

The Rise and Fall of Carthage

By Susan Huntington Hooker
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NOTE—Carthage is the name which was given to a settlement on the east side of the Genesee River at the lower falls. Caleb Lyon was the pioneer who commenced clearing the land at this locality as early as 1809. Later Elisha B. Strong, Heman Norton and Elisha Beach formed a land company, and employed Elisha Johnson to make a survey, map, and sub-division, in 1817. The founders entertained great hopes that Carthage would eclipse the rival village of Rochester and become the metropolis of the Genesee. Like Carthage of old, the site was favorable for the natural development of a city, but its name seemed fatal, and at last the place was absorbed by the city of Rochester upon its incorporation in 1834. The romantic story of Carthage is told by Mrs. Horace B. Hooker (Susan Huntington) as a representative of one of its pioneer families.

The story of old Carthage like that of the city whose name it bears has become ancient and to a large extent forgotten history. Few of the people who ride down St. Paul Street have an idea that Carthage was once the center of stately homes, thriving stores, a post-office, land offices, warehouses, flouring mills, steam-boat and stage hotels, and believed by its founders to be the nucleus of the future city. To them it seemed almost a foregone conclusion that the tide of progress would be toward Carthage. Its extensive commerce with Canada and the great west, its vast water-power, the wonderful bridge furnishing a direct stage route from Lewiston to Oswego over the famous Ridge road, united with its grand scenery and healthful location, made it again like its ancient prototype a formidable rival, not of Rome, but of Rochesterville with the chances apparently in favor of Carthage.

It has been my endeavor to collect from tradition, recollections and from local landmarks, some things that are not to be found in the excellent early histories of the young and prosperous village of Rochester. We had no historian and no printer in the glory of our youth, and it is not to be expected

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that our rival village would exploit the mighty deeds and ambitious projects undertaken by the founders of this lost city.

Caleb Lyon of Lewis County, also a pioneer of the Adirondacks, must have commenced the clearing and settlement of Carthage before the year 1809, but just what was done in those prehistoric times is not known. Hosea Rogers' father came to the town of Boyle in 1809. There was then no road west of Brighton to the Genesee river, only an Indian trail from Mt. Hope to the landing then called Carthage. The merchants of Canandaigua about 1804 had cut a road to the mouth of the river which was their shipping port to Canada and the West. Travelers from the East came over this road and those going to Carthage picked their way up the river. This is the way that Mr. Roger's father came with his family. He found Caleb Lyon located at Carthage and bought from him the land where the Deaf Mute Institute now stands. There were some white settlers there, mostly squatters who disappeared as the land was bought for permanent homes. His log-house was built where Delos Polley now lives, the former home of Joshua Conkey, and here in 1812 Hosea Rogers was born. He remembers hearing from his mother that when the British fleet appeared at the mouth of the river the men shouldered their muskets and started for the lake, and that she took him in her arms and with the other children followed an Indian trail to neighbors living near North Street, probably on the Merchants' road.

In those days there was no clearing between Carthage and the mouth of the river and Mr. Rogers tells great stories of the deer, bears, wolves and wildcats to be found in the woods; also of the famous fishing, the sturgeons sometimes weighing 150 pounds. Mrs. Josiah Bissell remembers when the endless flocks of pigeons used to break down the trees in the woods. The Strongs and Hookers were mighty hunters and had great sport in the early days.

The Indians camped on the Mill Flats and around Norton's Creek, now the Emerson ice pond, and my husband can recollect having bow and arrow contests with them there even in his day. In the Osage lot south of the pond quantities of tomahawks, arrowheads, etc., have been found. The Indians had also cleared about ten acres on the Wilson farm where they planted corn every year although their homes were in the Seneca district. The point below the bridge is called Lover's Leap. The

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legend is that here a beautiful Indian maiden leaped into the river to escape her pursuers and that her lover after dealing vengeance on the foe jumped from the same spot that they might be together in the happy hunting-grounds.

Before 1816 Hanford's Landing was the principal dock. It was then called Fall Town, but Carthage, being nearly a mile up the river and free from the dreadful fevers that decimated Fall Town, had become the popular landing.

Although Caleb Lyon besides clearing had a survey and town plot made of Carthage by one Job or Joseph Gilbert before 1816, the real pioneer, or "Patroon" as Mr. Peck calls him, was Elisha B. Strong of Windsor, Connecticut. After graduating from Yale in the class of 1809 he made a trip to Niagara Falls. Becoming infatuated with the wild and beautiful country he decided to settle in Canandaigua. He entered the law office of Nathaniel Howell and John Greig, was admitted to the bar in 1812, married Dolly Hooker of Windsor, Conn., and opened a law office with William H. Adams in Canandaigua in 1813. The glowing accounts of the Genesee country and the superior advantages of Carthage aroused the enthusiasm of the young lawyer and he determined to make it his home and the center of his activities. The swamps of Rochester had no attractions for him. He formed a land company with Heman Norton of New York and Elisha Beach of Bloomfield and in 1817 purchased one-half of the Thousand Acre Tract and later about 500 acres more of Caleb Lyon, he becoming the executive officer of the company. Later Caleb Lyon sold them most of his remaining interest. A new map and survey was made by Elisha Johnson.* The magnificent scenery on the banks of the river was to be preserved to the public for all time by a reservation called the promenade and sometimes the mall. History will repeat itself in the near future when these same beautiful grounds will be restored to the people by the opening of Seneca Park, bringing it one mile nearer the city. Indeed it has only been for a few years, even in this utilitarian age, that the owners have had the turpitude to shut off the people from their right to this glorious scenery.

* The original map of Carthage, made in 1817 by Elisha Johnson, came into the possession of the Hooker family and eventually was purchased by the City of Rochester, and is now in the custody of the City Engineer. See photograph opposite this page.

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The old tavern still standing on the corner of Norton and St. Paul Streets, known for the last fifty years as Green's Tavern is said to be the oldest house in Rochester. It was built before this time by William Acer, the father of Mrs. George Fisher, who drew the timber from his farm in Pittsford ten miles away in the firm faith that here was to be the future city. The first inn-keeper was Captain Ebenezer Spear, and characteristic of Carthage it has had a sailor landlord for eighty years.

A public square was laid out by the new company of which Avenue D is a portion. Building was immediately commenced. Carpenters were brought from the East. The two houses occupied by Judge Strong and Mr. Hooker were built and so solid is the timber in those houses to-day that when Mr. I. H. Dewey altered the Hooker house he had some furniture made from the wood. The land office was built about where Avenue E now is and across the road the post-office. The same building, practically as it was in 1818, now stands on the Electric Light Company's property. Other men of means had come to Carthage. Levi H. Clark, a New York lawyer, who was associated with Mr. Levi Ward as agent and afterwards purchaser of 16,000 acres of Connecticut lands had built a house on the village square. I well remember that mysterious, haunted house far from any road near my father's sand bank. A mill-race was cut on the flats where a sawmill was already doing a flourishing business. Francis Albright of Wheatland built with Judge Strong the mill afterward owned by Horace Hooker and seen in the O'Reilly sketches. The house in the picture presented to the Historical Society was also built on the flats by Nathaniel Wheeler. Oliver Strong came from Connecticut and built the house first occupied by Ethen Chase, afterwards by John Fee. Three stores were built, one started by Oliver Strong, one by Oliver-Kimball, and one later kept by Abner Burbank.

A most interesting record of the first school in Carthage was discovered some years ago in making some repairs to No. 8 school. It certifies that at a "legally warned" meeting of the free-holders and taxpayers of Carthage held at E. Speer's Inn April 8, 1817, it was voted to "set up a school." The entries extend from 1817 to 1834 for the village of Carthage, school district No. 8 of Brighton. A few entries are made after it became a district of Rochester. They are quaint and

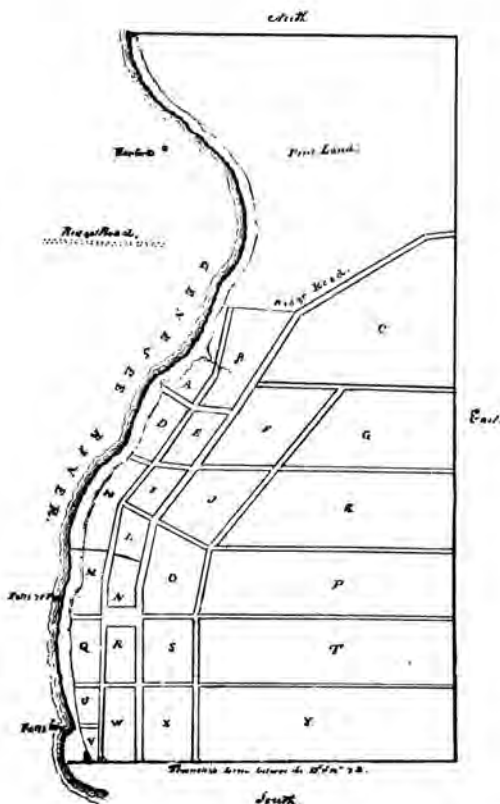
Field notes of the Village of Carthage

First The survey and content of the 1000 Acre tract, which is divided into Sixty five Sections. Each Section is separately described & the Subdivisions with a map of each section separate, & the same accompanied by a general map.

- Surveyed in 1817 -

In 1817th Nelson Duch & Henry Jr. Proprietors -

A
Map
of the
1000 Acre Tract including
the
Village of CARTHAGE
(Divided into
25 Sections)
See 200th p. book - Vol. 1 by Elisha
1817.



Photograph of the first page of Elisha Johnson's original field notes of the Village of Carthage, now on file in the City Engineer's office.

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curious and vary according to the education of the district clerk, or "clark." Their meetings were held either at the inn, Daniel Wheadon's shop or the school house, usually at 6 o'clock (early candle light). To mention a few entries:

"Voted to accept 'cite' for school house given by land company."

"Voted the district will rent a school house to be built by a company known as the school house proprietors and to cost \$500.00 at lawful interest, \$35.00."

"Voted that half a cord of sound hard wood be furnished for each and every scholar sent to school cut suitable length for stove to be delivered and corded at the school house by the first of December."

"Voted that all delinquents in getting their wood there pay to the trustees forty cents for each and every cord."

"Voted that a subscription paper be drawn 'up' every one to pay what he sign separate from wood and 'bord' and the trustee to go an hire a marster three months or less if proper."

"Voted that Asahel Wells and the Widow Farin be exonerated from paying the school tax."

An annual report states that the time the school had been kept by a qualified teacher was three months, pay \$36.00. Five months more school was kept by a mistress paid one dollar a week and to board with employers. The school house was built on a village lot on Beach Street, but as this was afterwards wanted by Judge Strong for a sheep pasture the building was moved to a lot donated on the river bank which is now a part of Seneca Park.

In the meantime the enterprising land company were consummating their plans for their grand *coup d'etat*, the building of a bridge uniting the high banks of the Genesee river, thus connecting the celebrated Ridge Road. This stupendous undertaking for those days awakened the greatest interest throughout the country. When finished it was regarded as unrivalled by any structure in Europe or America, one of the papers calling it the eighth wonder of the world. The famous bridge at Schaffhausen, Switzerland, the pride of Europe for fifty years, was only a few feet longer and not nearly so high. No visitor to Niagara Falls failed to see the famous Carthage bridge. Mr. O'Reilly regrets as we all do that a sketch of it made by General John A. Dix in 1819 came into his hands too late to be engraved for his book. It stood the pride and

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glory of Carthage for fifteen months and its downfall was an almost crushing blow to the ambitious young village. A petition to the legislature giving some new facts about the bridge has come into my hands from the Strong family.*

In an old grave yard in the Andrews' lot, now owned by Mr. Z. F. Westervelt, a stone records that one Ackly, master-builder, was killed while at work on the bridge. There is another ancient grave yard near the ice pond. It is not an unusual thing for strangers to come to Carthage looking for the graves of their ancestors. There were two family burying lots on the river bank belonging to the Strong family within my recollection.

Notwithstanding the terrible blow to the new village in the destruction of the bridge the spirit of its founders seems to have been undaunted. Another bridge was built on the flats between the falls which was swept away by a flood in 1835. There is a record and for a long time there were land-marks of still another bridge on the upper end of the flats connecting them with the Miller flats. My husband remembers hearing that the stages crossed this bridge. Moses King in his reminiscences speaks of building a road down Deep Hollow. Could that have been for the stages? That would account for the large inn at the top of the hill which was afterwards used as a tenement house with a Sunday-school in the ballroom.

About 1820 the name of the village was changed from Carthage, or the river village, to Clyde and this was always its post-office address. When the office was given up it resumed the name of Carthage. Captain Trowbridge, whom Hosea Rogers calls a salt-water sailor, after the war cast in his lot with Carthage. He built warehouses, schooners and steam-boats. He once lived in the Clarke house and afterwards built the Roswell Hart, Judge Palmer and now the Gen. Brinker place. Warham Strong, another brother of Judge Strong, had come and built the house on Gorham Street, afterwards bought by Martin Galusha and which stands to-day just as Mr. Strong built it eighty years ago. Warham Strong afterwards built the house on St. Paul Street which he sold to Dr. Elwood when he went to Detroit.

Mr. Horace Hooker brought his bride, Helen Wolcott of Windsor, Conn., to Carthage in 1821 and after living three

*This petition was presented to The Rochester Historical Society by Mrs. Hooker, and is published in full in note following the paper.

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months in the Clarke house moved into that next to Judge Strong's where he lived so many years. This house is said to have been built for Elisha Beach and was bought by Francis Albright who sold it to Mr. Hooker. Mr. Hooker's brother, Mr. Allan Hooker, came to Irondequoit at the same time as agent for Phelps & Gorham and built a house on the Merchants' road, traces of the old road can still be found on the farm.

The trade with Canada after the war grew rapidly. From a few hundred barrels of flour in 1815 it increased in a few years to the hundreds of thousands. Mr. Hooker bought the Strong and Albright mill and went into the milling business. Amos Chipman, the miller at the old red mill run by Hervey and Elisha Ely and Josiah Bissell, was induced to come to the Carthage mill. His employers loth to part with him offered him half of an acre of ground for a home on Exchange street where the Smith & Perkins building now stands but he preferred to go to the head of navigation where the larger town would be built. Mr. Hooker purchased the Trowbridge warehouses and inclined railroad at the landing and later owned schooners on the lake and mills at Ogdensburg. He also built, although I do not like to say it in this day and generation, a distillery afterwards sold to Joshua Conkey, in connection with which quantities of pork were shipped to Canada.

In 1820 Myron Holley sent Mr. White to Rochester to survey the route for the Erie canal. I know of no record of the survey but there has always been a tradition that one contemplated route was directly in front of the house where we now live as the most feasible place for an aqueduct should the canal come in a direct line from the East. There is also a tradition that Judge Strong did not want his beautiful city spoiled by the big ditch. However that may be, by the time the canal was finished in 1825 the location of the future city was settled and that he accepted it philosophically is demonstrated by the fact that he is the first man mentioned of the committee which embarked on the "Young Lion of the West" for New York at the time of the great Erie canal celebration. In 1819 and 1820 he was a member of the state legislature for Ontario County and worked strenuously for the formation of Monroe County from portions of Ontario and Genesee. He was appointed its first judge with Timothy Barnard, Levi H. Clarke and John Bowman, associate judges.

After the opening of the canal in 1824 municipal supremacy was reluctantly conceded to Rochester but Carthage had by

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no means lost her enterprise. The Erie canal increased rather than diminished the trade with Canada. Two new mills were erected on the flats, one a stone oil mill, afterwards used by A. Whipple as a veneering mill, the other built by Francis Babcock and later owned by Charles J. Hill. Both of these mills are shown in the O'Reilly sketches. Mr. Babcock built the fine residence which has so long been the hospitable home of the H. N. Peck family. Burrigle Smith, the Mason who was wanted and mysteriously disappeared during the Morgan excitement, also built a house and large cooper shop near Avenue B.

The Indian trail which ran from the mouth of the river to the lower falls was used as a towpath when there was not wind enough for the schooners to sail up the river. They were first towed by men. Afterwards the path was broadened and oxen were used. Nathaniel Fenn, the proprietor of the Fenn House, the building now used as a laundry by the Deaf Mute Institute, built a staircase down to the flat behind his place and ran a packet for passengers from there to the mouth of the river.

The building of the schooners and the clearing of the North woods made an extensive business for the saw mills on the flats, the logs being rolled down the bank. A potash industry was carried on at Norton's Creek with large shipments to Canada and the place is called "Potash Hill" to this day.

The Rogers brothers who had learned ship-building under Captain Trowbridge commenced building schooners on the flats just north of the landing. Their schooner *Jeanette*, built in 1825, was one of the first to pass through the Welland canal. William Hamilton Merritt, the builder and proprietor of the canal piloting it through in person, riding on horseback ahead of the schooner. More warehouses were built at the landing. It was in a Carthage blacksmith shop that the famous Parkes axes were made.

We are now approaching the thirties. The stores and post-office have been abandoned. The post-office building has been turned into a family school for the Strong and Hooker children of which there are a goodly number. It was taught by the Misses Amelia and Olivia Chapin, two gifted women from Bloomfield, sisters of Mrs. Oliver Strong. A later family school was held in the land-office by a Mrs. Thompson and Miss MacAlpine, Scotch ladies of great refinement, who taught the children among other things dancing, music and painting.

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Some of the prominent men connected with the land era had left Carthage. Judge Clarke had returned to New York. Elisha Beach and Heman Norton turned over their interests to Judge Strong and Francis Albright had gone back to Wheatland. Mr. Hooker added to his homestead ninety acres of village lots as well as a farm of 400 acres in Irondequoit. Judge Strong who was in 1827 president of the first bank in Rochester, seems to have turned his energies toward that village.

Commercial conditions had so changed that there was an imperative need of something better than the old corduroy road to connect Carthage landing and the mills with the Erie canal and the bold scheme of building a horse railroad was projected by a company of which John Greig was president. It was authorized by an act of legislature in March, 1831, and completed in January, 1833. It was about three miles long and cost \$30,000.00. It was leased by Horace Hooker, and Mr. Hinsdale was agent of the road. One modern incident connected with the road was an endeavor of the Windsor Beach Company to secure the old charter and run locomotives to the center of the city. The station at the aqueduct was between Water Street and St. Paul Street, the cars running down the east side of Water Street. There were four switches, one of which at Central Avenue, connected it with the Cleveland race. Cars were constructed like coaches, the drivers sitting on the top where there was a platform with a double seat through the center. The magnificent view down the river made it a favorite road for visitors. Squire Wheeler was the driver and took great pride in his cars. Teddy Tyler blew the bugle and his ignorance of music was only equalled by his zeal in the cause. The fare, a York shilling, was collected by George Darling, then quite a boy, well-known to many of you here. They were always on the lookout for trouble through Dublin, and Squire Wheeler would stand no liberties in the way of free rides or obstructions. Dublin was feudal territory. The O'Rourkes, the Dowlings, the Buckleys, the Clancys, the Fees, the Storys and host of others were sovereign lords of the soil, and felt that if tribute was exacted for invasion of their domain they should stand by each other until the last drop of blood was shed. It was not an unusual thing for the cars to stop while Squire Wheeler and his lieutenants settled their scores. Black Hank, Mr. Hooker's coachman, used to delight to take a hand in these skirmishes. Dublin valor was not a matter of one generation.

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In our early school days the Farleys, the Hookers, the Huntingtons and the entire Carthage contingent always went through Dublin in a body and many a tale might be told of the struggle for right of way.

At the steamboat landing there was a gravity railroad consisting of a double track on trestle work. One car loaded with stone came up while the other loaded with freight or passengers went down. This operation was facilitated by a windlass worked by horse power, later by steam. This was used for both freight and passengers and on one occasion at least the gearing gave way and a carload of flour was precipitated into the river. If the timid traveler had scruples, a stairway was at his service with convenient seats on the way. S. V. Pryor remembers climbing the 254 steps holding his mother's hand when he first landed at Carthage. Five steamboats touched ten times a week at the Carthage landing. The early directories give alluring advertisements for these trips. There were few mills in Canada in those days and most of the wheat was brought here to be ground and sent back as flour. The freight cars were in charge of C. H. Green and there was great competition in carrying freight. A hundred barrels of flour was sometimes loaded on one car. Quantities of wholesale groceries were shipped from Bell & Goodman's, Smith & Perkins, Thomas Kempshall's and others. Mr. Darling says that there was more trade with Canada in a month in those days than in five years now and he remembers seeing as many as thirteen schooners at a time waiting to be loaded at the landing.

Nearly all of the leather was sent from here and later large tanneries were built at Carthage Landing. There was also an inclined railroad at the mill flats, evidence of which may be seen at the top of the bank to-day. There were three taverns at the landing, one down at the dock and two at the top of the hill, the Clemenson House and the Pavilion, kept by Seth Green's father, Adonijah Green. When this hotel was burned he moved into the historic inn at the corner of Norton Street and St. Paul. It was in the railroad days that Mr. Hooker's bookkeeper, Mr. Lyman, was murdered. Mr. Hooker was away buying wheat and Mr. Lyman had received several thousand dollars after the banks closed besides the few hundred dollars receipts from the road. The larger sum the thieves failed to find. He was robbed and murdered after leaving the railroad station on his way to his home.

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The great financial panic of 1837 was especially disastrous to Carthage and many of its most important interests were sacrificed. After the depression there was a temporary revival of business. The mills were purchased by a new company and Mr. O'Reilly, in 1838, speaks with enthusiasm of the scheme of an eminent capitalist to carry the water in a race from the lower falls to the landing. But the plan was never carried out. When the lease of the railroad expired it was not renewed and the road was soon after abandoned. After this Carthage lost her *esprit de corps*.

The promoters of Kelsey's Landing on the west side where some freight was shipped and considerable boat building was done had for years coveted the thriving business done at Carthage Landing. The roads on both sides of the river were execrable and a scheme was put through the council to improve Buell Avenue by cutting out a fine road through the rock. A large warehouse was built at the dock with a modern grain elevator; also an hotel and a line of omnibusses ran from the city to the dock. Carthage had indeed met her Waterloo. The new landing took all of the steamboat business and most of the freight, retaining it until the New York Central railroad to Charlotte was built. The fiat of the gods, "*Delenda est Carthago*," was now consummated. Carthage as Carthage was destroyed. Many and extensive enterprises were afterwards carried on but only as a part of Rochester, and a suburban one at that.

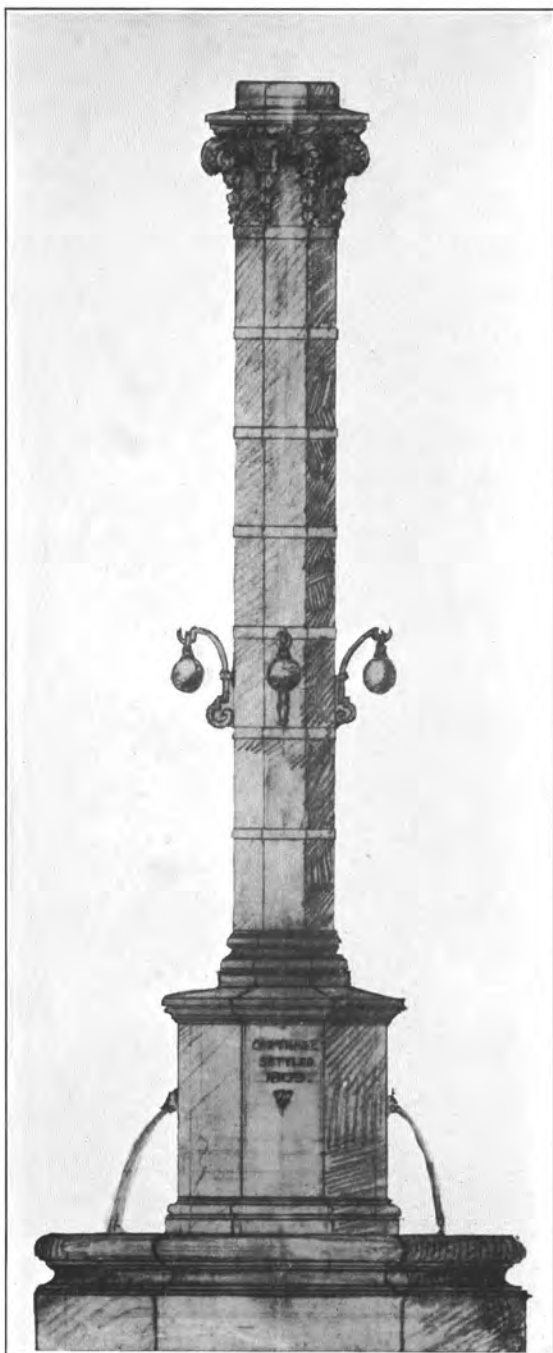
While I have briefly sketched the municipal hopes and commercial life of Carthage I cannot leave it without giving a few of the many incidents connected with its history. In 1837 Myron Holley came to Carthage. He bought one hundred and twenty acres at the corner of the Ridge Road and built a beautiful home, famous for its tulips and roses, and named it Rose Ridge. As he was under financial stress during these years he made the most of his ground and sold the vegetables from his wagon, as Mrs. Bissell says "with the air of a prince." Many anecdotes are told of his unique personality. One of his wealthy customers in the city declares that Mr. Holley sold early peas and potatoes, asparagus and tomatoes in the morning with the same grace with which he delivered his Lyceum lectures in the evening. Mrs. Whitehouse, wife of the clergyman, rushed into her husband's study soon after she came to the city, saying: "I have just seen the most perfect gentle-

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man in Rochester selling vegetables at our basement door. Who can he be?" "Oh," smiled the doctor, "it's Myron Holley." He was much beloved while in Carthage. He did not think much of churches but used to hold Sunday meetings in the old school house. His daughter Sallie, writing about them, says: "What a curious audience used to gather to hear him. Every rank in society was represented. There sat the elegant and courtly, Judge E. B. Strong, with occasionally the ladies of his household. The Episcopalian Hookers on Sundays too rainy to get to their St. Paul's also came to this extraordinary kind of worship where they met the poorest and humblest day-laborers. Even drunkards and outcasts did not feel themselves excluded from his ministrations. Often families too degraded by intemperance and vice to call a clergyman would send for my father to officiate at their funerals." This beautiful farm that he loved so much was sold in 1840 to enable him to continue the abolition paper, the *Rochester Freeman*, for the cause which he had heart and soul espoused.

Soon after Mr. Holley left Carthage a small church was erected on what I think was the lot set aside in the old village survey for this purpose. It was a Presbyterian church but never had a settled pastor and during the excitement the Millerites held some meetings there. Five taverns were too much for one small church and after a time it was moved to the city as superfluous. Among my earliest recollections is seeing this church, a miniature Grecian temple, move past our house on its pilgrimage to Atwater Street, where it was used for some time by the Lutherans, but is now fulfilling its destiny as a livery stable.

The Holley farm was afterwards bought by Mr. Joseph Farley and was as much enjoyed by his family for the ten years that they lived there as by Myron Holley. Mrs. Farley used to tell how the unexpected happened when an eastern man visited the farm and asked Mrs. Farley his price and before he quite realized it the farm was sold. It changed hands several times, was occupied for a short time by Mortimer Reynolds and now belongs to the Sibley estate. Mr. Farley then moved into the Judge Strong place and went into the nursery business with Mr. Hooker who gradually relinquishing his commercial enterprises had turned like Cincinnatus to the plow and was growing nursery stock on the ruins of Carthage. Not long after they moved their nurseries to Brighton and left Carthage. The Hooker home was sold to Joshua Conkey.



Photograph of the original design, on file in the City Engineer's office, of the Carthage Memorial Fountain, erected in 1907, at the corner of St. Paul and Norton Streets, in connection with a municipal improvement. Here is shown the tower which stood above the fountain for seven years.

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Judge Strong, whose handsome sons and daughters had all married away from Rochester, had followed them to Detroit, and when he broke up his establishment we lost a certain prestige that by rights belonged to the "patroon" of the village. I remember him in my early childhood. Over six feet tall, erect and elegant, with his gold-headed cane and distinguished bearing, he was my ideal of a courtly gentleman of the old regime and so I think he impressed everyone. I have heard that he and Mr. Hooker were the last men in Rochester to wear ruffled shirts.

In the early forties before the railroad was discontinued Mrs. William Atkinson came to Carthage and opened a boarding and day-school in the Oliver Strong house. Among the pupils were Lucy Ellen Gurnsey, Jane Andrews, Caroline and Cornelia Pratt, Mary Frost, Julia Schermerhorn, Mary Jane Cook, Harriet Treat and Fannie Hooker; also Bella Camp and Jane Bellows from Pittsford. James Atkinson and my husband were the only boys. Bella Camp, now Mrs. Walker of New York, is visiting Mrs. Chamberlin and they both remember their rides on the horse-cars and the walk through the beautiful grove and many interesting things about the school. Mrs. Atkinson did not stay long in Carthage and the place was bought by Horace Gay whose family lived there for many years.

Bannockburn on Norton Street was built when the cultivation of silk-worms was a popular idea and the beautiful avenue of mulberry trees was planted for this purpose. Julia and Fanny Hooker used often to visit the Nortons and see the silk-worms feed. It was in the early forties that my father purchased the farm where he afterwards built. I have often heard him say that he looked the city over and selected this as the one choice spot for an ideal home. In real pioneer style he had the bricks made from clay on his own farm and the wood-work in the house was done mostly by one man. The outside which was finished by a man from Massachusetts is as solid as stone to-day. A bit of unwritten history was a plan to build a university on the ground between his house and the Isaac Elwood place, but before it was consummated Azariah Boody gave the forty acres where the college now stands and so turned it away from the Genesee river much to our regret.

The old race-course was quite a feature of those days. I well remember the crowds of people and the racing past our

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house. We children knew the names of all of the celebrated horses. I also remember how shocked I was because a clergyman from New Orleans who was visiting us wanted to go to the races.

Although I have scarcely reached the fifties it would not do to leave Carthage without a word about the suspension bridge. My husband was studying engineering in the office of Bissell and Kauffman and was actively engaged in its construction. It was built a few feet north of the famous arch bridge, whose fate it shared, and the old abutments were used in the work. Josiah Bissell had moved into the Judge Strong house to be near the work and, if there were time, many interesting tales could be told of the hairbreadth escapes and critical situations experienced when the deep chasm was crossed in a wire basket. Josiah Bissell's bridge, the delight of everyone while it lasted, is fittingly called by his old friends "the Bridge of Sighs." I well remember the horror and amazement in our own household the morning that we heard the heavy snow had caused its downfall.

Volumes could be written about the quaint characters who lived in Carthage, even within my recollection. They were an amphibious people—this was Seth Green's environment—all of them were fishermen, most of them sailors, and many of them derelicts indeed. Their occupation gone, they used to gather around Green's tavern and spin lake yarns of bygone days. There was a local atmosphere quite as marked as in any of the New England towns. One of the choice spirits was Parley Cooper, well educated, but who had in some way "petered out" and stranded here. He had a gift at repartee which was unexpectedly enriched with classical and scriptural quotations. Old Chatterton, the weather prophet who preceeded "Sporting Jimmy" of modern fame, made a bet one fall that he would drive his team to the mouth of the river and back on the ice on or after the first of April and won his bet. One of his horses fell 200 feet over the high bank and he led him around up the landing road as unconcerned as though nothing had happened. They named the horse Sam Patch. He was a temperate man but inordinately fond of pie, and in the tavern games of chance always played for pie. His charges for carting to and from town were twenty-eight cents, twenty-five cents for the work and three cents for pie. Old Chat and Grand Chat were, as I remember them, like Grandfather and

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Grandmother Smallweed. The race still lives in Carthage even to the fifth generation. There was Rawling Smith, who in his young days had run away to sea and finally landed in Carthage, who claimed that Rawling Castle on the borders of Scotland properly belonged to him. The village drunkard, Johns Tyler, was regarded with leniency as was "Foolish Johnnie," who used to wander around with his cow, harmless except that he had a fancy for taking off setting-hens and putting others on the eggs. Big Ellen, the incorrigible, who was not indigenous to Carthage. But there she was and if you asked her if she had any friends would reply, "only me and God." She quarreled constantly with her husband and finally told me with great glee that "Bill was dead and a good job done," but these stories are endless.

I would not be loyal if I closed my paper without an earnest plea for old Carthage. The landing for the last few years so inappropriately called Brewer's Dock should again be called "Carthage Landing." The park driveway to be opened on the river bank should be called "Carthage Road" and above all the citizens of Rochester should awaken to the fact before it is too late that no city in the world has finer sites for handsome homes than can be found in old Carthage on the banks of the Genesee, and I might add that no people have been more blind to these exceptional opportunities.

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Petition

NOTE—Mrs. Susan Huntington Hooker presented to The Rochester Historical Society the original petition, written by E. B. Strong, addressed to the Legislature of the State of New York, praying for the remission of a loan of ten thousand dollars advanced by the State for the building of the first bridge across the Genesee River at Carthage, connecting with the Ridge Road. The endorsement on the outside of the petition shows that it was received in the Senate, January 31, 1821, and referred to "Mr. Skinner, Mr. Ross, Mr. Wilson."

The petition, in full is as follows:

To the Honorable the Legislature of the State of New York.

The petition of the undersigned stockholders of the Brighton Bridge Company

Respectfully Represents—

That liberty was given to your petitioners and their associates at the session of 1818 to erect a toll-bridge across the Genesee River at a suitable place to connect the points of the Ridge-road; and at the same session a loan of ten thousand dollars from the funds of the State, was granted to assist in the undertaking.

Your petitioners proceeded immediately to the accomplishment of that object, and within one year thereafter erected a bridge, which for grandeur of design, and elegance of execution, had not its equal in America. It consisted of an entire arch, the chord of which was 352 feet in length, and flooring 190 feet in height above the surface of the stream. In the course, and completion of said undertaking, your petitioners expended the amount of said loan, and six thousand dollars in addition thereto, from their own resources.

Your petitioners further state, that the said bridge was erected, and the money paid therefor in good faith, and with a fair prospect of beneficial results both to themselves, and to the community. That the various bridge builders who were consulted (among whom were the most ingenious and experienced in the United States) uniformly agreed in the practicability and utility of the undertaking.

Your petitioners further state, that after the said bridge was completed, viz. in the month of February 1819, the same was viewed by the Committee appointed by this Honorable Legislature to examine the same, under the act of incorporation, and its strength tested and proved. That it was also approved and admired by thousands, who visited and crossed it from time to time—and altho it promised to be an object of great public convenience and utility, yet owing to causes that your petitioners could not foresee and controul, and which are not even yet satisfactorily developed, they have the regret and mortification to state, that in May last, the said bridge fell and was crushed in ruins.

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Your petitioners further represent, that in consequence of the failure of some of the most important members of said company, the burthen of expense, and the exclusive responsibility, has fallen upon two stockholders, petitioners, whose individual property has been pledged for security of this loan from the State.

Your petitioners further represent, that owing to the pressure of the times—the fall of the bridge and other misfortunes, it is utterly impossible for them to meet the payment of said loan:—That the land mortgaged by your petitioners to the State, in security therefor, has been advertised for sale by the Attorney General, and is liable to be sacrificed at a nominal amount, to the great injury of your petitioners and probably, without affording an adequate indemnity to the State.

Your petitioners further represent, that a bridge is indispensably necessary at, or near the site of the former one: that when the Turnpike road from Westmoreland to Sodus-bay shall have been completed, the distance between Utica and Niagara Falls, will be shortened, between forty and fifty miles. The great public utility of a bridge at the connecting points of the ridge-road, intersected by the Genesee River, will be sufficiently apparent by a reference to the maps in the chambers of the Legislature.

Wherefore your petitioners beg leave to solicit of your Honourable body, that the loan aforesaid may be remitted to them and their bond cancelled, upon *conditions*, that within fifteen months after the passing of an act for that purpose, the petitioners shall erect a new bridge across said Genesee River, at or within one hundred and fifty rods of the site of said former bridge: which said bridge when erected and accepted by such person or persons as the Legislature may appoint, shall be free of toll and appropriated to the use of the public.

Without adverting to the vast importance of internal improvements, and of the liberal disposition of the Legislature to aid them, your petitioners cannot resist the conviction, that a road susceptible of such important use and benefit to the public as the *ridge*, will obtain the consideration of the representatives of the people. This impression derives additional assurance from the recommendation of his Excellency the Governor to the Legislature at the last session, that "the improvements of *natural*, and the prosecution of internal navigation, ought not to divert the attention of the Legislature, from the establishment of *roads* and *bridges* so much demanded by the wants of new settlements, the convenience of all descriptions of people, and the primary interests of society."

Individual enterprize is a constituent part of the public wealth. To foster and encourage it has been for many years a proud and prominent feature in the enlightened policy of this State. Your petitioners feel assured that in the present case, the interests of the undersigned are identified with the interests of the public. And

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it will be admitted as a correct principle, that in such instances, the expenses incident to them should be borne proportionably by each. In remitting the amount solicited by the petitioners, it is believed that so great a proportional disbursement, will not have been made by the State, in support of a common interest, as by the petitioners in the sacrifice of six thousand dollars, already expended, and in the erection of a new bridge so imperiously called for by the paramount claims of the public. In view of these facts and circumstances, your petitioners rely with confidence that the relief prayed for will be granted them, and as in duty bound they will ever pray.

E. B. STRONG
L. H. CLARKE

Memorial

NOTE—The Rochester Historical Society has among its manuscripts a copy of the memorial addressed to the United States Bank at Philadelphia, praying for the establishment of a branch of said bank in the village of Carthage. This copy of the memorial was sent to Joshua Stow, Esquire, Postmaster at Middletown, Connecticut, by Levi H. Clarke, Attorney, and was followed by a confidential letter of explanation. Both memorial and letter set forth in detail the superior claims of Carthage over the rival village of Rochester. They are published for the first time below:

To the President and Directors of the Bank of the United States:—

The Memorial of the undersigned, inhabitants of the village of Carthage, in the county of Ontario, and state of New-York,

Respectfully Represents:—

That your Memorialists would be apprehensive that the request they are about to submit to your honourable body might be deemed premature and presumptuous, were they not emboldened by information that a similar application from a sister village, grounded on an alledged intimation of probable success, has been forwarded to Philadelphia. Believing, as your Memorialists verily do, that they possess as strong claims to the consideration of your board, as any village in the western district of this State, they beg leave to suggest the circumstances on which that belief is founded.

Our village is situated at the *Head of Navigation* on the East side of the Genesee River, five miles from its entrance into Lake Ontario. It is accessible for vessels of any burthen that traverse the Lake for mercantile purposes. The Steam Boat that plies between Ogdensburg and Niagara comes to our wharf; and no obstruction to navigation exists between this place, and the mouth of the River.

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There are more than a Thousand excellent mill-seats within the compass of one square mile in our village, which are extremely well calculated for Manufacture and machinery of every kind. Mills for Flouring, Sawing, Oil and Clothing are already erected or in progress; to which many others of different descriptions are to be added the ensuing season. Two years ago our village was in the rudest state of Nature—within that period there have been erected about forty dwelling houses,—sundry stores, a large Warehouse etc. etc. Additional Flouring mills, situated in point of convenience, like the Patterson mills in Maryland, and adapted to receive wheat, both from the American and Canadian shores of the Lake, as well as from the interior of the circumjacent counties and to discharge the flour into vessels that anchor by their side, are soon to be erected.

A great number of Roads in various directions, lead from the country into Carthage; which also possesses the preeminent advantage of being situated upon the *Great Ridge Road*. We are aware that the latter circumstance, when first mentioned, may be considered a matter of minor importance. But when it is recollected how wet and difficult the roads in a new country usually are, as well from their roughness, sloughs, stumps, roots and other impediments, as their windings and inequalities, we shall be pardoned, (by the traveller at least) for suggesting it as a subject of no small consideration. The road alluded to has excited much literary and historical curiosity. It is 200 feet above the present level of the Lake; but was once unquestionably its margin, and washed by its waters. It resembles an artificial Turnpike, except in its greater convenience, and more ample dimensions. It surpasses, in point of practical utility and excellence, any road in the western country; and extends the distance of an hundred miles, in a direct line from Niagara Falls, thro' Carthage, to Port Glasgow on Sodus Bay. It runs nearly parallel with the Lake, about five miles from its shore,—is perfectly level the whole distance;—commands, a view of its waters, and is extended by an incorporated Turnpike now completing, from Sodus Bay, East to Utica. It must therefore necessarily command, by its saving of more than thirty miles in distance between Utica and Niagara Falls, by its picturesque scenery, its smoothness of surface, and exemption from tolls, the greatest portion of the immense travel, which passes from the Eastern States to the Falls, Ohio, Michigan, Indiana and Illinois. It will also probably receive in a short time the patronage of the Government by becoming a section of the Military Road from Plattsburg, via Sackett's Harbour, to Lewiston and Fort Niagara.

Hitherto the Ridge Road has been comparatively useless by reason of the high banks of the Genesee River. An Arch Bridge, the crown of which is 200 feet above the surface of the water—of 300 feet chord, and 650 feet floor, is now erecting at our village,

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to connect those points of the Ridge Road, thus broken by the River;—thereby realizing the advantages herein described, and exhibiting to the view of the Traveller as he passes over the Bridge from the west, our village with its mills, manufactories and machinery before him; the Shipping and Steam Boat on the left hand; and the magnificent Falls of the Genesee River, of more than 200 feet, between our village and Rochesterville on the right.

The Grand Canal, the practicability of which is no longer a subject of doubtful speculation, comes up from the West, to a point directly opposite our village. By the commissioners' survey, it was made to turn south about three miles, to take the benefit of a dam across the river, above Rochester. Unexpected and irresistible objections to that calculation are now found to exist; and it is confidently believed that the canal will pass in a direct line into our village, in the manner the Bridgewater canal passes the Mersey. But in either event, a lateral canal will communicate the water, of the Grand Canal to Lake Ontario through our village. The immense productions of those fertile regions which lie on the American Shore, of Erie, Huron, Michigan and Superior, embracing an extent of 96,500 square miles, or 61,760,000 acres, and which from the course of their waters must seek an eastern and northern market, will naturally be deposited at a point on the Grand Canal, which shall afford a *choice of markets* between Montreal and New-York. Your Memorialists have no hesitation in saying that there is no other point on the canal, which can command that choice, except the village of Carthage. Before this calculation is decided as delusive, an examination of the subject is respectfully requested.

Your Memorialists are situated in the heart of a territory, rapidly settling by a hardy population from the East, and superior in point of fertility, to any portion of country of equal extent, in the State of New-York. The transportation of produce by land from the counties of Ontario, Genesee, Niagara, Chatauqua and Cattaragus to Albany, (an average of more than 250 miles) is highly expensive. Of course these counties, comprising a territory of an hundred and seventy miles in length and fifty in breadth, containing a numerous and increasing population, spread upon an area of more than five million of acres of land, almost every acre of which is capable of producing the finest wheat (our staple commodity) must seek a market to which there is a water communication. Our *natural* market therefore is Montreal:—to reach which, the Genesee River is the most central, convenient and obvious outlet. Hither the wheat is readily brought, here it is manufactured at the mills on the Falls—and hence from our port it is shipped to its destined market.

Persuaded by experience and observation that Trade, like water will find its level; that tho' adventitious causes may give an ephemeral consequence to places, for which Nature never fitted nor de-



Photograph of the Carthage Memorial Fountain, corner of St. Paul and Norton Streets, taken September, 1923, showing the appearance after the removal of the tower in 1914.

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signed them; yet that permanent and local advantages only, can endure a wholesome and salutary growth; your Memorialists look forward to the future commercial importance of Carthage, without feeling that they incur the hazard of being deemed, wild and visionary projectors. If in the unqualified faith we express, we should hereafter be found to have erred, we shall have the consolation of knowing that no small portion of the surrounding community has erred with us.

Your Memorialists regret trespassing too long upon the patience of your honourable body; yet, they cannot forbear to suggest a few additional circumstances, bearing as they conceive upon the reasonableness of their application.

Should your board be induced to grant the prayer of your Memorialists it is not Carthage alone that would be accommodated by it—but the villages of Brighton, Palmyra, Pittsford, Rochesterville, LeRoy, Batavia, Murray and Charlotte around us, all which are pleasant and flourishing settlements, and to which (as will be seen by the map annexed, Carthage, bears a central relation, would be materially and beneficially affected. Those are indeed (with the exception of Charlotte) inland towns—but the internal commerce of the country is so extensive that their trade, considered collectively, is by no means inconsiderable. The wealth of an agricultural country may be fairly measured by its surplus produce. That surplus is exchanged for money, which is diffused throughout the community and in a great measure retained within it. For several years past the precious metals have retired within the vaults of the banks, whose bills are more or less valuable according to the degree of public confidence reposed in them. Those institutions have become so numerous that the legislatures of the several States seem to consider it as part of their legitimate duty to grant banking privileges to every section within their jurisdiction. It may not be superfluous to remark that this section has not yet been occupied as banking ground. There is indeed a Petition now pending before the Legislature of this State for the incorporation of a bank at the village of Rochester, but its success is problematical. And it is the serious and deliberate wish of your Memorialists that in the present posture of banking affairs, no state-bank-Incorporation may come among us. The Banks in the western district, from a policy dictated probably by necessity, make no discounts, adequate to the wants of the community. The confidence of the people in their paper is also impaired by its falling below the value of the foreign bills that occasionally stray among us. Your Memorialists believe that the grand desideratum of banking operations in the United States, is the establishment of a circulating medium of uniform value, throughout the country. No legislature, nor other institution in the Union, is adequate to that object, save the bank of the United States. Prudent and sagacious men must therefore deem

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it fortunate for this section of the country, that no State Bank has been hitherto chartered nearer than Buffalo, 90 miles to the west and Canandaigua 30 miles to the East of us. Your Memorialists entertain no hostility to the State Bank incorporating but your honorable body will perceive the great inconvenience under which this part of the country labours, by being deprived of a medium that is honored abroad; and will therefore naturally appreciate the exultation with which a branch of the National Institution would be received among us. In that event, Your Memorialists would be enabled to give a permanent circulation to U. States bankpaper through all the intervening country between Buffalo and Canandaigua, and to pass that medium not only into the tenacious hands of farmers, in exchange for their wheat, pork and ashes and other produce, but also into the extensive regions of Upper and Lower Canada. The natural, commercial relations of your Memorialists to those provinces is such, from the course of their trade that they could hardly fail of introducing and permanently establishing a currency and confidence in the paper of the bank of the U. States, which no other institution in America could obtain. Your Memorialists are therefore convinced that in respect of local situation, no place in the interior of the State of New York is more advantageously situated for the extensive and profitable circulation of paper than the Village of Carthage. Your Memorialists are aware that an application for the location of a branch of the bank of the U. States at Rochesterville, has been forwarded to your honourable body, and that two branches within 3 miles of each other, are not to be expected. They are also persuaded that no branch will be established in the western district of this state, without a reference to its permanency. Your Memorialists are therefore anxious (perhaps unnecessarily) that a full investigation should be had, before a decision is made. In that event they cannot forbear to flatter themselves with the belief that their central relations—their manufacturing facilities—their commercial situation and other privileges will assure to them the consideration of your board and place them on a fair ground of competition, not inferior to their neighbors.

As it respects the safety of a branch in this vicinity in relation to the comparative ability, prudence, capital, influence and enterprise of the two villages, it becomes us not to speak, but we respectfully invite an investigation. If our Rochester friends have secured the signatures of the Landholders of Williamsburg, and of some of the directors of the Ontario & Utica Branch Bank, at Canandaigua; yet it will not be forgotten with how much facility the most respectable names are frequently lent, especially when the value of their lots in Rochester may be affected by the location. We do not, on our part, solicit or employ the names of persons not belonging to our village to add dignity and strength to our Petition, whose wealth and influence, from their local circumstances could

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be of no practical avail, to command an extensive circulation of paper, nor to controul discounts within the limits of prudence. We rely upon the facts to which we have adverted, believing that no signatures however respectable can avail, when arrayed against them. We are indeed of two years later growth than the village of Rochester, but confident as we are, that the God of Nature has fitted and destined our place to become at a period not remote, one of the principal commercial establishments in the western country, we beg leave respectfully to solicit the location of an office of discount and deposit of the bank of the U. States at the village of Carthage, with accustomed powers and privileges.

Carthage, March 4, 1818.

LEVI H. CLARKE
ELISHA B. STRONG
ELISHA BEACH
HEMAN NORTON
HORACE HOOKER
LUCIUS CLARKE
EBENEZER SPEAR
RUSSELL GREEN
EB. N. BUELL
GUS. BLAKESLY
BENONE C. WELLS
FRAS. ALBRIGHT
JESSE TAINTOR
RICHD. CORNWELL
ETC. ETC. ETC.

Letter

Carthage, March 17, 1818.

Joshua Stow, Esquire
Postmaster
Middletown, Connecticut.

My Dear Sir

I wrote you yesterday enclosing a Copy of a Petition for a Branch of the U. States Bank at our Village, which I suppose will reach you, before this comes to hand. In a day or two hence, I shall also enclose to you the *Original Petition and Map*, covered by a letter to Mr. Leiper which I wish you to open and peruse. Both the letter to Mr. Leiper and the original Petition as inclosed are in an Official letter to you, purporting to cover the *Copy*. I wrote the *Letter Official*, not knowing but it might be of use in the negotiation. But this is a *Letter confidential*. I will now explain the causes which have given birth to our application. Rochester which

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is 2½ miles up the falls (south) above us is a flourishing, busy village, which was 4 or 5 years ago a frogpond. A Bridge built across the Genesee River at that place, together with certain facilities it enjoyed during the War, and the great influx of money which was then experienced in this part of the country built it up at once, like the sacred Lamp of Aladdin. Our village began 2 years ago is altogether better situated in every respect, (as you may judge from the Petition and the map annexed to it) both for commerce and manufactures—but they have got the start of us:—and we have been depressed by having no bridge across to connect us with the western world. We are now erecting a Bridge at our place, the timber is getting out, the workmen are upon it—people are alive upon the project—our lots are rapidly selling (and at no small profit I assure you)—and the people of Rochester have taken great alarm, lest they may be cast into the shade; since we shall have not only a bridge and be at the head of navigation—but also the advantage of the Great Ridge Road. They are therefore using every effort to depress us—just as New Haven did Middletown in our struggle:—and it is very true that we have not as many Stores and Houses as they have. But the fact is we have Double the capital already in Carthage, that they have in Rochester. The Rochester people, (with few exceptions) are young fellows from New York and elsewhere just out of their time behind the Counter and Shopboard,—or else needy adventurers who have come in, expecting a golden harvest, without using industry to obtain it. The failures there, are proverbial; and it is the opinion of one of their own townsmen that $\frac{3}{4}$ of the remainder will fail. The growth of the place has been rapid—but, to use a hard word—it is precocious. It is not solid. In the multitude of their efforts, we find that (at the same time that they are Petitioning the Legislature of this State for a Bank and a New County—in which according to late advices they are defeated) they have sent forward a Petition for the location of a Branch of the U.S. Bank at their Village. What work we should make of a Branch here, I do not say—I will advert to that hereafter. But it is a fact (as I am told by an ear-witness) that Col. Rochester—(their founder who lives in Bloomfield) told them not a month since, in meeting, plainly, that a Bank, (referring them to their Petition for a State Bank) would ruin them and that they would ruin a Bank if it was granted them, in less than twelve months. The fact is they have no capital (with very few exceptions) among them.—They are generally adventurous speculators. I do not say this to injure them—but if you come out into this Country the ensuing summer (as I hope, most anxiously you will) and if you should make scrutiny of the subject, I pledge myself that you will find it as I have related. But Mr. Carrol, who owns a considerable number of lots in that village who is a respectable Landholder, a man of large property but not I

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believe a monied man, tho' a Director of one of the Banks in Canandaigua, and who resides at Williamsburg, a few miles from Wadsworth in Geneseo, is very anxious to procure it for them—(particularly no doubt as property has begun to fall in that place) and as he is personally acquainted with Mr. Jones (the President of the Bank) has engaged to use all his influence to promote it. How great that influence may be, I cannot tell. Mr. Carrol formerly resided at Washington, and was, I believe, a partner of Gen. Mason in a Distillery, etc.

The Rochester folks tell this story:—They say that it had been intimated to the Canandaigua gentlemen that they might have a Branch in that village if they wished—That they consulted and agreed that as they had 2 banks already they wanted no more:—and that if the Rochester folks wanted it they could most undoubtedly have it. This account is said to come by Doct. Atwater from Mr. Granger. How well founded it is—and whether the pretended encouragement emanated from the Board of the U.S. Bank, we cannot ascertain. But on the strength of it, they have forwarded a Petition to the General Board, and obtained the aid and signatures of Doct. Atwater, Mr. Granger, Mr. Carrol and besides others in their own village. How much it may weigh, will be determined by the result. Now you can estimate our feelings on the subject as well as we can describe them. We wish our opponents no ill, we would not wantonly hurt a hair of the head of a man in Rochester. But we hold it to be a sacred duty to take care of ourselves; and we know that if they now forestal us in getting a Branch in *their* village, they cut us off from the hope of getting it in ours. Hence it behoves us to be up and doing. We are fully persuaded that they ought not to have it—because it would be insecure and because they will not, ere long, be the principal commercial place in this section. And to own to you, in confidence, the truth we can hardly say that we are prepared to receive it. Should it be conferred upon us—we will use our best endeavors to make it safe and profitable. Our credit we believe is good, whether it ought to be or not; and we are confident, that the statements we have made, of the facilities offered by our situation are not exaggerated, as it respects the circulation of paper in Canada and etc. etc. But we are in our infancy,—Rochester is struggling against us—but *we shall certainly prevail*. Our place is growing into importance every day; but we must be on our guard; and if we suffer ourselves to let them get away the Bank and other privileges, we may mourn hereafter when it is too late. The fact is that we are not anxious that a Branch should be established in this vicinity—but if it *is* established, we are determined if possible to have it, well knowing that we are better entitled to it (all things considered) than any other place in this part of the country. If therefore, you think that you cannot safely and in conscience recommend to the Board, the

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immediate location in our place, we shall be satisfied if the expression of your opinion be, that no location had better be established *in this district at present*. After you have read the letter to Mr. Leiper, I wish you to examine the map etc., I beg of you the favor to seal it and forward it (if you think the letter and mode of address, a proper one) to him at Philadelphia. As your name is mentioned in Mr. Leiper's letter, perhaps it may not be desirable to you to have the good Old Gentlemen know of its having passed through your hands. Of course, will you be so good as to send it to New Haven or Hartford by some confidential friend, and let friend pay the postage—and you be so good as to pay him and charge it over to me, & I will pay it to you when I visit Connecticut in July next. I hope the Letter to Mr. Leiper will soon be followed by one from you on the subject. I have sent the letter to Mr. Leiper, open to you, for no other purpose than to enable you *to command a view of the whole ground*. Since drafting our petition we are more satisfied than ever that the Grand Canal will pass over the Genesee River at our Village. We learned on Saturday that the Commissioner had decided the previous question (*viz.* whether it could pass over as laid in the Survey, above Rochester) in the negative. They have not indeed determined that it shall cross at Carthage; but were you here I trust you would judge that, from the make of the ground, as well as other considerations, such must be the result. I beg that you will not infer that we are not desirous of an *immediate location* in our Village. I think you know me too well to believe me *indifferent* to that. But our object and meaning is at all events, so to steer our barque, as ultimately (if we cannot immediately) conduct her safely into our own port.

If you can truly say, (and if you was to be here and felt as I do, it would not probably require great elasticity of conscience to enable you to do so) that we ought to have a location here *immediately*—or what is more unquestionable, that, of the *two contending villages*, we ought to have the decided preference, we shall be highly gratified. Myself and friends, hope and expect much from your good offices. I know we shall not be disappointed of your good wishes, and it is too late in the day to deny your influence.

There is another circumstance, which we have not adverted to in our Petition, because it was less certain than others, which may have some bearing on your mind relative to the location. To strengthen the arm of Government has ever been regarded as one of the primary objects of the National Bank. Wherever that Bank or its branches can have connection with any national disbursements, the object is so far accomplished. It has been long contemplated we are informed to establish a National Depot in this Naval District. We intend to make application to the Government on the subject, to have it located here: and trust no place is better calculated for that object than *ours*. But I shall weary you

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on the subject—and will pursue it no longer—but turn to other considerations.

* * * * *

I take this opportunity to congratulate you, Alsop, Lyman, etc., etc., on your triumph at the City Meeting. May your efforts be ever crowned with similar success! When I reflect upon the alteration of affairs in Connecticut, and consider how those who set themselves up as patterns of righteousness and wisdom, and who, by wielding public opinion, branded every dissentient as an apostate and an outcast, are now confined within those narrow bounds for which God and Nature designed them, my heart swells with exultation, and longs to partake of the triumph. Yet as it is with me a matter more of feeling than of interest I can enjoy it almost as well when I see it so handsomely done by others, as if I were personally engaged in the contest. All I have to say is—as Dr. Mason said to the Bible Society in London, let your March be *ONWARD*.

I hope ere long to see Connecticut possessed of a written Constitution,—a new judiciary System, and a wholesome code of laws. I also hope to see some of the towering heads in Congress and in the Council Chamber sink to what they will call “dignified retirement.” I know not how it is,—but I really view the system of Connecticut politics (such I mean as have reigned there for some years past) with different eyes, since I left the State, from what I did before,—when I was within the compass of that horizon—and I need not tell you that the varied and altered impressions with which I left the State are not weakened, but strengthened. Here all is quiet. We have no political broils or troubles. Federalism has ceased to erect its standard. I have hardly heard the word since I came to this place. It is like a troubled ghost. No one dares to touch nor harbour it. But have you heard from our friend Moseley? He has not written to me once this winter.—What do you think of the Bankrupt Act? Will it pass? If so—would it be worth while for me to attempt getting the appointment of a commissioner under it? If so, how could I accomplish it?—But after entreating you to pardon my present prolixity, as well as my past omissions—and after soliciting you to write me on any subject you may think proper and particularly in reference to our contemplated Carthage Branch Bank—permit me to subscribe myself your true, sincere, unalterable friend

L. H. CLARKE

P. S. Elizabeth sends her love to her Uncle Stow and says he must be sure to come to Carthage next summer. She and Mrs. Denning are both well.

I have no objection that my friends Alsop, Lyman, Andrews and Magill should see our Petition if they have so much curiosity. *But on the square*. Let Mr. Andrews particularly—as I trust he will be glad to see how we are going on.

L. H. C.