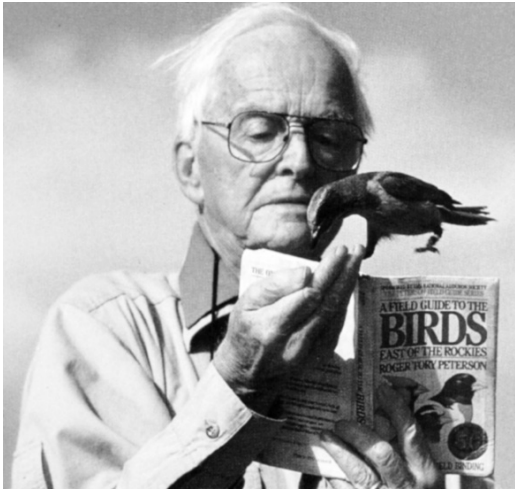
## 54. Roger Tory Peterson

*located at 16 Bowen Street*

BOYHOOD HOME OF  
**ROGER TORY PETERSON**  
AUGUST 28, 1908 - JULY 28 1996  
WORLD FAMOUS NATURALIST  
FATHER OF BIRD WATCHING  
ARTIST, AUTHOR, EDUCATOR

Roger Tory Peterson, world renowned ornithologist, artist, photographer, author, educator, and environmentalist was born in Jamestown on August 28, 1908, son of a Swedish father and a German mother.

His passion for birds was sparked by a flicker, which he thought was dead, but which flew away when he reached to touch it. In 7<sup>th</sup> grade, his teacher, Blanche Hornbeck, spurred his interest in painting birds through the Junior Audubon Club at the school. An indifferent student, Peterson spent his time in the woods, stalking birds and butterflies to identify and catalog them. During the summer months of the year, he was the only boy in Jamestown who had special permission from the police department to stay out past the 8:45 p.m. curfew. He could be found under the street lights with his net collecting moths.



Peterson attended art schools in New York City and became a decorator and an art instructor. However, his love of birds was paramount and he pursued development of his new system of bird identification. Five publishers rejected his proposed field guide before Houghton Mifflin printed 2,000 copies of *Field Guide to the Birds* in 1934. They sold out within two weeks. Peterson revised the guide several times. He also wrote or edited numerous other field guides.

Peterson was awarded many honorary doctoral degrees and other honors during his lifetime. He continued working and traveling around the world until his death July 28, 1996.

*"We alone of all creatures have it within our power to ravage the world or make it a garden."*

Dr. Peterson's oft-quoted statement has inspired many environmentalists to steadfastly pursue issues and concerns, their views often at odds with popular opinion. His legacy will live on for many generations, not only through his artwork and field guides, but also through his avowed love of Planet Earth and the totality of life that inhabits it.

## 55. First Campus of Jamestown Community College

*located at southwest corner of Foote Avenue & Allen Street*

FIRST CAMPUS OF  
JAMESTOWN COMMUNITY COLLEGE  
HERE AT THE HOME OF FLETCHER GOODWILL  
WAS THE FIRST CAMPUS OF JAMESTOWN  
COMMUNITY COLLEGE APPROVED BY NEW  
YORK STATE FEBRUARY 7, 1950. IT IS THE FIRST  
COMMUNITY COLLEGE IN THE UNITED STATES

In the mid-1920s, local citizens pioneered the concept of a locally sponsored, publicly supported two-year college. In 1932, noncredit college courses were conducted by Jamestown Public Schools, and in January 1934 the New York State Education Department permitted them to schedule accredited courses sponsored by Alfred University. On March 25, 1949 the City of Jamestown sponsored Jamestown Community College. In February 1950

it became the first community college to be approved in New York State and the first two-year college in the United States to be called a community college. Dr. Carlyle C. Ring was appointed the first President on December 9, 1950 serving only part-time. Classes were held at the Jamestown High School and other places in the city.

When Dr. Frederick Bolman became the first full-time President in September 1951, the enrollment was increasing and new facilities would soon be needed. The Fletcher Goodwill home was given to the city of Jamestown by the Women's Charitable and Education Foundation as the first campus to meet the expanding enrollment. In the summer of 1962, the college moved to its present campus at 525 Falconer Street. New buildings have been added to the Jamestown campus and campuses have been established in Dunkirk and Olean, New York, and Warren, Pennsylvania. Increased enrollment and expanded services to the community continue to make Jamestown Community College a perfect example of a college and a community working together.



*Fletcher Goodwill Home*

## 56. Lucille Ball

*located beside Lucille Ball Little Theater, 18 East Second Street*

BIRTHPLACE OF  
LUCILLE BALL

AUGUST 6, 1911 - APRIL 26, 1989

FIRST LADY OF COMEDY

Lucille Ball was television's first comedy superstar and America's most beloved comedienne. She was born August 6, 1911 in Jamestown and was raised in Celoron, NY. Lucille became well-known throughout the world for her performances in movies, on stage, on radio, and in television.

Lucille Ball and Desi Arnaz were married in 1940. They had two children, Lucie Desiree and Desiderio Alberto (Desi Jr.). Desi and Lucille established the Desilu Production Studios in 1951 and introduced their world-famous "I Love Lucy" series. They divorced in 1960. Lucille married Gary Morton in 1964.

Lucille's honors include Emmy awards for Best Television Comedienne, Best Comedy Situation Series and Lifetime Achievement in the Performing Arts. She was one of the initial inductees in the Television Academy Hall of Fame. The Lucille Ball Little Theater of Jamestown Building was dedicated in her honor May 24, 1991. "Lucy" is an enduring international phenomenon. The Lucy-Desi Center in Jamestown welcomes fans from around the world.

Lucille never forgot her hometown. She revisited Jamestown and quietly supported its community projects. Lucille died April 26, 1989. Her remains are interred in Jamestown's Lake View Cemetery in the Ball family plot.



*Birth place of Lucille Ball 69 Stewart Avenue, Jamestown, NY*

## 57. Walter Edward Washington

*located at the entrance to Chadakoin Park on Washington St.*

### WALTER EDWARD WASHINGTON

1915-2003

BORN IN DAWSON, GA; RAISED IN THIS NEIGHBORHOOD; GRADUATED JHS 1933, HOWARD UNIVERSITY (LAW DEGREE) 1948; DIRECTOR NATIONAL CAPITAL HOUSING AUTHORITY 1961-1966  
MAYOR, WASHINGTON, DC 1967-1978

Walter Edward Washington was born in Dawson, Georgia on April 15, 1915, the great-grandson of a slave. He grew up in Jamestown in the Washington Street neighborhood and graduated from Jamestown High School in 1933. During his high school years, he served as the manager of the football team.

Washington graduated from Howard University in

Washington, D.C. with majors in public administration and sociology, and pursued a Doctorate in these fields at American University. He decided to pursue a law degree instead, even though he had all requirements completed except for his dissertation. He completed the law degree in 1948 through Howard University while beginning a career in local government.

He became the first African-American Executive Director of the National Capital Housing Authority in 1961, accepting the offer of Attorney General Robert F. Kennedy. Following a brief stint as Chairman of the New York City Housing Authority under Mayor John V. Lindsay, he was appointed by President Lyndon B. Johnson to the post of Mayor/Commissioner of Washington, D.C. in November 1967.

In 1974, District of Columbia residents, having been granted voting rights, and electing their first government in over 100 years, elected Walter Washington as their Mayor. He was sworn in by Supreme Court Justice Thurgood Marshall on January 2, 1975. He lost his 1978 re-election bid to Marion Berry.



*Walter Edward Washington*

Walter Edward Washington died on October 27, 2003 at Howard University Hospital, aged 88, following a long career in the legal field after his retirement from public office. He maintained close ties with friends in the Jamestown area throughout his life.



## 58. The Lost Neighborhood

*located on South Main St. between Harrison and Washington*

### THE LOST NEIGHBORHOOD

THE HARRISON-DERBY-VICTORIA NEIGHBORHOOD WAS HOME TO NEARLY 100 PREDOMINATELY ITALIAN-AMERICAN FAMILIES. THEY WERE DISPLACED BY THE URBAN RENEWAL PROJECT OF THE 1970s. THIS AREA EAST OF MAIN STREET TO THE CHADAKOIN RIVER WAS THE ONLY RESIDENTIAL NEIGHBORHOOD AFFECTED BY THE PROJECT.

Brooklyn Square was home to a diverse array of businesses. Almost anything you wanted or needed to purchase could be found within those few blocks. Just to the east of the business periphery, a residential neighborhood had sprung up, a neighborhood exhibiting its own unique character. South Main, Harrison, Allen, Victoria, and Derby streets served as home to nearly 100 families, many of them recently arrived immigrants seeking opportunities for a better life.

Predominantly Italian-Sicilian, the first-generation Americans in the area grew up bilingual, as their parents retained their native language. They brought with them their deep Catholic faith, their regional customs and the wonderful Mediterranean food, adding another dimension to Jamestown's predominantly Anglo-Saxon makeup. Many of the immigrants found employment in the early 20th century industrial boom in the city. Others set up their own businesses, gradually integrating into the community at large.

In the 1960s-70s, the federal Urban Renewal program found its way to Brooklyn Square. Federal dollars supplied the bulldozers and all related equipment to get rid of the old and build new. The project demolished 150 buildings, displacing 125 active businesses and nearly 100 Italian-American families in the closely-knit residential section. The businesses and the families relocated elsewhere in the community. The unique cultural community was no more.



*Brooklyn Square, c. 1960s*

## 59. Automatic Voting Machine, 2007

*located near 153 Jones and Gifford Avenue, at the former site of AVM Corp.*

### AUTOMATIC VOTING MACHINES

AT THIS SITE FROM 1895 TO 1993,  
JAMESTOWN-BASED COMPANIES  
PIONEERED IN DEVELOPING,  
MANUFACTURING AND SERVICING OF  
MECHANICAL-LEVER VOTING MACHINES  
AND ELECTRONIC VOTING SYSTEMS. FOR  
MANY YEARS JAMESTOWN-BUILT  
MACHINES DOMINATED THE INDUSTRY.

The first practical voting machine was invented in 1892 by Jacob H. Meyers of Rochester, N.Y. Manufacture of the machine was moved to Jones and Gifford Avenue in Jamestown in 1895. Following a number of mergers, buy-outs, and name changes, the Automatic Voting Machine Corporation assumed the operation in 1929. In addition to manufacturing the machine, the company continued to be pioneers in the research and development of

voting machines established by their predecessors, as well as servicing them at the site. During the ensuing years, other companies across the country continued to develop and manufacture voting machines which were used with limited success.

The Jamestown-based company, however, dominated the industry, manufacturing over 100,000 machines which, by the 1950s, were in use in 32 states. The 1950s and 1960s witnessed further changes in the ownership of the company and diversification of the operations. In 1965, the name for the voting machine operations was changed to AVM Corporation. It continued the servicing of existing machines and also the research and development of electronic voting systems along with the lever-action machines. The company went bankrupt in 1982 and was bought out by Sequoia Pacific Voting Equipment. Sequoia vacated the site in 1993, ending 98 years of continuous operations of voting machines and systems at the Jones and Gifford site.



*Advertisement for the Automatic Voting Machine, manufactured in Jamestown*

## 60. Ahlstrom Piano Company, 2008

*located at 100 East 2<sup>nd</sup> Street*

### SITE OF AHLSTROM PIANO COMPANY

1875 - 1926

CHARLES A. AHLSTROM/MARCUS N.  
AHLSTROM MANUFACTURED SQUARE GRAND,  
PARLOR GRAND, UPRIGHT, PLAYER PIANOS IN  
FINE WOOD WITH ELABORATE CARVINGS.  
PERFECTED ARTOTECHNIQUE. INVENTED AND  
PATENTED VIOLA PEDAL.

The Ahlstrom Piano Company was founded by Charles Anton Ahlstrom and Marcus Nicholas Ahlstrom in 1875. Marcus, born in 1845 and Charles Ahlstrom, born in 1853, were brothers who immigrated from Sweden to America during the 19<sup>th</sup> century and settled in Jamestown.

Charles was a noted piano expert of the era and used his ideas to help their company get off the ground. The Ahlstrom Piano Company was known for building high quality, durable pianos and player pianos and the company aided in the development of the entire piano industry. The factory was located at 112-114 East Second Street where the Ahlstroms originally built a full line of square grand and upright pianos, but discontinued square pianos before 1895. After the turn-of-the-century, the firm added grand pianos and player pianos to their product line, all of which were made in fine wood with elaborate carvings.

In addition to their Ahlstrom brand, they built and sold pianos under the brand names of Artone, Artonola, and Arto-Grand. The "Artone" name was used to designate the special characteristics of Ahlstrom Pianos because of their highly perfected construction and artistic tone. The Ahlstrom "Artone" piano was marked by several improvements, such as the non-blocking action and a device for dividing tone volume, which enabled the production of a sustained pianissimo tone in the bass for the accompaniment, with the normal tone in the treble for melody. This device is used today by virtually every piano maker in the world as the left pedal on all vertical pianos that have been manufactured since. The Ahlstrom Piano Company continued to manufacture pianos until 1926.



*Charles Ahlstrom poses next to the interior of one of their Ahlstrom pianos*

## 61. Crescent Tool Company, 2008

*located at 102 Foot Avenue, corners of Foote Avenue and Harrison Street*

### SITE OF CRESCENT TOOL COMPANY

FOUNDED 1907 BY KARL PETERSON  
DEVELOPED, MANUFACTURED  
CRESCENT ADJUSTABLE WRENCH AND  
ASSORTED HAND TOOLS  
INTERNATIONALLY KNOWN. 1931  
INTRODUCED CRESTOLOY, AN ALLOY  
METAL. ACQUIRED IN 1968 BY COOPER  
INDUSTRIES.

The Crescent Tool Company was founded in Jamestown, N.Y., by Karl Peterson, a Swedish immigrant from Malmo, in 1907. In their 2004 book *Jamestown*, Currie and Crocker referred to this company as "one of the crown jewels of Jamestown's industry".

Among the many hand tools that were manufactured by Crescent Tool was the practical and popular crescent wrench, whose origin has an interesting history. Karl

Peterson received a visitor from Sweden who described an adjustable wrench. It could very well have been the work of Swedish inventor and industrialist Johan Petter Johansson who invented the adjustable spanner and plumber wrench. The idea certainly was not new, since the original adjustable wrench patent dates back to 1857; however, the idea appealed to Peterson, and he carved a wooden model based on the visitor's description, and then he and the company engineers figured out how the wrench could be produced efficiently. One of the major problems was cutting the precise slots for the sliding jaw, and Crescent's plant superintendent, Emil Johnson, is credited for designing a machine that could do exactly that.



*Workers of Crescent Tool Co. posing outside of the building, c. 1920s*

The Crescent wrench was extremely popular for its design and high quality, and it hit the market at a time when America was producing automobiles, and later airplanes, that required maintenance by mechanics who had this perfect hand tool at their disposal. It has been recorded that by 1908 a "Crescent adjustable wrench and pliers were being supplied with every Model-T sold by Ford." Crescent got another boost when Charles Lindbergh was quoted as saying he brought only "gasoline, sandwiches, a bottle of water, and a Crescent wrench and pliers" with him on his 1927 solo flight across the Atlantic. In 1930 Crescent developed a line of alloy steel pliers and wrenches under the Crestoloy brand, a registered trademark. The popularity of the brand name Crescent wrench became known over time simply as the

crescent wrench or just crescent.

Karl Peterson passed away on June 20, 1933, whereupon the company was taken over by his son Marvin L. Peterson. During the second World War, The Crescent Tool Company became a war plant for the United States and those years became some of the company's busiest times, as one hundred percent of their production went to the war effort. Crescent tools found their way into the hands of mechanics and machinists all over the world where U.S. Armed Forces were serving during WWII.



*Exterior of the Crescent Tool Company in Jamestown*

The company was family owned until 1960 when it was purchased by a group of investors and became the Crescent Niagara Corporation. In 1968 Crescent Niagara was acquired by the Cooper Industries conglomerate, and the Crescent brand continued as part of the Hand Tools division of Cooper. Sometime after this acquisition, the Crescent plant at the corner of Harrison and Foote Avenue closed. Crescent is now part of the Apex Tool Group in Sparks, Maryland with 25 plants worldwide and approximately 8,000 employees. Apex still continues to sell crescent wrenches.

## 62. Gurney Ball Bearing Company, 2008

located at 318 Cherry Street

**SITE OF GURNEY BALL BEARING CO.**  
FOUNDED 1903 BY FREDERICK W. GURNEY  
DEVELOPED RADIAL THRUST AND PRE-  
LOADED BALL BEARINGS AND MACHINES TO  
PRODUCE BALL BEARINGS. MERGED 1924  
WITH A DIVISION OF MARLIN-ROCKWELL  
CORPORATION.

Frederick W. Gurney was born in Massachusetts in 1867. He spent time living out west before eventually finding work in Jamestown. Gurney established the Gurney Ball Bearing Company in Jamestown, N.Y., in 1903. By 1905, the company was manufacturing bearings for the automotive industry, with his company working out of the Gokey Shoe factory

building in downtown Jamestown. The company designed and manufactured innovative bearings for use in automobiles, aircraft engines, machine tools, and other applications, including the Gurney "radial-thrust angular-contact" bearing, and then the Gurney "radial-Type R" bearing four years later, which enabled unprecedented accuracy for high-speed machine tool spindles.

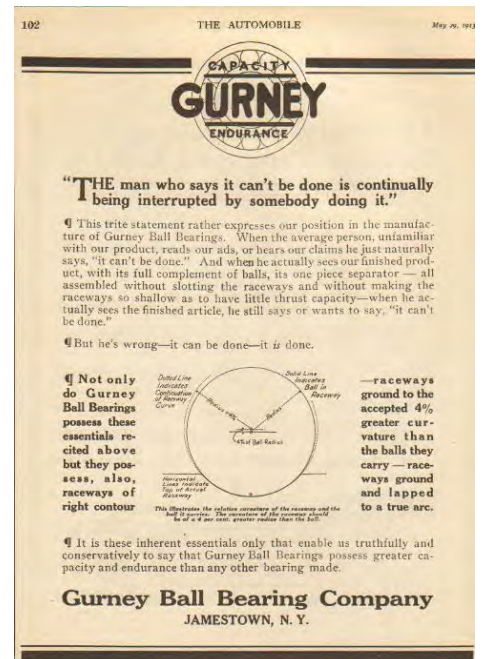


*A sample of one of the many ball bearings Gurney produced in Jamestown*

In March, 1910 the great Gokey factory fire took place, burning for three days. Afterward, Gurney Ball Bearing moved to Scott Street and then moved again to Chandler Street in 1920. During that time, Gurney saw his radial-thrust angular-contact bearings find use in early aircraft engines. Those same innovative bearings permitted a major advance in aircraft propeller technology – allowing the pitch to be adjusted in flight.

By 1924, the Gurney Ball Bearing company merged with a number of New England companies and became the Marlin Rockwell Corporation in Jamestown. It continued to have a strong relationship with Jamestown throughout the 20<sup>th</sup> century, including being a manufacturer of ball bearings during WWII that was essential for the defense effort, and today the company operates as part of the SKF Group in both Jamestown and Falconer.

Gurney lived to the age of 77 and died in Florida in February, 1944.



102 THE AUTOMOBILE May 26, 1913

**CAPACITY**  
**GURNEY**  
**ENDURANCE**

**"THE man who says it can't be done is continually being interrupted by somebody doing it."**

¶ This trite statement rather expresses our position in the manufacture of Gurney Ball Bearings. When the average person, unfamiliar with our product, reads our ads, or hears our claims he just naturally says, "It can't be done." And when he actually sees our finished product, with its full complement of balls, its one piece separator — all assembled without slotting the raceways and without making the raceways so shallow as to have little thrust capacity—when he actually sees the finished article, he still says or wants to say, "It can't be done."

¶ But he's wrong—it can be done—it is done.

¶ **Not only do Gurney Ball Bearings possess these essentials recited above but they possess, also, raceways of right contour**

—raceways ground to the accepted 4% greater curvature than the balls they carry — raceways ground and lapped to a true arc.

¶ It is these inherent essentials only that enable us truthfully and conservatively to say that Gurney Ball Bearings possess greater capacity and endurance than any other bearing made.

**Gurney Ball Bearing Company**  
JAMESTOWN, N. Y.

*An advertisement for the Gurney Ball Bearing Company*

### 63. Jamestown Shale Paving Brick Company, 2009

*located near 825 Allen Street*

#### JAMESTOWN SHALE PAVING BRICK CO.

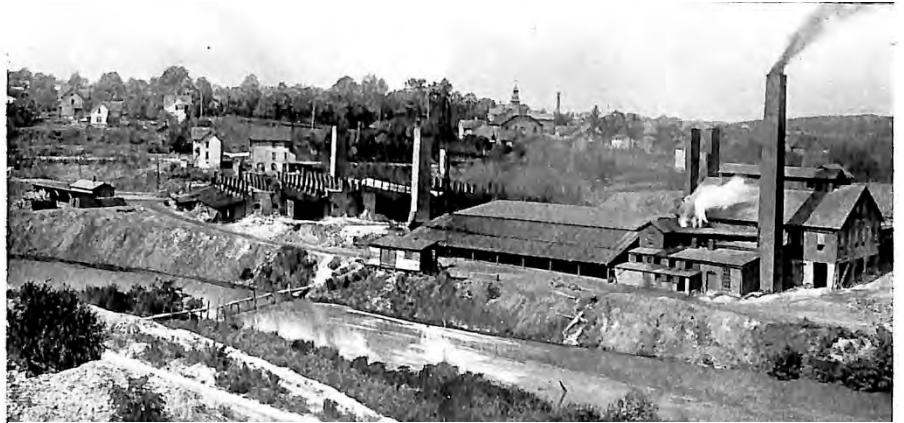
ca 1893 - ca 1935

SHALE, QUARRIED HERE, WAS SENT BY CONVEYOR ACROSS THE RIVER WHERE UP TO FIFTEEN MILLION BRICKS PER YEAR WERE PRODUCED FOR MARKETS THAT INCLUDED JAMESTOWN'S RED BRICK STREETS. DETERIORATION OF THE KILNS LED TO THE DEMISE OF THE COMPANY.

Jamestown has been world renowned for its wood and metal furniture for well over a century. However, the city has been a host to other diverse industries that have been their equals in quality, wide distribution, and renown. One of those industries was the shale brick production industry that aided in the paving of streets and the construction of buildings.

Bricks had been made in Jamestown and the surrounding areas with clay from Falconer and Poland, N.Y. for years, but around 1893, paving bricks had begun to be made using the shale in the stone quarry along Allen Street. The resulting bricks were the "hardest and most durable kind of bricks for paving purposes," according to the *Illustrated History of Jamestown* published in 1900.

Judge Jerome B. Fisher was a large investor in that early shale brick business and John Mahoney was one of the founders and stockholders and served as superintendent and director of the plant. This plant became the Jamestown Shale Paving Brick Company which operated the brickyard between East Second Street and the Chadakoin River and Quarry and Buffalo Streets. The Allen Street



*Jamestown Shale Paving Brick Company Plant*

shale is referred to as the "type locality" for the geological stratum known as Ellicott Shale. It is an excellent fossil hunting area and has been studied often by geologists.

The popularity of Jamestown bricks soared, and the company thrived because of its shale and its proximity to the railroad for shipments. The Jamestown Shale Paving Brick Company produced as many as 15 million bricks per year and employed 100 plus men at its peak. Many of the bricks were used locally for a variety of purposes, including the 100-year-old brick streets throughout the city. At one time, "every foot of pavement laid in the city of Jamestown" came from the company's quarries. The remainder of the bricks were shipped all over the U.S. to markets eager for the quality bricks produced in Jamestown. The bricks were used for paving projects in Brooklyn, N.Y., New Jersey, and even in the tunnels into New York City.

The Jamestown Shale Paving Brick Company closed briefly during World War I because of labor shortages, but reopened after the war to create jobs for returning soldiers. The Broadhead family bought

the company around 1920 and owned it until it closed in 1935 amid the Great Depression. Although the plant closed due to the deterioration of the kilns and the machinery, and perhaps due to the lack of capital in the midst of a deep depression to replace them, many of the bricks they produced remain in use in Jamestown in its streets, sidewalks, and buildings, attesting to the quality and durability of the unique product that is a significant part of Jamestown's history.



## 64. Dahlstrom Metallic Door Company, 2010

*located at the corner of East 2<sup>nd</sup> Street and Buffalo Street*

### DAHLSTROM METALLIC DOOR COMPANY

1904

FOUNDED BY CHARLES P. DAHLSTROM  
WHO DESIGNED AND  
MANUFACTURED HOLLOW METAL  
FIREPROOF INTERIOR, EXTERIOR, AND  
ELEVATOR DOORS, ENABLING NEW  
HEIGHTS IN SKYSCRAPER  
CONSTRUCTION.

As the industrial revolution seized America, more and more fires broke out due to the country's lack of experience with its new technologies. Buildings were mainly constructed of wood and other flammable materials, with no legitimate means of slowing a fire once it started. It was only a matter of time before someone stepped up with a solution. That someone was Charles P. Dahlstrom.

Charles Peter Dahlstrom was born September 4, 1872 on the Island of Gotland, Sweden. He was educated in

Sweden and at the age of 12 attended a school of technology in Stockholm. He had an inventive mechanical mind and was a skillful mechanic. A natural inventor, he was noted for his genius in devising improvements on machinery from a very young age. In 1891, after learning the trade of tool and die making, Dahlstrom came to the United States.

Dahlstrom made his way to Jamestown and entered the employ of the Art Metal Construction Company. It was during his time with Art Metal that he invented a metallic door. After obtaining the patent to the door, Dahlstrom severed his connection with Art Metal and organized the Dahlstrom Metallic Door Company in 1904, where he invented and introduced the world's first fireproof door.



*Wide angle view of the entire Dahlstrom complex*

To finance this new company, Mr. Dahlstrom obtained a certificate of incorporation from the Chautauqua County seat in Mayville and bought stock certificates, which he sold to friends in the area. The company's first location was in the Gokey Building, located in downtown Jamestown. Just two years later, the business moved to its present location, a site which was then named Dexterville after early settlers of the area. The location was a prosperous one for the business because the adjacent Chadakoin River furnished water power, from which the plant manufactured its own electricity for a time. There was also a railroad at hand for shipping, as well as land for expansion when needed.

Within eight years, the Dahlstrom Metallic Door Company had amassed ten new production buildings and a personal railroad connection point. By the 1920s, hundreds of employees were pumping out doors and matching trim at the Dahlstrom factory. The Dahlstrom door saw instant popularity with builders and architects. It was a logical step for the company to apply the same metal door concept to elevator entrances and cabs, and soon a major part of Dahlstrom's contract business was for elevator doors. Dahlstrom aimed to corner the budding skyscraper industry by applying his fireproof technology to

their elevator entrances. Its biggest customers were Otis Elevator, Westinghouse, Haughton, and Warner.



*Advertisement for Dahlstrom metal doors and trim, showing one of the many buildings they provided services for*

Because of its prime importance in modern buildings, the elevator lobby began to receive careful design attention from architects. Dahlstrom, with its highly skilled craftsmen, answered the need for both a safe, fireproof door, as well as one with aesthetic flair. The design and craft work of Dahlstrom popped up in many prominent buildings through the United States, some of which stand today. Famous buildings featuring Dahlstrom products include: U.S. Express Building, Singer Building, Empire State Building, Department of Commerce and Interior in Washington, D.C., and Union Trust in Cleveland. Buildings like the U.S. Capitol Building and the Rockefeller Center also boasted the Dahlstrom name within their walls.

The Great Depression brought an end to this prosperity for the time being. Orders became almost nonexistent, and the company had to sell its desks and typewriters just to make ends meet, with only five out of 50 draftsmen retaining their jobs. But thanks to a few projects in N.Y.C., like the previously mentioned Rockefeller Center, Dahlstrom was able to scrape through the Depression without

completely collapsing. The Rockefeller Center, then under construction, kept Dahlstrom's doors open thanks to orders for 1,000 doors.

It was the Second World War that brought prosperity and wealth back to the company. Dahlstrom's company "joined up" and converted its facilities to manufacture products like aircraft parts, marine doors, waterproof boxes, and several other items for the U.S. Military. When the war ended, Dahlstrom returned to fabricating doors and trim. Unfortunately, by that time, elevator companies had started manufacturing their own doors. This newly competitive market, coupled with rising labor and material costs, eventually phased out the product line that had made 'Dahlstrom' a worldwide name.

The end of Dahlstrom's dominance in the elevator and swing door industry did not spell the end of Dahlstrom as a company. Since the 1940s, the company has changed hands, changed names, and changed business models several times. But the one thing that remained constant for all these years was the manufacturing process known as roll forming. Charles Dahlstrom realized early on the true potential of such capability and initiated a dedicated roll form division before his death in 1909.

Today, the company forms their decorative metal mouldings using that very same process, with tools that were originally designed in the early 20th Century. Dahlstrom metal mouldings are as historically authentic as they come.

## 65. Blackstone Corporation, 2011

*located near Blackstone Corporation along the Chadakoin Riverwalk*

### BLACKSTONE MANUFACTURING COMPANY,

FORMERLY KNOWN AS VANDERGRIFT  
MANUFACTURING COMPANY, MAKERS OF  
WASHING MACHINES AND JAMESTOWN  
CAR PARTS MANUFACTURING COMPANY  
MERGED AS BLACKSTONE CORPORATION  
IN 1934. THE COMPANY CONTINUES AS  
AN INTERNATIONAL MANUFACTURER.

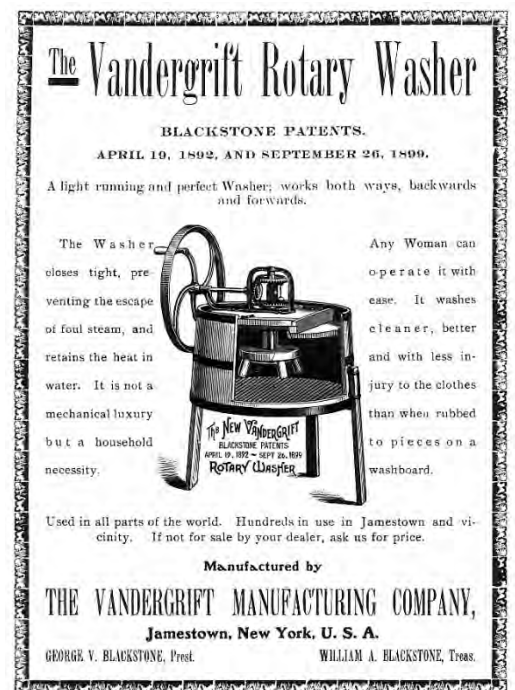
Blackstone Corporation was founded in 1871 by Dr. Theodore Horton in Bluffton, Indiana, and originally manufactured hand corn planters. Within a couple of years, Rachel (Vandergrift) Blackstone and William Knowles Vandergrift became co-partners with Horton. Around this time is when they began to manufacture washing machines. In 1880, the company was moved to Jamestown and in 1881 it was incorporated as Vandergrift Manufacturing Company.

Rachel's brothers, Jacob, William and Theophilus, were all involved in the company as was her husband, George V. Blackstone. It was Blackstone, however, who became interested in and developed the washing machines that the company produced. The washer became the main item manufactured, and in 1901, Blackstone purchased the Vandergrift's stock and the company became known as Blackstone Manufacturing Company by 1903.

Meanwhile in Jamestown, the Gabrielson Car Parts Company started its operations around 1914. Through many fits and starts, this company became the Jamestown Car Parts Company and in 1925 the name was changed to Jamestown Metal Equipment Company. During this time, their main car part manufactured was a radiator. By the 1920s the company had decided to diversify and tried manufacturing metal office furniture. In 1934 they purchased the Blackstone Manufacturing Company, and since they also had started the Jamestown Malleable Iron Company, it was in 1947 that the three companies joined under the name of the Blackstone Manufacturing Company. Washing machines continued to be a large part of the business, as did car radiators.

Since electrification was becoming more available in larger communities by the 1890s, washing machines were developed that could operate with a small motor. That small motor often powered the agitator that moved the clothes around in the water but wash water and rinse water had to be filled and emptied by hand and the clothes were fed by hand through a wringer to remove some of the water after washing and rinsing. It was during World War II, and when the three companies merged under the name of Blackstone Manufacturing Company, that automatic washing machines started to appear.

The company, or the dealer, that sold the washer had home demonstrators who would arrive at the home within the first 48 hours after installation to teach the housewife how to use the new washer. There



*Advertisement for the Vandergrift Manufacturing Company's washing machines, prior to becoming the Blackstone Corporation*

were manuals produced that included a script for the demonstrator to use to explain each step in using the automatic washer. One was cautioned to respect the housewife's way of doing laundry but to show the features of the machine and how to use them. We have to remember that before the automatic washer, laundry day was a long day spent with a wringer washer that may or may not have been powered by electricity and may or may not have had running water.

## 66. & 67. Robert H. Jackson, 2012

*located at 106 West 3<sup>rd</sup> Street and 2-6 East 2<sup>nd</sup> Street*

### ROBERT H. JACKSON

UNITED STATES SUPREME COURT  
JUSTICE (1941-1954) AND U.S. CHIEF  
PROSECUTOR AT THE  
INTERNATIONAL MILITARY  
TRIBUNAL AT NUREMBERG  
FOLLOWING WORLD WAR II.

LIVED AND WORKED IN JAMESTOWN  
FOR MORE THAN TWENTY YEARS.  
FROM 1926-1934, JACKSON'S LAW  
OFFICE WAS HERE IN THE HOTEL  
JAMESTOWN, PRIMARILY IN ROOMS  
900-906.

### ROBERT H. JACKSON

UNITED STATES SUPREME COURT  
JUSTICE (1941-1954) AND U.S. CHIEF  
PROSECUTOR AT THE  
INTERNATIONAL MILITARY  
TRIBUNAL AT NUREMBERG  
FOLLOWING WORLD WAR II.

LIVED AND WORKED IN JAMESTOWN  
FOR MORE THAN TWENTY YEARS.  
FROM 1912-1925, JACKSON'S LAW  
OFFICE WAS HERE IN THE FENTON  
BUILDING, PRIMARILY IN ROOMS 600-  
603.

Robert Houghwout Jackson was an American attorney and judge who served as an Associate Justice of the United States Supreme Court. He had previously served as United States Solicitor General, and United States Attorney General, and is the only person to have held all three of those offices. Jackson was also notable for his work as the Chief United States Prosecutor at the Nuremberg Trials of Nazi war criminals following World War II.

Jackson has humble beginnings in Spring Creek Township, Warren County, Pennsylvania where he was born on February 13, 1892, and was later raised in Frewsburg, N.Y. Later he attended and graduated from Jamestown High School, after previously graduating from Frewsburg School as well.

Jackson decided on a legal career following high school; since attendance at college or law school wasn't a requirement if a student learned under the tutelage of an established attorney, at age 18 he began to study law with a Jamestown firm in which his uncle, Frank Mott, was a partner. His uncle soon introduced him to Franklin Delano Roosevelt, who was then serving as a member of the New York State Senate. Jackson attended Albany Law School of Union University from 1911 to 1912. At the time, students at Albany Law School had three options: taking individual courses without receiving a degree; completing a two-year program and receiving an LL.B. degree; or demonstrating the knowledge required of a first-year student and then taking the second year of the two-year program, which produced a certificate of completion. Jackson chose the third option; he successfully completed the second-year courses, and received his certificate in 1912.

After completing the year at Albany Law School, Jackson returned to Jamestown to complete his studies. He passed the New York bar examination in 1913, and then joined a law practice in Jamestown where



*A young Robert H. Jackson during his lawyer days in Jamestown, prior to becoming a Supreme Court Justice*

he would take cases from people of all walks of life, whether a working man or the business owner. From 1912-1925, Jackson's law office was in the Fenton Building primarily in rooms 600-603 and from 1926-1934, Jackson's law office was located in the Hotel Jamestown, primarily in rooms 900-906. In late 1918, Jackson was recruited to serve as the city's Corporation Counsel.

Over the next 15 years, he built a successful practice, and became a leading lawyer in New York State; he also enhanced his reputation nationally, through leadership roles with bar associations and other legal organizations. In 1930, Jackson was elected to membership in the American Law Institute; in 1933, he was elected Chairman of the American Bar Association's Conference of Bar Association Delegates (a predecessor to today's ABA House of Delegates).

It would be because of his introduction to FDR as a young man, and his success as a well-established lawyer, that would garner the attention of future President Roosevelt to appoint him to the positions of Solicitor and Attorney General for the United States, and eventually Justice of the Supreme Court of the United States. Jackson developed a reputation and left a legacy as one of the best writers on the Supreme Court and one of the most committed to enforcing due process as protection from overreaching federal agencies.

## 68. Chautauqua County Political Equality Club, 2013

*located at 18 East 2<sup>nd</sup> Street*

CHAUTAUQUA COUNTY  
POLITICAL EQUALITY CLUB  
NEW YORK STATE'S FIRST  
COUNTYWIDE POLITICAL EQUALITY  
CLUB ORGANIZED FORMALLY AT  
THIS SITE IN OCTOBER 31, 1888 TO  
PROMOTE WOMEN'S VOTING RIGHTS.  
WITH OVER 1,000 MEMBERS, IT WAS  
THE LARGEST COUNTY SUFFRAGE  
ORGANIZATION IN THE NATION BY  
1891.

August 26, 2020 will mark the centennial anniversary of the official ratification of the 19th Amendment to the U.S. Constitution granting women the right to vote. Often forgotten are the many years of protest and grassroots organizing that paved the way for national victory. Much of the work went on at the local level, as suffrage leaders canvassed election district by election district to help turn the tide of public opinion and convince elected officials to support the cause. Women's enfranchisement, after all, depended upon men's votes to change the law.

Efforts to secure the right to vote began in June 1848 at the celebrated Seneca Falls, N.Y. Convention. In 1854, Susan B. Anthony began traveling the New York State as "general agent" of the Woman's Rights New York State Committee. She organized "conventions" in each of the counties where she and other key supporters spoke and distributed petitions, in which she made Chautauqua County the first stop on her trip. It was a simple model for grassroots advocacy that suffragists would use again and again in years to come.

By the 1880s, efforts were in full swing throughout the country. As suffragists doubled their efforts in the years after the Civil War, the rural reaches of Southwestern New York State became strongholds for the

cause. Women's suffrage drew some of its strongest support from farming towns where women made vital contributions to the sustenance of their households and communities. Many women from the Chautauqua-Allegany region joined what became known as "political equality clubs." In addition to advocating for women's suffrage, these local organizations taught women about civic institutions and parliamentary procedure, shared news of women's issues around the nation and world, and promoted the election of women to local school boards.



*Elnora Babcock, President of the Chautauqua County Political Equality Club*

These small clubs sprang up in many of the small local communities throughout all of Chautauqua County. Leadership for these clubs came from women who were recognized and who had stature in the community, women with well-known families that were respected by their peers. Elnora Monroe Babcock is one such woman. From Dunkirk, N.Y., Babcock was part of a wave of grassroots activists that worked in the villages and towns of Chautauqua County during the 1880s. Elnora Babcock was a woman suffragist born in Columbus Township, Warren County, Pennsylvania on January 11, 1852. From early childhood, Elnora

felt the injustice of denying to women a voice in government, but found few outlets as a result of growing up in rural area in northwestern Pennsylvania.

It was in 1889, at the age of 37, that Elnora finally took an active role in the suffragist movement and created the Political Equality Club of Dunkirk, of which she was made president. However, her club was not the only one in the county that sprang up amidst the suffragist movement. The first of these clubs was founded in 1887 by thirteen women in Jamestown, N.Y. Before a year had passed, eleven more political equality clubs formed in the area.

On October 31, 1888, the Jamestown club hosted a meeting of all the various county clubs at Allen's Opera House (now the Little Theatre). They decided to organize as a county organization, a first in New York State. With over 1,000 members from twenty-four different townships by 1891, it was the largest county suffragette organization in the United States and became known as the Chautauqua County Political Equality Club. Elnora's management of the Dunkirk Club went over so well that before the close of her first year as president of the local club, she was elected president of the Chautauqua County Political Equality Club. Under Babcock's leadership, the club expanded its membership to 1,800.

The nation's leading suffragists quickly took notice. At the annual convention of the National American Woman Suffrage Association in 1891, delegates designated New York as the "banner state" and Chautauqua as the "banner county" in the nation, based on the membership rolls of the Chautauqua County Political Equality Club. It was Babcock who also brought speakers to the Amphitheater stage on July 25, 1891 for the first political equality day at Chautauqua. Throughout this period, Anthony, Reverend Anna Howard Shaw, Carrie Chapman Catt, and other noted suffrage lecturers regularly appeared at Lily Dale, N.Y., Chautauqua Institution, and other county conventions.

The persistent advocacy of women in Southwestern New York ultimately paved the way for New York State voters' passage of a referendum on women's suffrage in 1917. In that, upstate women might also claim a small role in the eventual passage of the 19th Amendment; when New York became the first eastern state to grant women the vote, the political balance in the U.S. Congress began to shift. Women were finally formally granted the right to vote on August 26, 1920, through the 19th Amendment to the Constitution. Congress had passed the Amendment in June 1919, but the required state ratifications were not reached until the following August. In November of 1920, women voted for the President of the United States for the first time in the country's 144-year history.



*Women's Political Union tent headquarters, Dunkirk, NY, 1915*



## 69. Hope's Windows, Inc., 2014

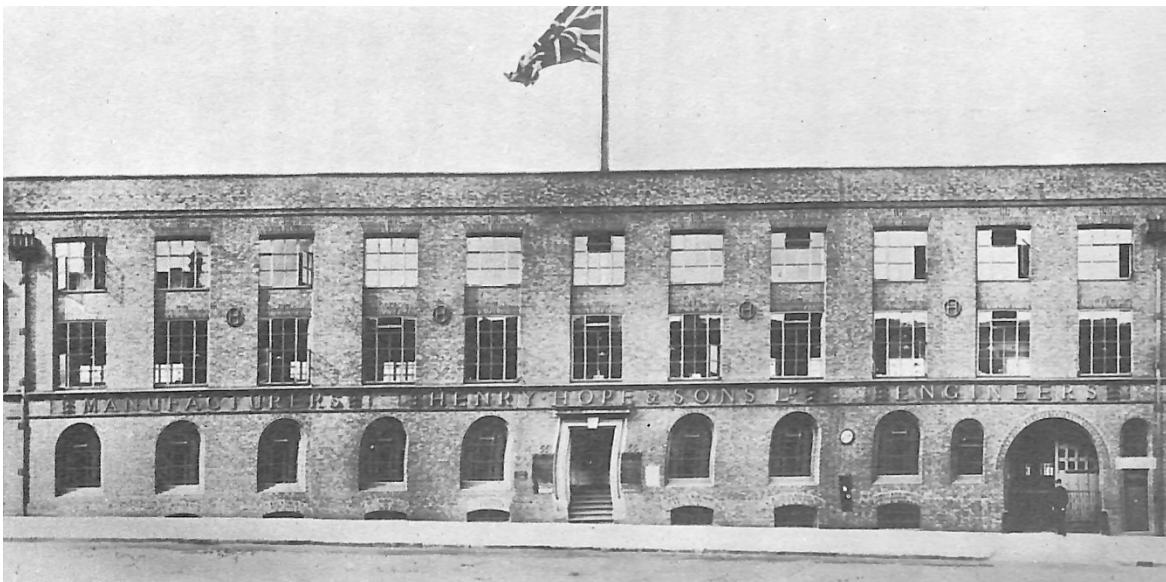
*located at 84 Hopkins Avenue*

HOPE'S WINDOWS, INC.  
ESTABLISHED IN 1912 AS  
INTERNATIONAL CASEMENT  
COMPANY AND MERGING WITH  
HENRY HOPE & SONS, LTD OF  
ENGLAND IN 1932, HOPE'S  
WINDOWS, INC. CONTINUES AS  
THE WORLD'S LARGEST  
MANUFACTURER OF STEEL AND  
BRONZE WINDOWS AND DOORS.

In 1912, Hope's Windows was founded in Jamestown, N.Y. and was originally known as the International Casement Company, Inc. The business commenced with seven employees and its first order for the Prudence Risley Hall at Cornell University. It was in 1932 when International Casement merged with the importing business of Henry Hope & Sons, Inc. of New York to become Hope's Windows, Inc. Hope's Windows manufactured custom steel and bronze windows and doors, security windows, fire-rated windows and other architectural products.

During World War II, Hope's Windows normal business was halted and its factories were equipped for war work. For four years the business manufactured a variety of marine equipment in steel, aluminum, and bronze; and in October 1944 it was awarded the Army-Navy 'E' for outstanding production of materials for war. Decades later, the company merged with three other corporations and became known as Roblin Hope's Industries, Inc. and underwent a series of other company name changes as it changed in ownership over the years until finally, in 1982, Hope's Architectural Products, Inc. acquired all of the assets and business of Hope's Windows from Roblin Industries. Hope's Architectural continued to manufacture steel window products from the same manufacturing facility in Jamestown where the company began in 1912. In 1998, Hope's Architectural changed its name back to Hope's Windows, Inc.

Currently, Hope's Windows is the largest steel window manufacturer in the world with over 250 employees, four manufacturing plants, and a dedicated testing and R&D facility on their Jamestown campus. Throughout its long history, Hope's steel windows and doors have been synonymous with longevity and quality.



*Exterior of Hope's Windows building*

## 70. Home of William J. Maddox, 2015

*located near 62 Allen Street*

### HOME OF WILLIAM J. MADDOX

1865 - 1936

INVENTOR AND ENTREPRENEUR  
ASSOCIATED WITH FIVE LOCAL  
FURNITURE FACTORIES BEFORE  
ESTABLISHING THE MADDOX TABLE  
COMPANY IN 1898. AWARDED 21  
PATENTS, SOME OF WHICH  
REVOLUTIONIZED THE WOOD  
FURNITURE INDUSTRY.

Prior to 1860, the availability of wood and water not only made Jamestown a lumber milling center, but also made it possible for a furniture industry to develop. The post-Civil War years brought economic prosperity to the North, while the railroads enabled Jamestown manufacturers to expand their markets. As the forests of southern Chautauqua County became depleted, furniture manufacturers were able to import wood. Immediately after the war, furniture production expanded. William J. Maddox made sure he was a part of that growing industry.

Maddox, the son of an English immigrant, quit school to go to work at the age of 14. In 1885, at the age of 29, he moved to Jamestown to start working in the furniture manufacturing business. Maddox was an inventor and business entrepreneur who worked with five furniture manufacturers before starting his own business in 1898. Located along Harrison Street, Maddox broke ground on this manufacturing business known as the Maddox Table Company.

During Maddox's career, he was awarded 21 patents that revolutionized the wood furniture manufacturing business. He invented a variety of furniture making machines, which he sold to manufacturers throughout the United States. He owed much of his success as a table manufacturer to his invention of a machine for polishing wooden table tops. Prior to this invention, most table tops were made out of marble. He is also known for inventing the first reclining rocking chair.



*Maddox Table Manufacturer workers*

Another area Maddox was a pioneer in was advertisement. One of the ways in which furniture manufacturers in Jamestown increased their sales was by improved advertising and marketing arrangements. Until the end of the nineteenth century, dealers who wished to purchase Jamestown furniture made their selections from photographs carried by traveling salesmen. They rarely saw samples of the furniture they intended to order. Maddox was one of the first

manufacturers in Jamestown to experiment with new advertising techniques. He was one of the first furniture manufacturers in the United States to trademark his products, and in 1889, he sent a showman named Cedarine Allen on a world-wide promotional tour. In four months, Allen took Maddox tables to Great Britain, Spain, Egypt, Arabia, Ceylon, Malaya, China, and Japan.

Along with making furniture, successful furniture manufacturers also helped promote the city's development by supporting other business ventures. Maddox, after succeeding as a table manufacturer, started a company to produce furniture making machinery. Maddox also built buildings in Jamestown that are still in existence. He built the Masonic Temple, which is on the corner of Third and Pine streets. He also built the Maddox Building, located at the corner of Third and Main streets, which is the home of Jamestown Savings Bank. Maddox's house is still standing and today is the home of the Winifred Crawford Dibert Jamestown Boys & Girls Club.

In 1919 the Maddox family sold its table making business to the Shearman Brothers Lounge Company. Of twenty-five furniture companies still in business in 1945, the four strongest were products of mergers, including the Shearman-Maddox business merger that occurred decades earlier. In 1978 the company was again sold to the Crawford Furniture Manufacturing Company.

Maddox, an innovative and critical player in the growth of the Jamestown furniture industry, died at the age of 80 in 1936.



*Maddox Table Company building exterior, circa 1980s*

## 71. Broadhead Power House, 2015

*located at intersection of Fairmount Avenue and West 8<sup>th</sup> Street*

### BROADHEAD POWER HOUSE

1910

ELECTRIC POWER WAS AN ESSENTIAL ELEMENT IN THE BROADHEAD BROTHERS TROLLEY LINES IN THE CITY OF JAMESTOWN AND THE TROLLEY LINES THAT RAN ON BOTH SIDES OF LAKE CHAUTAUQUA CONNECTING JAMESTOWN TO WESTFIELD AND THE NEW YORK CENTRAL RAILROAD.

Sheldon Brady Broadhead was born August 24, 1846 and was the son of William and Lucy Cobb Broadhead. In January 1851 his younger brother, Almet Norval Broadhead was born. Together the two would not only help to continue their father's legacy as some of the leading businessmen and industrialists in Chautauqua County, but they also established their own individual legacies along the way. Notably concerned with transportation problems, they took an interest in many related undertakings, and earned the high esteem, respect and admiration of their fellow-citizens in all walks and departments of life.

In 1886, the Jamestown Electric Light & Power Company was created, but later in 1902 the Jamestown Lighting & Power Company was incorporated, and merged with the former. The purpose of the company was to supply electric light and power to citizens, to manufacturing plants, and to other institutions in Jamestown, Ellicott, and Celoron. The original plant was situated at 9 to 11 Race Street, on the west side of Brooklyn Square.



*Broadhead Power House under construction*

In December of 1909, the Broadhead brothers bought out *the Jamestown Lighting & Power Company*, and a new sub-station was built during the years 1910 and 1911, at 101 Washington Street. The power house was located where the West Gate Plaza is today along West Third Street. The current from the power house was delivered to the sub-station at 101 Washington Street and was transformed to the proper voltage for direct and alternating current.

At the same time, Jamestown transportation was composed solely of a small horse car line. The brothers, concerned with transportation, acquired the stock interests of this horse car line, the Jamestown Railway

Company in 1890, and immediately set out to electrify it and to greatly extend its services by use of their power house. They quickly converted the horse-drawn cars to electric trolleys. The Broadhead Power House supplied the electricity needed to run the trolley lines, known as the Chautauqua Traction Company, a company built by Almet Broadhead in 1904, along both sides of Chautauqua Lake, which connected Jamestown to Westfield and the New York Central Railroad. It remained as a trolley line until 1937. The Broadhead Power House was eventually acquired by the city of Jamestown.

## 72. West Third Street Bridge, 2015

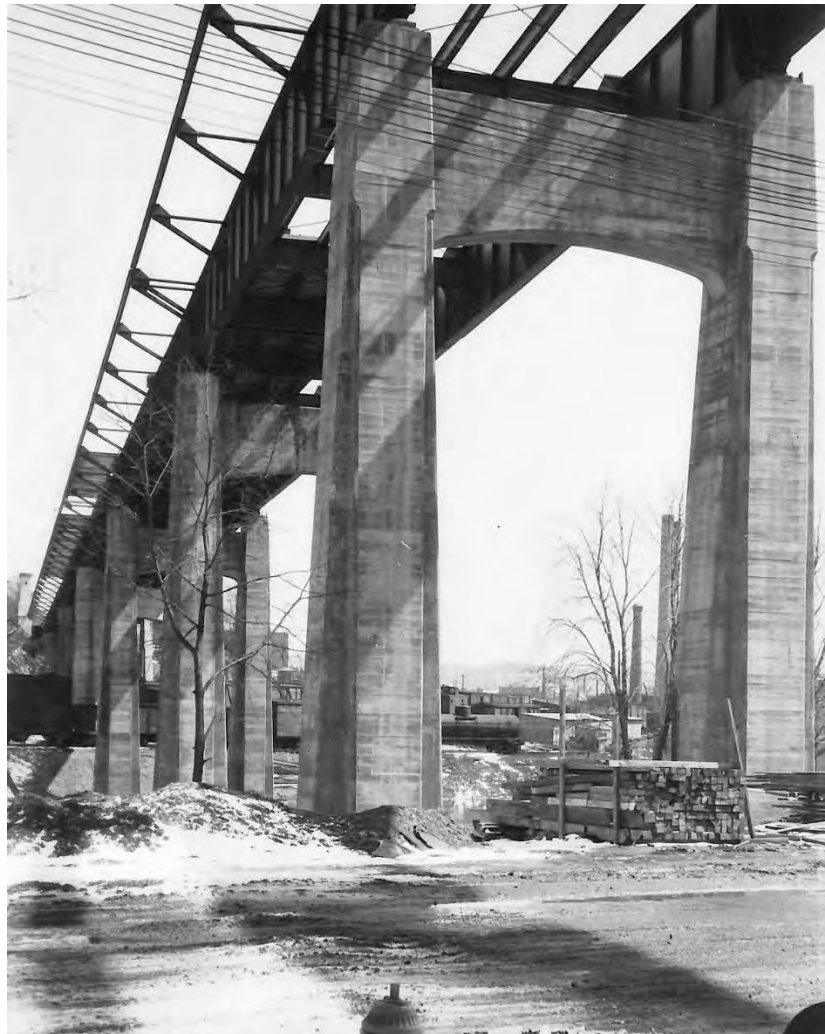
*located near the eastern end of the bridge on West Third Street*

### WEST THIRD STREET BRIDGE

1925 – 1926

SPANNING THE CHADAKOIN RIVER, THE BRIDGE FACILITATED THE CITY OF JAMESTOWN'S GROWTH FROM THE CENTRAL DOWNTOWN AREA TO THE WEST FOR RESIDENTIAL AND FAMILY BUISNESS DEVELOPMENT.

The West Third Street Bridge originally opened between 1925 and 1926. The bridge expanded the city from the downtown area, where people worked, to the west side, where people resided.



*Construction of the Third Street Bridge*

### 73. Allen Park, 2016

*located across from the Goranson Bandshell within the park*

ALLEN PARK  
DEEDED TO THE CITY OF  
JAMESTOWN BY VIRGINIA ALLEN,  
THE SERENE BEAUTY OF THIS  
NATURAL RAVINE HAS PROVIDED  
CITIZENS OF ALL AGES AN  
ENVIRONMENT IN WHICH TO  
ENJOY CULTURAL AND SPORTS  
ACTIVITIES SINCE 1906.

The initial park property was donated by Virginia Allen, with the city accepting the original deed on October 8, 1906. Additional property has been acquired over the years to accommodate the many sports activities held there. The playground and picnic facilities have been a favorite of area residents for many decades. The marker, placed across from the band shell, recognizes another feature of the park. Bounded by East and West Virginia Boulevard and Camp Street, a natural ravine remains intact as a reminder of the city's natural environmental heritage.

This ravine is a reminder of the rugged landscape the early settlers faced, the thickly wooded, hilly landscape James Prendergast encountered on his visits, and that which inspired him to bring other settlers here. The Allen Park ravine remains very much as it must have been then.



*Postcard image of Allen Park and the ravine, circa early 1900s*

## 74. Thurston Block, 2017

*located on 4<sup>th</sup> Street, between Pine Street and Main Street*

### THURSTON BLOCK

BUILT 1875-1880 BY DR. J. HAMILTON THURSTON DENTIST AND URBAN DEVELOPER. THESE RESIDENTIAL TOWNHOUSES, AMONG THE FIRST IN WESTERN NEW YORK, TRANSITIONED INTACT TO COMMERCIAL ENTERPRISES.

The buildings located along Fourth Street were developed between 1875 and 1880 by Dr. J. Hamilton Thurston in an attempt to duplicate the row house neighborhoods of the wealthy and prominent families of Boston, Philadelphia and New York. Thurston was the first housing developer to build row houses in Western New York. The five townhouses were occupied by prominent Jamestown residents who were professional owners of banks and manufacturing companies,

with the Thurston family living first in 14 and then in 8 East Fourth Street. By the 1920s, the buildings became multi-family and boarding houses. By the 1950s, they housed offices and storefronts exclusively.



*Thurston Block, circa 1940s*

## 75. Hundred Acre Lot, 2018

*located on Curtis Street near entrance*

**HUNDRED ACRE LOT**  
SAVED THROUGH FUNDRAISING BY  
JAMESTOWN SCHOOL TEACHERS  
AND STUDENTS, THIS SMALL  
FOREST BECAME ONE OF THE FIRST  
SCHOOL PARKS IN THE NATION IN  
1916, "PRESERVED BY GENERATIONS  
PAST FOR THOSE TO COME."

Currently owned by Jamestown Community College, the Hundred Acre Lot owes its existence to the teachers, students, and alumni of Jamestown Public Schools, who worked for three years, between 1913 and 1916, to raise the necessary funds to purchase the land. Through their efforts, the beloved patch of forest became one of the first school parks in the United States in 1916.

Jamestown schoolteachers played a key role to help save the land from timbering. In the early spring of 1913, the news had begun to spread that the trees in the Hundred Acre Lot were falling under the woodsman's axe. To help save the forest "for generations that are for those that are to be," teachers of Jamestown's public schools formed the Hundred Acre Lot Association and initiated a campaign to raise the money to buy the land. During the fall of 1913, the Association launched a public campaign and asked every "man, woman and child in Jamestown, who has an interest in the future of our city", to give. Teacher Mary Willard emerged as a driving force behind the effort. She contacted her former students to enlist their support. "Let the spirit of your childhood re-visit the loved spot for five minutes and you will surely be swept onward by the tide of enthusiasm that has caught us and all the devotees new and old of the beautiful Hundred Acre Lot," she urged.



*School students taking a lunch break from helping to clear the 100 Acre Lot, circa 1930s*

The response was overwhelming, and in total the Association raised \$4,250 towards the \$8,250 needed to purchase the property. In the fall of 1915, the Association decided to have a community festival to pay off the rest of the debt. The festival took place June 2-3, 1916, and was held on the grounds of the Jamestown High School. Every teacher and their class were part of the festivities. As a member of the



Committee on Entertainment, Willard orchestrated a large Shakespearean pageant to celebrate the 250th anniversary of Shakespeare's birth. The event was a rousing success and the old Hundred Acre Lot officially became the property of the Jamestown Public Schools.

The spirit of the park's early advocates lives on today in the efforts of JCC's Sustainability Committee, which includes several JCC faculty members. Following in the footsteps of Mary Willard, JCC biology instructors still bring their students to the woods, now known as College Park, to understand firsthand the importance of biodiversity and conservation.

A "Forest Stewardship Task Force" was recently formed by retired JCC biology professor Becky Nystrom, which includes a number of JCC faculty, staff, and community members who are devoted to raising awareness of the park and ensuring the preservation of its ecological treasures for years to come.

## 76. Edith M. Ainge, 2020

*located on the northwest corner of Fourth and Pine Street*

EDITH M. AINGE (1873-1948)  
SUFFRAGE LEADER EDITH AINGE  
LIVED AT THIS SITE IN 1917 WHEN SHE  
JOINED THE NATIONAL WOMAN'S  
PARTY CAMPAIGN FOR THE 19<sup>TH</sup>  
AMENDMENT IN WASHINGTON. SHE  
& OTHERS WERE JAILED IN PEACEFUL  
DEMONSTRATIONS. AFTER 1920, SHE  
HELD OFFICE IN THE NWP WITH  
ALICE PAUL.

Born in England on September 10, 1873, Edith came across the Atlantic with her mother, Susanna (Taylor), along with five of her siblings when she was nine years old in 1883. The family eventually moved in the 1910s to the corner of Fourth and Pine Streets in downtown Jamestown, where Edith's father, William, had his local accounting firm office.

Around this time Edith became active in the Women's Political Union, a new suffrage organization founded downstate by Harriot Stanton Blatch that sent a field organizer to Jamestown in 1914. Where earlier suffrage organizations had focused on petition campaigns and behind-the-scenes lobbying, the WPU took the suffrage campaign to mass audiences, using parades and street meetings to recruit working women and garner more publicity.

Edith quickly stepped up to chair the WPU's Jamestown chapter. In this role, she spearheaded local events promoting the passage of women's suffrage in New York State when in 1915 the first statewide referendum was slated for November. Although voters in Ainge's home county of Chautauqua were in favor, the referendum failed to pass that year statewide.

Edith's attention, meanwhile, turned toward the bigger challenge. In the summer of 1917, she headed to Washington to take part in demonstrations being coordinated by the National Woman's Party. The WPU had merged with this new organization the previous year to funnel its activities toward a national constitutional amendment. Led by Alice Paul, a young Quaker woman who had become involved in the suffrage cause while studying in England, the NWP organized pickets outside the White House gates beginning in January 1917. The "Silent Sentinels," as they were called, didn't utter a word; by holding up their colorful banners at the nation's seat of power they aimed to pressure President Woodrow Wilson and congressional leaders into bringing a suffrage amendment to the floor of Congress for debate.



*Formal studio portrait of Ainge taken in 1919 in Washington, from the collection of the National Woman's Party.*

On September 4, the first time Ainge was arrested, a "gala" parade was planned to send off the first group of draftees headed for Europe to fight in World War I. As President Wilson arrived and the festivities got underway, a group of NWP women took positions by the parade reviewing stand. Edith was at the front of the line, carrying a banner that read: "It is unjust, Mr. President, to deny women a voice in their own government while the government is conscripting their sons." Ainge was one of 12 women arrested that day and was sentenced to 60 days in the Occoquan Workhouse, a women's prison

located nearby in Virginia. A legal affidavit that she prepared following her release attests to the poor conditions she and other women endured while incarcerated at the workhouse. Long hours in the sewing room were broken up by only one half-hour break in the middle of the day. Much of the food was wormy and rancid, making it “impossible” to eat. Some women fell ill but were denied medical treatment. Near the end of her sentence, Edith required temporary hospitalization. In the months afterward, Edith was arrested four more times, although her other sentences amounted to a few days total.

When the Senate finally approved the Amendment in June of 1919, it was off to the states for ratification. Edith remained active in the cause as it made its way through state conventions. In fact, her work on behalf of women’s rights did not end with the amendment’s adoption. Ainge was elected treasurer of the NWP in 1922 and continued to serve on the organization’s National Council until at least 1930. As part of the inner circle, she helped promote what is known today as the Equal Rights Amendment.

When Edith passed away in 1948, her death was noted in the New York Times. Paul traveled from Washington to attend the funeral services in Buffalo and Jamestown. Edith was laid to rest in Jamestown’s Lake View Cemetery, alongside her parents and six of her siblings. Her gravestone bears the simple words: “Edith M. Ainge, 1873-1948, Suffrage Leader.”



*Corner of Fourth and Pine Streets in the 1920s, around the time of the Ainge family residence. William Ainge’s accounting firm occupied a front office. (Photo courtesy of Paul Marlinski)*

## 77. Empire Worsted Mills, 2021

*located near 31 Water Street*

### EMPIRE WORSTED MILLS

(1896-1955)

DEVELOPED FROM A SPINNING MILL TO PRODUCE FINISHED WORSTED FABRIC FOR DRESS GOODS & MEN'S SUITING, AS WELL AS FOR MILITARY UNIFORMS DURING THE WORLD WARS. IT WAS THE LAST TEXTILE MILL OPERATING IN JAMESTOWN.

The Empire Worsted Mills company incorporated in 1896 and specialized in turning untreated wool into finished articles of men's suit wear and women's garments. The company achieved local, national, and international success during its operation. It was the third largest worsted milling firm in Jamestown during the late nineteenth and early

twentieth centuries, and employed hundreds of people, many of whom were English immigrants. This turn-of-the-century textile mill facility spanned five to six acres in Jamestown's industrial corridor along the Chadakoin River, and was one that played an important role in the history of Jamestown. When the mill closed its doors in 1955, the building was purchased by the Chautauqua Hardware Corporation and its production spaces were converted to manufacturing period-style hardware until the company folded in 2003. Since around 2010, the building has been called The Gateway Center and functions as a community resource center, incorporating several non-profit organizations and outreach services including a soup kitchen, food pantry, and thrift stores. Apart from the replacement of many of the windows and some brickwork repairs, the exterior of the building still appears much as it did when it was originally built.



**J. W. DOUBLEDAY.**

*Headshot of President J.W. Doubleday, courtesy of the Fenton History Center*

The success of the Empire Worsted Mills had its origins in the worsted mills that came before it, including the Jamestown Worsted Mill and Broadhead Worsted Mills –their success only encouraged others to erect woolen mills in Jamestown. In 1883, George Kay, George Halsall, and Thomas Lemon formed the Jamestown Woolen Spinning Company and built a three-and-a-half-story mill on the site near 31 Water Street. The Jamestown Woolen Spinning Company continued to operate until 1896 by which time the company's debts were leading to imminent bankruptcy, thus the firm reincorporated as the Empire Worsted Mills company with a new board of directors

and investors who undertook a series of intensive building campaigns to rescue the struggling business.



**ORIGINAL PLANT OF THE EMPIRE WORSTED MILLS.**

*Photo courtesy of the Fenton History Center*

This new leadership, consisting of John W. Doubleday as President, James S. Patterson, Edward L. Hall, and W.C. Patterson, started to rapidly expand their business. To keep up with demands, the firm effectively built a new plant on the same site between 1896 and 1910, erecting several spaces for carding, spinning, weaving, dyeing, and finishing wool, consolidating these crucial woolen manufacturing processes into the one large facility that we see today. Unfortunately, it was in 1902 that the original Jamestown Woolen Spinning Company's factory, which had remained and was used as a warehouse and wool finishing shop up to this point, was demolished.

By 1900, the mill was equipped with new and improved machinery at the cost of roughly \$28,000 thus allowing "the mill to be equipped to meet the needs of the trade." By this time, they employed 225 to 350 people, mostly English immigrants. A newspaper article mentioned that in May of 1902, a train delivered twenty-four carloads of wool and coal to the Empire Worsted Mills company, the largest consignment of raw materials ever received by a manufacturer in Jamestown. This company was so expansive that it had an office in NYC, ten salesmen, and their trade work went from Maine to California, fulfilling orders for retailers across the country.

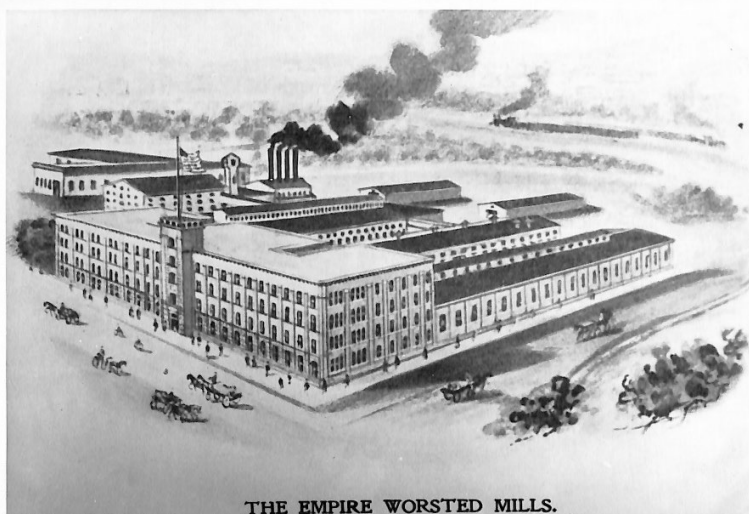
Challenges soon came to the doorstep of Empire Worsted Mills due to the outbreak of WW1: there was a shortage of wool because it was diverted from Australia and New Zealand to Europe, and domestically the flocks could not meet the demand.

Concurrently, German firms produced 90% of the dye used in America, and that was also being diverted to the war effort, all of which leading to higher costs, and lower production and manufacturing numbers with raw materials being so scarce.

The silver lining of the war was that the American government also issued contracts for military supplies, and the Empire Worsted Mills company fulfilled several contracts for the American expeditionary forces, primarily supplying shirts and flannels; these contracts helped counter the losses suffered in the first three years of World War I.

The company also had to contend with more internal pressures as well during the war years. There were increased labor issues within the company, as employees pushed for higher wages, shorter work days, and overtime pay. This amounted to a brief shutdown in 1919, which pressured the company to adopt a forty-eight-hour work week with time and a half paid out for overtime. There were further employee disputes, including a 1943 suit related to the company's treatment of female employees who'd taken maternity leave. The women employees succeeded in their suit, earning the back pay they argued they were owed.

As with WWI, WWII infused the company with fresh capital as they acquired more government contracts to produce goods for the allied forces. But it wasn't enough to help keep the company afloat for long, because when the war came to an end, profits started to decline. Across the northeast, textile mills were transferring their businesses to the south due to the lack of unions. There was also a shift in the fashion of the everyday person with casual attire growing in popularity, thus worsted goods fell in demand, as those were typically high-end suits and other items of formal wear. It was January 29, 1955 when the Empire Worsted Mills shut down its mill, ending its legacy as the last major worsted mill in Jamestown.



*Photo courtesy of the Fenton History Center*

## References for Historical Markers

### Markers #59-75

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