

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Brown's Race Historic District
other names/site number _____

2. Location

street & number Brown's Race Street not for publication
city, town Rochester vicinity
state New York code 036 county Monroe code 055 zip code 14614

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>15</u>	<u>4</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>14</u>	<u>2</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>31</u>	<u>6</u> Total

Name of related multiple property listing: NA
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

[Signature] _____ Date 1/18/89
Signature of certifying official
Deputy Commissioner for Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Industry/ manufacturing facility
Industry/ water works
Commerce/ business
Transportation/ rail-related

Industry/ manufacturing facility
Commerce/ warehouse
Commerce/ business
Vacant/ not in use

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Late Victorian/ second empire
Late Victorian/ romanesque

foundation Brick
walls Brick, Stone
roof Asbestos
other Metal

Describe present and historic physical appearance.

The Brown's Race Historic District is located in an industrial sector of the city of Rochester, western New York's second largest urban area with a population of approximately 244,000 (Map 1). The district includes all of the streets known as Brown's Race and Volt Place, all of Furnace Street and parts of Commercial Street, Mill Street and Platt Street (Map 2). The district contains 15 contributing buildings, 2 contributing structures, 14 contributing sites, 4 non-contributing buildings and 2 non-contributing sites. All of the principal buildings are used for commercial purposes and are situated along or near the curving south rim of the Genesee River gorge at the scenic Upper Falls.¹ The historic district comprises a collection of substantial nineteenth-century industrial buildings dramatically sited next to a scenic waterfall and gorge. All of the buildings are of masonry construction with three built of stone and the rest of brick. The factory buildings range in size from the massive six-story Gorsline Building to the smaller one-story Granite Mills Office Building. Most of the buildings were specifically designed for industrial purposes and are either Romanesque or Victorian in character. Setbacks are not uniform, but most buildings front directly on sidewalks or streets. The two contributing structures include an intact portion of a mill race and a late-nineteenth-century iron truss bridge. The sites include several twentieth-century buildings and structures as well as parking lots where buildings used to stand. There are almost no street trees in the district and the only vegetation of note are scrub bushes which appear along the rim of the river gorge to the north.

The Brown's Race Historic District was identified following an extensive cultural resource survey of the Genesee River corridor. The methodology for defining the district boundaries and evaluating resources within the district considered a variety of criteria including context, period of significance, and integrity. The district boundaries were drawn to include that cohesive set of resources originally associated with the industrial development of Brown's Race, which still retains physical and architectural integrity. Within the district, buildings and structures that did not relate to the established

See continuation sheet

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context, were outside the period of significance, or lacked sufficient architectural integrity were considered non-contributing resources. Archaeological sites were evaluated based on documentary research, related archaeological research, and available physical evidence. Sites considered to have a moderate or high potential for yielding remains relevant to the stated context and period of significance were considered contributing sites. Sites with a low potential of yielding remains were considered non-contributing sites.

Boundaries for the Brown's Race Historic District have been drawn to include those remaining buildings, structures and sites associated with industrial development within the geographic area known as Brown's Race. The river gorge to the north provides a natural physical boundary for the district. The actual northern boundary follows the escarpment line to exclude the later infill area below at the river's edge. Industrial development across the gorge did not occur until the 1860's and was not directly associated with the continuum of diversified hydraulic and steam industry along Brown's Race. Further, the ethnic and cultural origins of settlement within the nineteenth-century town of Frankfort (where Brown's Race is located) were quite diverse from settlement patterns across the river. There was never a concentration of industry on the east side of the gorge, and when industry did develop there it was brewery-related.

The southwest boundary of the district partially follows Mill Street, which runs on a southeast-northwest axis from the Inner Loop to Brown Street. The boundary extends further southwest to include the Rochester Button Factory Buildings. Across State Street is a large parking lot that serves Eastman Kodak. The world headquarters of Eastman Kodak is excluded because of its distinct and independent development as a camera and film industry that is not related to Brown's Race. The southwest boundary also excludes a modern television studio and a retail complex, both of which are not associated with commercial development spurred by Brown's Race. The southeast boundary excludes a modern rectangular transformer facility and is delineated by a railroad right-of-way beyond which is the Inner Loop Expressway. The existing race passes under the railroad and expressway and is included in the district from the point at which it meets the river.

The northwest boundary of the district excludes a non-contributing and highly altered commercial building on the corner of Platt and State Streets. This building is unrelated

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to the industrial context of Brown's Race and was not constructed within the period of significance. A large parking lot is also excluded, beyond which are located extraneous commercial structures unrelated to industrial development within the race area. Finally, the gigantic hydroelectric complex (Beebee Station) is excluded because the context for public utility development and hydroelectric technology has been identified as a distinct category and should be considered separately in the context of hydro development along the entire Genesee River corridor. The Platt Street Bridge (structure #31) is included as an excellent example of iron truss bridge technology that had an impact on transportation within Brown's Race during the period of significance. The proposed district boundaries either follow existing natural boundaries or streets across which are located large open spaces or non-contributing features.

The street known as Brown's Race is located near the rim of the Genesee River gorge and runs southeast to northwest (Map 2). At the southeast terminus of the street, the open portion of Brown's Race (structure #19) curves eastward to the river. Brown's Race Street follows and is built over the original channel of Brown's Race. Commercial Street, Furnace Street and Platt Street all intersect Brown's Race Street and run parallel in a southwest to northeast direction. Mill Street is roughly parallel to Brown's Race Street and is located between that street and State Street, the southwestern boundary of the district. Volt Place is a narrow alley which is located on the northwest side of the Upper Falls Office Building (250 Mill Street, building #7) and forms a portion of the district boundary in that area.

The buildings cradled next to the river gorge on the northeast side of Brown's Race and northwest side of Commercial Street command magnificent views of the upper falls and river gorge. The Phoenix Mill (104 Platt Street, building #4), Rochester Water Works (74-78 Brown's Race, building #3), Rochester Gas & Electric maintenance shops (48-72 Brown's Race, building #2) and Triphammer ruins (40 Brown's Race, building #1) have no setback and the rear elevations are situated directly on the gorge escarpment. The Gorsline Building (4-18 Commercial Street, building #16) is spectacularly sited directly next to and overlooking the ninety-six foot high waterfall.

In size, scale and massing, the buildings range from the massive L-shaped, six-story Gorsline Building to the one-story maintenance sheds which are low in scale and have horizontal massing.

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The buildings exhibit a wide range of building styles including High Victorian, Romanesque, industrial vernacular and modern. The Rochester Water Works is a fine example of High Victorian architecture with sandstone trim, Gothic-arched front entrance and distinctive cast-iron cornice with bracketed frieze. The Romanesque Revival Gorsline Building features a cornice with dentils and blind arcades, segmental-arched windows with polychrome brickwork and Roman-arched triple windows. The Phoenix Mill exhibits a vernacular influence and has evolved through several rebuilding cycles occasioned by fire or partial demolition. Three exterior walls are of stone while the fourth is brick. This building features brick corbels and unusual twelve-light single sash with thick wood mullions and muntins. The Rochester Gas and Electric maintenance shops are functional modern cubic buildings with little ornamentation.

Archaeological potential for remains of industrial artifacts underneath the non-contributing maintenance shops is extremely high since development occurred on this site as early as 1828. Also located on the northeast side of Brown's Race is the archaeologically significant Triphammer site. The Triphammer, built by the Brown brothers in circa 1826, was the oldest intact stone building within the district. This building burned in 1977 and was subsequently demolished with the exception of portions of the southeast wall which remain extant. A water wheel remains in situ in its wheel pit adjacent to and below Brown's Race. This site offers a high potential for archaeological investigation and predictive capability within the area. Other areas of high archaeological potential adjacent to the gorge include the parking lots (42-48 Commercial St. and 20-30 Brown's Race, site #'s 23 & 24) between the Gorsline Building and the Triphammer site, as well as the parking lot at 80 Brown's Race (site #22) located over the old Granite Mill foundations.

The two contributing structures within the historic district are the intact, open portion of Brown's Race (structure #19), which extends east from Commercial Street to the Genesee River, and the Platt Street Bridge (structure #31), which spans the river gorge. The race is a stone-lined water channel thirty feet wide and five feet deep which extends under a railroad right-of-way to the Central Avenue Dam. The Platt Street Bridge is a double intersection lattice deck truss bridge consisting of five iron trusses on trestle bents. Overall length of the bridge is 858 feet. The Platt Street Bridge has been converted to pedestrian use and retains its original cast and wrought-iron

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pedestrian railing.

The southwest side of Brown's Race features two contributing buildings which front on the street with little or no setback. The former Granite Mills Office Building at 81 Brown's Race (building #6) is a one-story brick vernacular industrial building with Roman-arched doors, segmental-arched, paired windows and a frieze of brickwork in a blind arcade. The old J&H Screw Company (building #5) was housed in a vernacular one-story shed-roofed brick building at 25 Brown's Race. Originally the site of the forge shop for the Kidd Iron Works prior to 1875, the present building has a front entrance with a stone sill and a blocked oculus on the north wall.

Mill Street, southwest of and parallel to Brown's Race, also follows a northwest-southeast axis. Architecture along this street illustrates a variety of vernacular stone and brick industrial styles. The Upper Falls Office Building (building #7) inside the northwest edge of the district is a five-story ashlar stone industrial building with a mansard roof over a projecting brick frieze band. Built circa 1865 as a tool factory, this building features nine-over-nine double-hung sash with stone sills and lintels. The three-story building at 234 Mill Street (building #8) was originally a saw factory and features a mansard roof clad with asphalt shingles, a frieze of brickwork with corbels and a projecting pressed metal cornice. The Parry Machine Building (building #10) at 222-230 Mill Street is a four-story vernacular brick factory that was originally built as a barrel machine works. This post-Civil War building is an example of the trend toward brick construction with an elaborate corbelled frieze and wide brick piers.

Offering a decided contrast to the brick construction of the Parry Machine Building is the stone Selye Fire Engine Factory at 206-208 Mill Street (building #11). This narrow building best illustrates the type of construction existing along Brown's Race prior to 1860. The lower two floors are coursed stone rubble while the upper two stories are random ashlar. Loading doors are evident on each floor along with a hoist & pulley and iron tie rods. The Lafler Building (building #12) at 194 Mill Street formerly housed the Richard Whalen & Company tobacco factory and consists of a one-story front section with a larger two-story addition to the rear. The front section features a cornice with dentils and two-over-two double-hung sash with stone lintels. The rear section has six-over-six double-hung sash with segmental arches. Located on the corner of Mill and Commercial Streets is the commanding Phillip's

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Process Building (building #13), a large six-story brick vernacular factory building with an unusual Richardsonian Romanesque corner column of rusticated sandstone. Paired segmental-arched windows appear between brick piers and the projecting cornice is ornamented with brick corbels.

Four contributing parking lots (site #'s 25, 26, 28 & 29), the former locations of the Junius Judson Power Company, Wilsea Works, Dan Sohn Machine Company and Brunswick Hotel, respectively, have high archaeological potential for subsurface remains of former buildings related to those specific uses. A non-contributing windowless concrete building cast with vertical metal grooves is located at 232 Mill Street (building #9).

Two contributing buildings at 294 and 300 State St. face southwest and are excellent examples of early-twentieth-century structural grid construction. Both buildings formerly housed the Rochester Button Factory, reputedly the world's largest manufacturer of apparel buttons. 300 State St. (building #17) is a six-story, unglazed brick structural grid industrial building with brick piers, one-over-one double-hung sash with segmental arches and double doors featuring sidelights and a transom in oak and glass. The wide cornice contains a window band above a frieze of brick corbelling and dentil arches. The smaller structural grid building at 294 State Street (building #18) also has brick piers and segmental-arched windows. The main entrance consists of a Roman-arched door with a blocked oculus visible over the arch.

The two remaining contributing buildings within the district are located on Commercial Street, which runs within the district on a southwest-northeast axis between Mill Street and the Genesee River. The former Caldwell Office Building at 51-59 Commercial Street (building #15) is a six-story vernacular industrial building with segmental-arched windows on the top floor. Other windows are paired six-over-six double-hung sash with flat iron lintels and stone sills. Formerly the power house for the New York Railway Company, the one-story building at 64 Commercial Street (building #14) features Roman arches with molded brick voussoirs, massivé rock-faced ashlar lintels on trabeated window openings and a crowstepped gable end with steps decreasing in height as they ascend. The northeast wall of this building conforms to the convex wall of the water channel as the race curves in from the river source.

The Brown's Race Historic District retains a high level of visual, physical and archaeological integrity. Most of the contributing resources are intact buildings and structures that

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have not been altered since the period of significance. Those that have been subject to change, such as the Phoenix Mill or the Platt Street Bridge, have been modified in modest ways that are not overly obtrusive. Although the district does incorporate a number of modern non-contributing buildings, most of these are small in size and modest in ornamentation and signage. The district retains an identifiable orientation and cohesiveness despite the presence of these elements. The exposed remains of the race and the Triphammer water wheel evoke a sense of the other archaeological resources of the district that are not visually apparent.

An annotated building list describing each of the buildings and features in the historic district follows. Dates are arranged according to the following order: (1) date of earliest construction; (2) date of modification, and; (3) date (in parentheses) of the earliest known construction which could yield subsurface remains.

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BUILDING LIST

Brown's Race (northeast side)

1. 40 Brown's Race c. 1818; modified 1837,
Photo No.: 1881, 1976, 1983; (1807)

Triphammer Site. Originally a four-story, twenty-bay, side-entrance stone building constructed by Matthew Brown circa 1818 for use as a scythe factory. Later uses included manufacture of fire engines and plastic bags. Triphammer burned in 1978 and was partially demolished. The contributing site retains one original stone wall, an original water wheel in its pit, and a high potential to yield further archaeological remains.

2. 48-72 Brown's Race. 1936; (1828, 1834 and
Photo No.: 1851)

R G & E Maintenance Shop. The maintenance shop has a two-story, eight-bay central section flanked on either side by one-story brick wings. The shop is a non-contributing building because it dates outside the period of significance. Documentary evidence suggests the shop is located on the site of earlier nineteenth-century buildings. This contributing site has a high potential of producing foundation walls, wheel pits, or other remains from the earlier mills that occupied the site.

3. 74-78 Brown's Race. 1873; (1820)
Photo No.:

Rochester Water Works. The water works has a two-story, three-bay brick facade with a Gothic-arched front entrance, Gainesville sandstone trim and a distinctive bracketed cast-iron cornice. This contributing building was designed by A.J. Warner as a high-pressure water system for fire protection. Documentary evidence indicates that the foundations of earlier buildings were removed in 1873. It appears unlikely that any archaeological remains exist beneath the building.

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4. 104 Platt Street
Photo No.:

c. 1818; mod. 1840, 1892
(1807)

Phoenix Mill. The mill is a contributing building which has a four-story, eight-bay side entrance facade with a stone foundation. Three walls are of coursed stone while the south wall is brick with stone quoins. Other features include brick corbels along the cornice and twelve-light single-pane sash with thick wood mullions and muntins. Built on the former location of the 1807 Harford Mill, the building stands on a contributing site which has a high probability of yielding subsurface industrial remains.

Brown's Race (southwest side)

5. 25 Brown's Race
Photo No.:

1875

J & H Screw Shop. The shop is a one-story shed-roofed brick building attached to the adjacent Lafler Building (194 Mill Street) by a concrete block hyphen. This contributing building has a front entrance with stone sill and a blocked oculus on the north facade. Prior to 1875, the forge shop of the Kidd Iron Works was located on the site. Documentary evidence indicates that this location has a low potential for subsurface archaeological remains.

6. 81 Brown's Race
Photo no.:

c. 1906; mod. 1986;
(1875)

Granite Mills Office Building. The office building has a one-story brick front entrance facade with Roman-arched doors, paired segmental-arched windows and a frieze of brickwork in a blind arcade. This contributing building formerly housed the H.G. Davis Granite Mills offices. Documentary evidence indicates that this location has a low potential for subsurface industrial archaeological remains.

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Mill Street (northeast side)

7. 250 Mill Street 1865; mod. 1980
Photo No.:

Upper Falls Office Building. Formerly the Barton Edge Tool Factory, this contributing building has a five-story, six-bay stone facade with a mansard roof, projecting brick frieze band and nine-over-nine trabeated double-hung sash with stone sills and lintels. Documentary evidence indicates that this site has a low potential for subsurface industrial archaeological remains.

8. 234 Mill Street 1875
Photo No.:

The small contributing building on the corner of Mill and Platt Streets has a three-story, four-bay facade with mansard roof, projecting cornice with corbelled frieze and four-over-four double-hung sash with segmental arches. Documentary evidence indicates that this location has a low potential for subsurface archaeological remains.

9. 232 Mill Street 1978; (1851)
Photo No.:

Holly Pump Station. The pump station, a non-contributing building, has vertical steel grooving over concrete block and is windowless. This modern building was constructed outside the period of significance and serves as a pumping station for fire hydrants. Documentary evidence indicates that the location has a low potential for subsurface industrial remains.

Mill Street (southwest side)

10. 222-230 Mill Street c. 1851; mod. c. 1870
Photo No.:

Parry Machine Building. Formerly the Rochester Barrel Machine Works, the contributing building has a four-story, seven-bay front entrance facade with projecting cornice, corbelled frieze, brick piers, extant loading doors and two-over-three double-hung sash with stone sills and lintels. Documentary evidence indicates a low potential for subsurface industrial remains.

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11. 206-208 Mill Street
Photo No.:

1826; mod. 1868

Selye Fire Engine Factory. Formerly a fire engine factory, the stone building has a four-story, thirteen-bay side entrance facade, projecting cornice with dentils, prominent brick shaftway with round windows, loading doors on each floor with hoists & pulleys and six-over-six double-hung sash with stone sills and lintels. This contributing building is the earliest and only intact example of vernacular stone construction within Brown's Race. Documentary evidence indicates that this contributing site has the potential to yield remains of a power transfer system from across the race.

12. 194 Mill Street.
Photo No.:

1881; (1851)

Lafler Building. The former tobacco factory is a contributing building that has a one-story, three-bay front section with a larger, two-story rear wing. The front section features a brick cornice with dentils and two-over-two double-hung sash with stone lintels. The rear section has six-over-six double-hung sash with segmental arches. The building housed the Lafler Engraving Company until recently and is a fine example of vernacular industrial architecture commonly found within Brown's Race. Documentary evidence indicates this location has a low potential for subsurface industrial remains.

13. 190-192 Mill Street.
Photo No.:

1881; (1851)

Phillip's Process Building. Formerly a paper box factory, this six-story, six-bay contributing building features brick piers, a Richardsonian Romanesque corner column, wide one-over-one double-hung sash with segmental arches on the first floor, paired two-over-two double-hung sash with segmental arches on the upper floors and a plain projecting cornice with brick corbels. The building currently houses Bircher, Inc., and the Phillip's Process Company, makers of carbon paper and typewriter ribbons. Documentary evidence indicates that this location has a low potential for subsurface industrial archaeological remains.

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Commercial Street (northeast side)

14. 60-64 Commercial Street c. 1890; (1851)
Photo no.:

Caldwell Plant #4. Formerly the power house for the New York Railway Company (trolleys), this contributing building has a one-story, eight-bay facade with Roman arches and molded brick voussoirs, massive rock-faced lintels on trabeated openings and a crowstepped gable end. The northeast wall conforms to the curve of the race. Documentary evidence indicates this location has a low potential for subsurface industrial remains.

15. 51-59 Commercial Street 1880; (1836, 1875)
Photo No.:

Caldwell Office Building. Now owned by Eastman Kodak, the six-story brick contributing office building has a four-bay front entrance facade with a mixture of six-over-six double-hung sash with segmental arches and paired six-over-six double-hung sash with flat iron lintels and stone sills. Documentary evidence indicates this location has a low potential for subsurface industrial archaeological remains.

Commercial Street (northwest side)

16. 4-19 Commercial Street. 1888; (1851)
Photo No.:

Gorsline Building. Formerly the Williams & Hoyt Shoe Company, this contributing building is a six-story brick Romanesque Revival factory with two wings roughly L-shaped, a lower floor of stone and a two-story oriel on the south face. The cornice features dentils and arcades while the top floor has Roman-arched triple windows. The old Steam Gauge and Lantern Company was located here and documentary evidence indicates this contributing site has a high probability for remains of industrial machinery in two deep shafts and possible wheel pits from early sawmills.

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State Street (northeast side)

17. 300 State Street 1905
Photo No.:

Rochester Button Factory. This contributing building formerly housed the world's largest manufacturer of apparel buttons and is a fine example of early twentieth century brick structural grid construction. The six-story factory has a six-bay, front entrance facade with brick piers, a projecting cornice and distinctive double doors with sidelights and transoms in oak and glass. The cornice is articulated by a band of windows and brick corbels. Documentary evidence indicates this location has a low potential for subsurface industrial archaeological remains.

18. 294 State Street. 1905
Photo No.:

Rochester Button Factory. Originally part of the Rochester Button Factory complex, this four-story, three-bay structural grid industrial contributing building has a front entrance facade, brick piers, and a Roman-arched door capped with a blocked oculus. Windows on the first three floors are paired with segmental arches while straight lintels appear on the fourth floor. Documentary evidence indicates this location has a low potential for recovery of subsurface industrial remains.

19. (no street address) 1816; mod. 1900-1935,
Photo No.: portions filled in after
1945.

Brown's Race. The raceway is a contributing structure which is a portion of the original millrace built by the Brown brothers in 1816. The race was initially 1221 feet long (later extended to 1386 feet), thirty feet wide, with an average depth of five and one-half feet. The water channel is lined with stone and mortar and is the only remaining visually accessible millrace in Rochester. A portion of the race is buried under Brown's Race Street. This contributing site could be expected to disclose race excavation and repair techniques, methods of closing off access to the race, tailrace locations and bridge/cover types.

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Brown's Race (northeast side)

20. 4 Brown's Race 1913
Photo No.:

Trash Rack and Forebay. This one-story gable roofed concrete block building is non-contributing because it was constructed outside the period of significance and is architecturally undistinguished. Documentary evidence indicates the location has a low potential for subsurface industrial archaeological remains.

21.-34 Brown's Race. 1914
Photo No.:

This concrete block building is non-contributing since it was constructed outside the period of significance and is architecturally undistinguished. Documentary evidence indicates this contributing site has a high potential for subsurface industrial remains since the Kidd Iron Works was located on and around this site.

22. 80 Brown's Race. (1835)
Photo No.:

This unpaved parking lot is a contributing site which formerly was the location for the Granite Flour Mill, built in 1835 and razed circa 1924. The foundation and tailrace are still visible on the gorge escarpment. The site has a high potential of producing foundation walls, wheel pits or other remains from the Granite Mill.

23. 42-48 Commercial Street (1846)
Photo No.:

This macadam parking lot was formerly the site of the Rochester Cotton Mills, built in 1845-46. In 1902, the Rochester Gas and Electric Company bought the building and leased it to the Frankel Brothers storage business. The building was razed in 1940 for parking. The contributing site has a high potential of producing foundation walls, wheel pits and other remains from the mill that occupied this site.

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24. 20-30 Brown's Race
Photo No.

(1830)

This macadam parking lot was formerly the site of the Kempshall & Bush furnace, built circa 1830. Between 1850-1874, the William Kidd Foundry and Steam Engine Company occupied the works and, in 1874, the buildings were purchased by William Gleason, whose William Gleason Tool Company still manufactures bevel gear cutting and grinding machines. By 1918, the Rochester Heel Company operated from the buildings and, in 1957, the buildings were razed for parking. This contributing site has a high potential of producing subsurface foundation walls and other remains related to the manufacturing complex that occupied the site.

Mill Street (northeast side)

25. 198-200 Mill Street
Photo No.:

(1875)

This macadam parking lot was formerly the site of the Junius Judson Power Company, which also occupied the adjacent building at 206-208 Mill Street. It appears that several smaller manufacturing buildings were on the site at various times prior to 1957 when the parking lot was created. The contributing site has a high potential for producing foundation walls or other remnants of the earlier buildings that occupied the site.

26. 218-220 Mill Street
Photo No.:

(1851)

This macadam parking lot was formerly the site of the Willsea Works, machine manufacturers. The brick factory was razed in the early 1980s. Documentary evidence indicates the contributing site has a high potential for subsurface industrial remains related to the machine tool industry.

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27. 246-248 Mill Street (1842)
Photo No.:

This macadam parking lot was once the site of the Francis Peacock Dye House, built in 1842. In 1849, the building was occupied by the Daniel Leary Dye House, which continued in operation at this site until the 1960s. Prior to 1980, the buildings were torn down and the parking lot installed. This contributing site has a high potential for producing subsurface foundation walls and other remains related to the cleaning and dye businesses that occupied the site.

28. 236 Mill Street (1851)
Photo No.:

This macadam parking lot, situated at the northeast corner of Mill and Platt Streets, was the site of the Dan Sohn Machine Company. Constructed in 1889, the building was torn down circa 1980. This contributing site has a high potential for producing subsurface foundation walls and artifactual remains illustrative of the machine shop industries which previously occupied the site.

Commercial Street (west side)

29. 66 Commercial Street (1875)
Photo No.:

This small macadam lot situated between the Caldwell Office and Phillip's Process Buildings was occupied prior to 1875 by a brick building owned by Jonathan Calihan. By 1888, this building housed the Brunswick Hotel. By 1958, the building was gone. Documentary evidence indicates this non-contributing site has a low potential for subsurface industrial archaeological remains.

30. 14-18 Commercial Street (1867)
Photo No.:

By 1867, a stone building occupied the site which, in 1888, was a paper box factory. The building became part of the Gorsline complex in 1888 and was occupied by the Williams & Hoyt Shoe Co. until well into the twentieth century. The building was gone by 1958. Documentary evidence indicates this non-contributing site has a low potential for subsurface remains.

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Platt Street (northeast extension)

31. (no street address) 1891

Platt Street Bridge. The bridge, completed in 1891, consists of five iron deck trusses on trestle bents with abutments of rough-faced coursed ashlar. This contributing structure features double intersection lattice truss construction and, in 1983, was converted from vehicular to pedestrian use when a concrete deck was poured. The original railings were retained. Total length of the bridge is 858 feet across the Genesee River Gorge.

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FOOTNOTES (Item 7)

1. A rapids higher up the river was also known as the upper falls. This rapids no longer exists. The term "upper falls" is used in the text to denote the ninety-six foot high waterfall next to Brown's Race.

Certifying official has considered the significance of this property in relation to other properties.

nationally statewide local

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

HISTORIC ARCHEOLOGY
ENGINEERING
INDUSTRY
ARCHITECTURE

Period of Significance

1815 to 1910

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Brown's Race Historic District, located along the Genesee gorge at the Upper Falls in the city of Rochester, Monroe County, New York, is historically, architecturally and archaeologically significant as a rare, largely intact, cohesive grouping of buildings, structures and sites representative of nineteenth-century hydro-powered industrial development. The district contains 15 contributing buildings, 2 contributing structures and 14 contributing sites, including an intact, partially visible, early nineteenth-century race with a number of associated visible spillways excavated out of the limestone escarpment; a number of associated archaeological sites, including the exposed Trihammer ruins with its intact water wheel in place; and a collection of nineteenth and early twentieth century buildings and structures either directly associated with the race, or associated with the later industrial development of the district. The district contains 4 non-contributing buildings and 2 non-contributing sites. The area along the Upper Falls of the Genesee River, recognized as a premier locale for milling enterprises, was a major focus of development in the early nineteenth century. In 1815 and 1816, Matthew and Francis Brown constructed a race at this location and, by 1835, at least nine mills were situated on Brown's Race. The industrial potential provided by the Genesee River transformed Rochester from a small settlement to a major trading center during this period. The city was particularly known for flour production, relying on the rich agrarian production of the Genesee Valley, the mill power provided by the river, and the Erie Canal water transport to rise to economic preeminence in the region. During the latter nineteenth century, milling declined and was replaced by other industries which could better utilize new technology. The Brown's Race Historic District represents a collection of resources that are rare survivals from this period of Rochester's history. Brown's Race is the only structurally intact, visible race remaining in Rochester,

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and one of only two raceways known to be preserved in an archaeological context. The Triphammer ruins contain the only known in situ nineteenth-century water wheel in the city, and the remaining buildings and structures associated with the race constitute one of the most cohesive assemblages of mid-to late-nineteenth-century industrial architecture in the area. The district is historically significant in recalling the origins, development and transformation of industry in the city of Rochester during the period 1815 to 1910. The character, organization and pace of this development are embodied in the individual buildings and structures -- which relate to distinctive episodes from this past era -- and in the organization and relationship of the resources as a whole, which evoke a sense of the historical process. The district is archaeologically significant for preserving a set of historic sites that have yielded, and are likely to yield, information relative to this significant historic context. This includes the remains of nineteenth-century millrace technology that is rarely preserved architecturally. These archaeological remains elucidate poorly documented specifics concerning the materials, design and technology of race and mill construction, and are likely to yield additional information of this kind relevant to the study of technological change over time. The district is architecturally significant as a representative collection of nineteenth-century vernacular industrial buildings. Of stone and brick construction, the buildings of the Brown's Race Historic District record the simplicity and utilitarianism characteristic of nineteenth-century industrial architecture. Although elements of High Victorian, Second Empire and Romanesque detail are evident, the principal emphasis was mass and function, rather than style. The orientation of the architectural resources, situated in a linear fashion along either side of the race, creates a cohesive district that embodies the historical development of hydro-powered industry in nineteenth-century Rochester.

GENERAL HISTORY

The Phelps's & Gorham Purchase

The earliest locational documentary reference to the Genesee River may be found on Samuel de Champlain's 1612 map, a result of the efforts and observations of his scout, Etienne

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Brule, who is believed to have travelled through the Genesee region circa 1609. The falls first appear on the legends of the 1670 map of the Great Lakes region produced by the Sulpitian missionary Galinee, a companion of Rene-Robert Cavalier, Sieur de la Salle (La Salle). They subsequently appear on the Jesuit missionary Peter Raffeix's 1688 map of rivers as far west as the Mississippi River, and on Francois Pouchot's 1758 map of Lakes Erie and Ontario and the territory to the south as far east as the Connecticut River.

The area around the Upper Falls of the Genesee River that would develop into the city of Rochester was originally part of the Phelps's and Gorham Purchase of 1788. Prior to 1788, both Massachusetts and New York claimed jurisdiction over the Genesee region in western New York. In 1786, a negotiated settlement was reached between the two states at Hartford, Connecticut that upheld New York's jurisdiction but allowed Massachusetts the preemption title to all land west of Seneca Lake including the Genesee country. In May of 1788, Oliver Phelps and Nathaniel Gorham purchased the New York preemption rights from the Massachusetts legislature for 300,000 pounds. Through perseverance and hard work, Phelps and Gorham acquired legal title and triumphed over their competitors for the highly sought land.

In addition to their acquisition efforts, Phelps and Gorham also realized the necessity of peaceful coexistence with Indian tribes in western New York. In July of 1788, Oliver Phelps negotiated a treaty with the Indians known as the "Buffalo Creek Treaty." As part of the treaty, Phelps agreed to reserve one hundred acres somewhere along the Genesee as a mill tract. This tract was given to Ebenezer "Indian" Allen who, in 1789, became the first white settler in the Genesee region. Allen was required to build a sawmill and gristmill on the chosen site, which today is located near the center of downtown Rochester next to the Genesee River. Although the mills eventually failed, interest in the area increased as more settlers arrived.

By 1791, Phelps and Gorham had sold most of their unpurchased holdings to Pulteney Associates, a British land brokerage firm.¹ Pulteney Associates subsequently hired a Scot, Captain Charles Williamson, as their land agent in western New York. Williamson extensively advertised the area and also constructed a road through northern Pennsylvania to provide easier access to the Pulteney holdings. In 1800, three partners from Hagerstown, Maryland, rode north along this road to inspect the Genesee country and, in 1803, Nathaniel Rochester, Charles

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Carroll and William Fitzhugh purchased the original tract of Ebenezer Allen near the Upper Falls of the Genesee River. In 1811, the "one hundred acre tract," as it was called, was finally converted into town lots and, by 1812, the new village which would become Rochesterville had appeared. Because of its advantageous location astride the Genesee River, Rochesterville developed into the leading commercial and manufacturing center of the Genesee region. The river provided a major transportation corridor to Lake Ontario and was a convenient source of water power for the early mills which fueled the village's rise to economic preeminence within the area.

Early Mills

An obvious location for mill construction was the original one hundred acre tract of Ebenezer Allen within the future city of Rochester (Map 3). The area had three waterfalls with an overall drop of 260 feet (79.2 meters) in the Genesee River. Allen found a natural channel of water leading around an island in the Genesee and constructed a flume from this channel to his overshot wheel. This early mill was evidently not very efficient, since an English visitor of 1798 recorded; "The gristmill is very ill-constructed; it is erected too near the bed of the river, and the race is so improperly managed that it is dry in summer, and liable to backwater in winter. It contains but one pair of stones...This mill at present is not able to grind more than two bushels a day; were it in good order, it would grind sixty."² The mill was also extremely difficult to reach for farmers laden with bags of grain. By 1803, the mill was deteriorated and unoperational. Not until 1813 would more mills be erected near this site.

In 1807, an Englishman named Charles Harford bought one hundred acres of land north of the original tract of Ebenezer Allen including the Upper Falls of the Genesee. Harford constructed a mill on the site and cleared land for development. A description of this mill has been left by an early settler: "The main wheel was a tub-wheel; in the top was inserted a piece of iron called the spindle, and the stone that ran rested upon it, so that, in raising or lowering the stone to grind coarse or fine, the whole wheel (which was a monster), with the stone upon it, had to be raised with the bottom timbers. This was done with a monstrous lever which run (sic) the whole length of the mill."³ Charles Harford sold his land and mill in 1810 to Matthew and Francis Brown, two enterprising brothers who

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promptly proceeded to lay out a town with Brown's Square as its centerpiece. This village was known as Frankfort, an early rival to Rochesterville. When Rochesterville was officially incorporated in 1817, Frankfort was annexed. In addition to founding the village of Frankfort, the Browns also enlarged Harford's Mill to three runs of stone and, in 1816, completed the raceway which today bears their name.

Matthew and Francis Brown

Matthew and Francis Brown were key figures in the early life of Rochester. Originally from Massachusetts, the family had moved to Rome, New York, in 1794. In 1810, land was purchased along the west bank of the Genesee where Matthew and Francis Brown soon relocated. They quickly conformed to the pattern of "family capitalism" that was the basis for economic development within the village and surrounding area. As Paul E. Johnson has observed in A Shopkeeper's Millenium, "Rochester entrepreneurs shared the risks and rewards of enterprise with others -- usually relatives and long-term associates. Individual fortunes were meshed with social networks that linked wealthy families with each other and with similar families in the hinterland, and entrepreneurial behavior was typified by caution and cooperation, and not by ungoverned individual ambition. The result was a remarkably orderly and closed community of entrepreneurs."⁴

Because the Browns capitalized on membership within the top socioeconomic strata of Rochester society, they became respected community leaders. Francis, a militia leader during the War of 1812, submitted the initial Monroe County charter application to the New York legislature in 1815. The application was approved by the legislature in 1821 and Monroe County was officially created. Francis was elected first president of the village board of trustees when Rochesterville received its village charter in 1817. Matthew Brown was also prominent as a civic leader in addition to his activities as an economic developer and banker. When Francis stepped down from the board of trustees in 1820, Matthew was elected its second president. From 1817-1824, the Brown brothers shared the board presidency (they lost it during the period 1824-1825). Matthew Brown again served in this capacity from 1825-1828 while gravitating toward the Whig philosophy in national politics. In 1828, he joined the Rochester Society for the Promotion of Temperance which affiliated with the national temperance movement of Lyman

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Beecher. Old Rochester families were instrumental in the local movement, which sought to restrain the alcoholic excesses of many workmen and drifters within the community. As a result of their diverse activities, the Browns dominated the first decade of political activity in Rochester and, following the death of Francis in 1824, Matthew achieved further prominence as the "elder statesman" of an old and respected Rochester family.

Construction of Brown's Race

In 1815, the Brown brothers organized the Genesee Manufacturing Company to harness water power from the Upper Falls and, by 1816, had completed a mill race along the western escarpment of the Genesee River gorge. Maps 4 through 8 show the race at various dates during the nineteenth century. The original race was 1221 feet long, 30 feet wide and 5 1/2 feet deep. Construction of the race cost \$3868.18.5 According to an 1820 map, the race in that year boasted at least one grist mill, one cotton factory, two sawmills, a scythe mill and a distillery (Map 4). Francis Brown died in 1824 and, in 1828, the property along Brown's Race was sold as part of his estate. By then, the entire Rochester area had been transformed into a "boom town" by the Erie Canal.

The Erie Canal

The greatest single event that assured Rochester's commercial preeminence was construction of the Genesee aqueduct to carry the Erie Canal over the river within the city. The aqueduct was completed in 1821 and, by 1824, the canal route between Albany and Rochester was in operation. The Erie Canal was a phenomenon in an American age beginning to experiment with the idea of internal improvements and how to fund them. The need to improve inland transportation was given impetus by none other than George Washington, who described his travels in upstate New York in a letter to the Marquis de Chastellux and further observed, "...I could not help taking a more contemplative and extensive view of the vast inland navigation of these United States, and could not but be struck with the immense diffusion and importance of it, and with the goodness of that Providence who has dealt his favours with so profuse a hand. Would to God we may have wisdom to improve them!"⁶ The ripening enthusiasm for internal improvements produced multitudinous schemes for development of inland transportation within the United States during the latter eighteenth century.

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In New York, Christopher Colles is generally given credit for first suggesting canals on the Ontario route. Colles had been lecturing as early as 1772 in Philadelphia on the subject of lock navigation and, in 1784, presented a scheme for inland navigation improvements to the New York legislature. In 1785, Colles was commissioned by the legislature to survey the Mohawk River and his subsequent recommendations went beyond the mere opening of the Mohawk to an extension of navigation all the way to Lake Erie.

In 1791, the banner for inland navigation was lifted by New York Governor George Clinton, who championed a law to authorize river surveys throughout the upstate region. As a result of this initiative, charters were granted in 1792 to the Western Inland Lock Navigation Company and the Northern Inland Lock Navigation Company for improvements to upstate New York waterways. These companies accomplished little but minor improvements before dissolving in 1797. Over the next twenty years, various schemes were discussed to improve inland transportation. In 1807, during a term in debtors prison in Canandaigua, New York, Jesse Hawley wrote several treatises, published in the Genesee Messenger, calling for exploration of the entire inland waterway route from the Hudson River to Lakes Ontario and Erie. Following these efforts, Governor DeWitt Clinton sponsored state legislation to fund a continuous canal through upstate New York. After an acrimonious debate in which it was noted that even Jefferson and Madison had expressed reservations about such a scheme, the canal bill passed in 1817, probably as a result of Madison's eleventh hour veto of John C. Calhoun's Bonus Bill, an attempt to fund internal improvements from the United States Bank bonus. The Erie Canal was financed entirely from state funds and officially opened in 1825. The "big ditch" had become a reality that facilitated prosperity for commercial centers like Rochester located along the canal route through upstate New York.

Robert M. Dalzell, Millwright

One man who symbolized the vitality of the early Rochester milling industry was the millwright Robert M. Dalzell, who actually resided within the Brown's Race Historic District at 208 State Street. According to an early traveler's guide published circa 1835, "Some of the Rochester mills...are on a scale of magnitude unsurpassed in the world; all are considered first rate in the perfection of their machinery; and so

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effective is the whole flouring apparatus, that there are several single runs of stone which can grind (and the machinery connected therewith bolt and pack) one hundred barrels of flour per day."⁷ Much of this proficiency can be traced to the skill of Robert Dalzell. Incredibly, Dalzell's obituary credits him with supervising the construction of all the flour mills in Rochester by 1873.⁸ Other accounts credit him with building at least ten of the Rochester mills.⁹ In any event, Dalzell was a major factor in Rochester's early preeminence as a world flour producer and his career illustrated the economic opportunity that existed in nineteenth-century Rochester.

Robert M. Dalzell was born in 1793 near Belfast, Ireland.¹⁰ His father, John, a leader in the Irish Rebellion of '98, felt it politic to leave Ireland rather hurriedly, since the victorious British were in hot pursuit. The elder Dalzell escaped to sea and made his way to New York. Either in 1798 or 1801, the family immigrated to the United States. The Dalzells were reunited on a small farm near Vernon, Oneida County, New York. The family lived in extreme poverty and, eventually, young Robert was apprenticed to a local millwright. In 1826, Robert moved to Rochester, where he found immediate employment in the milling industry.

Dalzell was undoubtedly lured by Rochester's status as a thriving "boom town" on the banks of the Genesee. Opportunity abounded for a talented young millwright, and Dalzell wasted no time carving his own niche in the burgeoning economy of the young city. For the next quarter century, Robert Dalzell dominated the millwright trade in Rochester. Not only did he supervise construction of numerous mills, Dalzell undertook "the task of repairing those ravaged by fire..."¹¹ After observing the slow and tedious process of unloading canal boats, Dalzell invented an elevator system for moving and storing grain. His invention was a simple mechanism of belts and pulleys operated by the mill wheel which propelled wooden buckets from the canal boats to the tops of the four-or-five story mills. Once there, the grain or corn descended inside the mill and went through successive stages of cleaning, grinding, cooling, sifting and packing until the final product rolled out in sealed barrels onto the docks without once having been touched by the miller's hand. This system was adopted in Rochester and eventually was utilized in ports throughout the United States. Dalzell never patented this system.

Robert M. Dalzell was for many years a director of the Rochester City Bank and a ruling elder of the First Presbyterian

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Church. From about 1850 until his death in 1873, Dalzell devoted most of his time to his church. Upon his death at the age of eighty, his church brethren published a highly laudatory memorial praising his strength and steadfastness of character. The role of Robert M. Dalzell in the rise of Rochester as a world flour producer has been largely ignored by historians. Without question, he was the premier millwright in Rochester and his invention of the grain elevator was of great national importance. Dalzell either built or had a hand in maintaining most of the mills in Rochester and along Brown's Race.

The Agrarian and Market Economy

Concurrent with economic growth symbolized by the arrival of the Erie Canal and Robert Dalzell was a dramatic surge in Rochester's population during the 1820's. The 1818 population of 1049 grew to 9489 only ten years later in 1828.¹² The canal enhanced Rochester's status as a market center and gave new impetus to local industry which now gained access to eastern markets. From its inception, Rochester was first and foremost an agrarian city. Urban areas within the United States prior to 1820 had been seaports, and Rochester developed as the fastest growing inland city in the country during the 1820's. This was due to the vast inland transportation improvements which extended the agricultural marketplace. Rochester was the most spectacular of the new urban centers created by the commercialization of agriculture which created a local economy fueled by milling. The mills paid cash for grain and, in turn, the farmers were eager to spend their money on goods in Rochester stores. Many of these goods were imported from New York City and beyond, but many products were supplied by Rochester craftspeople. The demand for local goods transformed Rochester into a manufacturing center. In 1823, sixty-five workshops in Rochester were manufacturing such items as guns, nails, shoes, hats, woolen cloth, wagons, furniture, farm tools, jewelry and mirrors. Most Rochester entrepreneurs consequently made their fortunes through direct dealings with farmers.

The milling industry continued to grow and mirror the general prosperity of Rochester during the first thirty years of the nineteenth century. The importance of milling to the industrial genesis of Rochester cannot be overstressed. As Blake McKelvey, Rochester City Historian Emeritus, succinctly states, "The crucial importance of mills on the American frontier has long been taken for granted but merits analysis."¹³

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As settlers moved into western New York after 1788, their priorities were to first build shelter and then clear land for planting. As McKelvey points out, most settlers bought their land with down payments and promises to pay the balance within a specified number of years. To meet their financial obligations, the settlers needed a commodity that could easily be grown and marketed. The crop in western New York that fit those specifications was grain, "provided it could be ground and barreled and transported with economy."¹⁴ Western New York, with its many streams and rivers, was ideally suited to support mills and provide transportation to outside markets. The result was a proliferation of mills along waterways throughout western New York as farmers diligently produced their primary cash crop.

However, by the early 1830's, the continuing westward migration had bypassed the area and Rochester was no longer the leading market town. Incorporated in 1834, the city's best hope for continued economic and commercial growth was to develop the industrial potential of water power and to become a fabricating and supply center for the steadily expanding western frontier. The mills were continuing to flourish and, by 1835, there were twenty-one flour mills with ninety-six pairs of millstones. Nine of these mills were located on Brown's Race. Flour production was still the most important industry in Rochester with an annual output of 500,000 barrels in the late 1830's, second only to Baltimore with a production of approx. 600,000 barrels. Twenty-four other local industrial categories had a combined capitalization roughly equal to that of the flour mills. These industries included cooper shops, sawmills, machine shops, boatyards, carpet factories, woolen mills, cotton factories, breweries, tanneries and shoemakers. None of these industries rivalled the mills in size or equipment. One of the reasons that the milling industry remained vital was the industriousness of the millers.

Prior to 1850, Rochester's millers were at the forefront of their industry. During the 1840's, they filed a dozen patent applications for various machine processes to cleanse and sift different wheat by-products such as bran. The Haxall process, a method for more efficient grinding of wheat, was introduced into the Rochester mills. These innovations were important but, without a doubt, the most dramatic technological discovery of benefit to the Rochester millers was the telegraph, a device which made flour prices in New York City exchanges immediately available. According to McKelvey, the situation was ironic because, "the new western millers gained access to the same

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intelligence on shifting prices and, because of the greater supplies available to them, progressively pulled ahead of their Rochester competitors in the 1850s.¹⁵ Technology, in some instances, was a mixed blessing. The preeminence of the milling industry was also seriously challenged at this time by the rise of foundries and machine shops.

Changes in Rochester Industry

Even as early as 1835, it was apparent to some that Rochester's industrial future was not inextricably linked to the fortunes of milling. Henry O'Reilly observed, "The flouring business, although it is that for which Rochester is at present most celebrated, is by no means of such importance to the real welfare of the city as the other branch of manufactures."¹⁶ In 1846, eleven iron foundries turned out products weighing 2,890 tons and machine shops employed 759 men while producing goods valued at \$748,000.¹⁷ Many products such as edge tools, household fixtures, stoves, steam engines, threshers, separators and agricultural implements were produced and sold within the local Rochester market. Also during the 1840's, beginnings were made in the shoe, clothing and nursery industries which would become staples of the Rochester economy. A steam engine factory appeared by mid-century along with the Rochester Gas Light Company. Milling was indeed the most respected industry in Rochester at this time, but its decline was already noticeable while other industries moved to fill the vacuum.

In the 1850's, waterpower continued to turn more wheels in the city than ever before, long after most other cities had converted from water to steam power. In 1855, twenty-two mills were in rumbling operation within Rochester and twelve of these were along Brown's Race. However, industry within the race area following 1851 mirrored the general trend away from water-power as machine shops, foundries and dyeing establishments moved into the Brown's Race district.

Following the Civil War, Rochester industry continued its growth during the latter half of the nineteenth century. The nursery, clothing and shoe industries continued to expand while the newspaper industry added a fifth daily paper to the Rochester scene. Four tanneries provided leather for the shoe and boot industries while the invention of the sewing machine revolutionized the sewing of shoe uppers and the clothing industry as a whole. Metalworking and tooling industries continued to develop while Rochester's nurseries emerged as the

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largest in the country. Although the New York Central Railroad exercised a general monopoly on Rochester's railroad traffic, municipal credit was used to encourage development of other rail networks to bring Pennsylvania coal to fuel an industrial complex that had increasingly outgrown the water power of the Genesee River. This changing industrial focus in Rochester also affected the Brown's Race area. Of the twenty buildings in the district that were either modified or newly constructed between 1867-1890, only about five appear to have relied on waterpower. This trend toward new technology eventually created a general decline of industry along the river corridor.

The 1890's witnessed the apotheosis of changing industrial technology in Rochester. Spurred by an industrial revolution in high gear by 1890, Rochester businessmen evinced a new interest in inventions and patents. This was especially true in the photographic and optical industries with the expansion of both Eastman Kodak and Bausch & Lomb. Devices patented locally in other fields during these years included bicycle locks and brakes, safety devices for trolley cars, electric signal and alarm systems, a ballot machine and meters & gauges of all sorts. James G. Cutler invented the mail chute which burgeoned into a major industry. Taylor Brothers supplied thermometers and other gauges to the expanding U. S. Weather Bureau while buying up the patent rights of other companies and moving the plants to Rochester. This tremendous expansion and diversification of commercial and industrial activity meant that only the most specialized of industry could survive in an area as restricted as the river corridor and Brown's Race. Electric power replaced hydraulic power while increased production of steel made iron foundries obsolete. Predictably, industrial activity spread elsewhere and many of the old traditional businesses declined and were not readily replaced. Milling, which lasted until circa 1940, was no exception.

In 1890, the millers were swimming against the changing technological tide in addition to their own problems as an industry. They had always fought market fluctuations, drought, fire and competition. Farmers in the Genesee region had responded to change by shifting to cattle and sheep as an alternative to grain crops. As the region's market town, Rochester had developed wool and leather industries in response to the influx of new raw materials from the farms. This shift away from grain crops had meant less raw product for the mills. As competition increased and grain production declined, the Rochester flour producers actually increased production from

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fewer mills because of a new roller process for grinding introduced during the 1880s. This could not last indefinitely and, following the Panic of 1893, the number of Rochester mills in 1900 dropped to fourteen.¹⁸ As a result of stiff production regulations enforced during World War I and the stock market crash in 1929, the total number of mills in Rochester dropped to six in 1930.¹⁹ By the 1940s, all the mills in Rochester were gone. The old Ebenezer Allen mill of 1789 had been the distant precursor of an industry which survived for almost 150 years within Rochester and, more than any other, shaped Rochester's industrial identity and vitality.

LOCAL AND REGIONAL CONTEXT

The collection of resources within the Brown's Race Historic District are rare survivals from Rochester's nineteenth-century industrial heritage. The intact, open portion of the race (#19) represents the last remaining water-filled raceway that is visible anywhere in Rochester. The Lower Falls Mill and Industrial Site contains one other Rochester race which has been archaeologically examined. The Triphammer site (#1) contains the only known in situ nineteenth-century water wheel of its kind within the western New York region. Remaining buildings and structures are rare examples of middle-to late-nineteenth-century industrial architecture.

There were at least three other millraces located within Rochester during the nineteenth century.²⁰ The natural water channel located on the west side of the Genesee that had originally served Ebenezer Allen was enlarged and improved by Josiah Bissell and the Ely brothers in 1814. In 1817, the Johnson race was constructed on the east side of the Genesee near present day Court Street. "Cleveland's Course" was constructed near the brink of the Upper Falls across from Brown's Race. Two other races were located at the Lower Falls outside Rochester, one of which became the focus of a study by Rochester Museum & Science Center industrial archaeologists in 1984. Data from this study has provided useful information relevant to further archaeological analysis of Brown's Race, which remains the most intact example of all the Rochester millraces.

The Triphammer site contains a unique resource rare within Rochester and the surrounding region. A large overshot water wheel was found in situ in a sealed chamber below the level of the race. This wheel and the larger site are without comparison

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in western New York and offer an uncommon opportunity for the further study of water-powered industry along Brown's Race.

Contributing buildings within the Brown's Race Historic District compose the most intact grouping of nineteenth-century industrial architecture in the area. Development of these resources occurred throughout the period of significance, thus allowing a close study of the evolution of industrial building practices over time from the stone construction of early factories to the more advanced steel frame construction of the twentieth century. No other similar concentration of industrial buildings exists in Monroe County and this cohesive set of resources is rare within the region.

HISTORICAL SIGNIFICANCE

The Brown's Race Historic District reflects the evolution of Rochester's industry from a dependence on water-power to steam and electricity by the end of the nineteenth century. The race itself (#19), the Triphammer site (#1) and the Phoenix Mill (#4) are remnants of early water-power technology which symbolize Rochester's heyday as a boom town and milling center. The Selye Fire Engine Factory (#11) represents the early shift from milling to machine tool technology that began in the 1830s. The Upper Falls Office Building (#7), Parry Machine Building (#10), Phillip's Process Building (#13), the Caldwell Buildings (#14, #15), 234 Mill Street (#8) plus smaller buildings including the Granite Mills Office Building (#6), the Lafler Building (#12) and the J. & H. Screw Company Building (#5) are all evocative of the trend toward more diversified steam and electric powered industry during the mid-to-late nineteenth century. By 1873, hydraulic technology was sophisticated enough to provide a high pressure hydrant system embodied in the Rochester Water Works (#3). The late nineteenth century in Rochester was a time when industry and technology were in full flower as new processes were discovered and the size of industrial plants increased to meet new demands. As industry expanded, a need arose for more efficient transportation in the form of better streets and bridges. These trends are exemplified within the Brown's Race district by the Gorsline Building (#16), the Rochester Button Factory Buildings (#17, #18) and the Platt Street Bridge (#31). Matthew and Francis Brown dug Brown's Race to capitalize on the growing importance of Rochester as an agricultural center that had abundant water power. The open portion of the race is

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a reminder of the time when the rushing waters fueled many rumbling mills which, in turn, stimulated the agrarian economy of the entire Genesee region. The Phoenix Mill and Triphammer site are remnants of an era when Rochester benefited from the first wave of the westward migration of settlers from New England which ultimately peopled the entire continent. The Phoenix Mill rests on the site of the early Harford Mill of 1807, which was rebuilt and enlarged by the Browns in 1818. Although burned in 1838 and substantially altered by construction of the Platt Street Bridge in 1891, the mill still exemplifies the early industrial spirit of Rochester and Brown's Race. The Triphammer building, built circa 1818, was an example of the use of water power for purposes other than milling. Even though the building burned, the site, with remaining walls and in situ water wheel, offers a rare glimpse into stone building technology and the mechanics of water power.

Technology inevitably changed with the advent of the industrial revolution, and Brown's Race was not immune to this transition. Although water-powered industry survived in Rochester longer than in most other cities, this did not impede the process of technological diversification within the city and Brown's Race. Lewis Selye decided that he could capitalize on new pumping technology by building efficient fire engine pumpers. In the early 1830s, he bought the Triphammer and built the stone factory which still stands on Mill Street (#11). More than any other building in Brown's Race, the Selye Fire Engine Factory evokes a sense of the massive stone mills and factories which predominated in the area prior to the mid-nineteenth century when brick construction replaced stone masonry.

After 1850, brick construction allowed more height and scale to buildings. The stone factories were never more than four stories and were narrow and linear in scale and massing. The front facades were usually three or four bays wide and as much as twenty bays deep along the side elevations. The brick factories which appeared were wider and more vertical than the older stone buildings and could easily adapt to a variety of uses. The Phillip's Process Building (#13), located at the corner of Mill and Commercial Streets, dominates the area with its six-story height and six-bay width. The adjacent Caldwell Office Building (#15) is also six stories tall but only four bays wide.

Sometimes, a particular use did not require large space allowances and buildings appeared in Brown's Race which were smaller in size, scale and massing. The Parry Machine Building

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(#10), formerly a barrel machine works, is four stories high and seven bays wide while the small machine shop at 234 Mill Street (#8) is much smaller in scale and massing with three stories and three bays. The Caldwell Plant #4 (#14) was designed as a power house for trolley cars and combines horizontal massing with a low scale (only one story). Other smaller vernacular brick buildings include the Granite Mills Office Building (#6), the Lafler Building (#12) and the J. & H. Screw Factory (#5). These are all one-story brick buildings which represent the presence of smaller businesses which also sought to survive and thrive within the Brown's Race Historic District.

The Rochester Water Works (#3) is a unique resource within the district because both the building and machinery survive intact as an example of how water power from the race was adapted to new and pressing needs. As Rochester grew, more demands were created for municipal services which included better streets and sidewalks to accommodate increased vehicular and pedestrian traffic. More efficient utilities were needed to service an increased population, and one of the most pressing problems was fire control. Hand-operated pumpers were no longer adequate as buildings grew to new heights and densities. In 1873, the city of Rochester constructed the Rochester Water Works to house the Holly direct pressure system for fire protection in downtown Rochester. The system was designed and built by the Holly Company of Lockport, New York. Power for the Holly system came from both water and steam. Originally, there were seven-and-a-half miles of pipe feeding 105 hydrants in downtown Rochester. In addition to fire protection, the system provided hydraulic power for elevators in buildings within the downtown area. In 1979, the system was replaced by the Holly Pumping Station at 232 Mill Street (#9), which uses the city drinking water supply.

The years following 1873 witnessed the growth of major diversified industry in Rochester and the concurrent expansion of transportation corridors to accommodate all the new transportation modes invented during this period. Industrial expansion within Brown's Race is exemplified by three major buildings constructed in 1888 and 1905 including the Gorsline Building (#16) and the two Rochester Button Factory Buildings (#17, #18). The trend toward expanded transportation is exemplified to a high degree by the Platt Street Bridge (#31), which was constructed in 1891.

William Gorsline constructed the massive eight-story, two-wing building on the edge of the gorge overlooking the falls

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following a disastrous naphtha explosion which killed thirty-eight people and destroyed the previous building on the site. The Gorsline Building (#16) housed the Williams & Hoyt Shoe Factory for many years and exemplified the trend toward larger buildings required by industry during this period. The large scale and massing of the building coupled with the unique siting next to the falls suggests a visual blend of architecture and nature. The Rochester Button Factory buildings (#'s 17, 18) on State Street are examples of early twentieth century structural grid construction and the final major building activity anywhere within the race area. The interlocking steel grid construction represented modern building technology in the early 1900s and increased load-bearing capacity for heavier industrial machinery.

To meet increasing population and industrial demands, the transportation network in Rochester underwent almost constant change during this period. A great need existed to bridge the Genesee to facilitate travel between the two sides of the river. Five bridges were subsequently built during the decade of the 1890s. The Rochester Bridge & Iron Works built the truss bridges at Platt Street, Driving Park Avenue and Clarissa Street. The city undertook the building of the stone bridges at Court and Andrews Streets. Originally constructed for pedestrian and horse-drawn vehicular traffic, the Platt Street Bridge had a wooden deck which remained until the bridge was converted for pedestrian use in 1983, when a concrete cap was added. The bridge greatly facilitated travel between Brown's Race and the burgeoning industrial area across the gorge. The bridge network across the Genesee River effectively erased any geographic isolation between the two sides of the river and greatly facilitated transportation throughout Rochester.

ARCHAEOLOGICAL SIGNIFICANCE

The Brown's Race Historic District is archaeologically significant for preserving sites that have already yielded, and are likely to yield, information important to our understanding of the historical development of the Genesee gorge hydropower industries. This includes the race, both open and buried, which is a rare example of nineteenth-century millrace technology. The Triphammer site offers another unique opportunity to examine how the race integrated with the mills and factories it served and how each was constructed to generate maximum utility from water power. Other industrial archaeological resources in the

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district, both potential and already documented, include several of the extant buildings and a number of paved and unpaved lots. Sites have been visually examined and all available documentation researched to determine what was there, what may remain and how these resources relate to the overall theme of industrial evolution within the race area.

Many of these themes can be studied in the sequential evolution of industry along Brown's Race and also observed at the Lower Falls Mill and Industrial Site. The latter site is of particular relevance to the Brown's Race area because it constitutes an example of what archaeological investigations of industrial sites can contribute to the general understanding of the development of industrial technology, cities as industrial centers and the broad economic, political and social changes to which urban residents and institutions were (and still are) forced to adapt. The Lower Falls Mill and Industrial Site may be viewed as a microcosm of nineteenth and early twentieth century industrial endeavors in western New York. The Brown's Race Historic District is an even more impressive resource because of its size and variety of remaining architecture. Since the two areas are thematically similar, the Lower Falls Mill and Industrial Site can serve as a predictive indicator for remains likely to be encountered in Brown's Race. Also, during the archaeological investigation of the Lower Falls site, successful data recovery techniques relative to the analysis of raceways and reused foundations were established and could be used with only slight modification in the Brown's Race district.

Brown's Race is still open between the river and Commercial Street but the remainder was reportedly filled in with dirt during the early part of this century. Records indicate that the fill contains standard water and electrical conduits. There is also a 4' x 6' concrete box culvert that provides water for the boilers of the Rochester Gas and Electric Beebe Station at the north end of the race. No indications exist to suggest that either the walls or floor of the race have been altered since the channel was dug in 1815-16. It is also possible that Brown's Race may have been filled in over an extended period of time, in several episodes and for varying purposes. Researchers were able to document at least four such episodes for the mill raceway at the Lower Falls Mill and Industrial Site: (1) by the 1870s, various portions of the raceway had fallen into disuse and had silted in; (2) by the 1920s, a wall had been constructed within the raceway opening as part of the support for the

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Barnard and Simonds Furniture Company dry kiln and showroom; (3) junked cars were routinely deposited there in the 1950s; and (4) blasted rock and other rubble and debris associated with construction of Midtown Plaza filled in the raceway area during the 1970's. Nevertheless, the original floor, walls and roof of much of the raceway were found intact during the 1984 investigations. A more detailed evaluation of the integrity of Brown's Race will be possible once the results of the Infrastructure Survey conducted by the city of Rochester are available; however, it is possible to predict that the race may still be intact based on the condition of the open section and evidence from the raceway at the Lower Falls Mill and Industrial Site.

Investigations at Brown's Race are likely to yield important data pertaining to several facets of early mill raceways and their associated industries. Among these are: (1) the materials, technologies and designs used in millrace construction; (2) the techniques employed in building, repairing and eventually filling the raceways; (3) changes in these techniques, materials and designs through time; (4) basic descriptive data such as length, width, depth and water flow capacity; (5) tail race locations and configurations; and (6) types of covers used over the raceway. This information could be used in comparing Brown's Race with other millraces in New York and New England which were built concurrently, with particular attention focused on construction, capacity, usage and factors responsible for similarities or differences.

In addition, an examination of the construction, expansion, uses and abandonment of Brown's Race could assist in documenting Rochester's adaptations to changing social, economic and political conditions during the nineteenth century, as did the investigations of the Lower Falls Mill and Industrial Site. Examples of such changes include the shifts from flour milling to machine tool production and, later, to the manufacture of consumer goods along with concurrent changes from water power to steam and electric power.

Certain extant buildings within the Brown's Race district also exhibit considerable archaeological potential since they may have been constructed on the foundations or other structural remains of earlier buildings. Evidence from the Lower Falls site indicates that twentieth-century buildings associated with lumber companies were built over the original raceway and earlier mill foundations. Further investigation revealed that these resources were neither destroyed nor degraded by the later

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construction.

In Brown's Race, tail races are evident on the gorge escarpment behind a number of properties. One of these, the Rochester Gas and Electric Maintenance Shop (#2), exhibits the highest probability that foundation walls, wheel pits and/or foundations from previous buildings underlie the current masonry construction. Documentary evidence indicates that the site has been used for woolen, spice and other mills since 1834. Subsurface remains of these mills may be intact under the maintenance shop. It is also possible that the Gorsline Building (#16) may have been constructed over the intact wheel pits of earlier sawmills constructed circa 1827 and 1860.

The Triphammer was one of the oldest extant buildings along Brown's Race until destroyed by fire in 1977. While clearing site debris in 1983, a backhoe uncovered a hidden basement chamber which contained a nearly intact wood and cast-iron water wheel dating from the mid-nineteenth century. Protected only with a plywood cover, the wheel remains in its pit today as a rare resource within the region.

The Triphammer factory was constructed circa 1826 and first occupied by the William Cobb scythe and tool company. A giant water wheel, thirty feet in diameter, was installed circa 1840 to raise and lower the triphammer inside the building. The iron wheel rested on wood blocks imbedded in bedrock. The wooden spokes and paddles of the wheel were fastened with pegs and iron straps while on one rim of the wheel was attached a ring of cast-iron gear teeth which turned similar gears within the factory.

Power for the wheel was provided by water from Brown's Race, which poured over the wheel and exited through a tailrace under the building to the Genesee River below. The gears alternately raised and dropped a large hammer known as a triphammer which could be used to work metal. In 1830, the building was advertised as having a furnace with the greatest blast in the state along with two triphammers. Around 1832, Lewis Selye bought the Triphammer factory and buildings on the other side of the race for the manufacture of fire engines. Power was sent across the race through a series of gears and bars which were capable of turning machinery in the building opposite. The remains of a hexagonal bar underneath Brown's Race is visible today above the exposed wheel pit.

In 1892, the Edison Electric Illuminating Company established a steam and hydroelectric station adjacent to the Triphammer building. Once steam power was easily available,

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water power was no longer an aggressive competitor. At that time, the water from Brown's Race was blocked off and the chamber containing the wheel was sealed, since that was evidently easier than removing the wheel. The sealed room subsequently protected the wheel throughout most of the twentieth century by keeping temperature and moisture at constant levels. Until its discovery in 1983, the wheel was forgotten.

A detailed analysis of the remaining building, wheel and complex may provide valuable insights into the development and proliferation of water-powered industries in Rochester and the northeast region of the country. The Triphammer may prove extremely valuable as a predictive model for other mills along the race and will provide ongoing opportunities for interpretation of industrial activity within Brown's Race.

A number of the paved and unpaved lots within the district may yield historic archaeological resources as well. The Lower Falls Mill and Industrial Site constitutes an excellent example of an empty lot which yielded significant historic remains. Neither the raceway nor the dry kiln and showroom of the furniture company were apparent from the surface. Of the ten open lots in Brown's Race, three have very high potential for yielding subsurface remains: Granite Mill site (#22); Rochester Cotton Mill site (#23); and the Kidd Iron Works site (#24). Original subsurface chambers, wheel pits and foundations may still exist on these sites. Several other open lots may also overlie such remains: the Huther Brothers Saw Factory site (#25); the F. Peacock Dyeing Establishment site (#27); and the unidentified building on site #28. Each of these sites had a series of buildings which were constructed over time, and it is possible that subsurface remains may exist.

Data from subsurface remains at these sites could address the following research questions: (1) What were the changes and continuities at these sites through time with regard to the types of industries/factories located there and the technology utilized to power them? (2) How, when and why were they abandoned? and (3) How does this reflect adaptation to changing social, economic and political conditions in Rochester during the nineteenth century?

The results of investigations at the Lower Falls Mill and Industrial Site, the data available for the Triphammer site and the structural foundation remains visible along the raceway within the district may be used to construct a predictive model for what is likely to be found archaeologically in the Brown's

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Race area. It is clear from these various sources of information that the primary area for remains of early sites, particularly those related to water-powered industries, will be northeast of the raceway. This includes the Triphammer site (#1), the Rochester Gas and Electric Maintenance Shop (#2), the 1873 Rochester Water Works (#3), the Phoenix Mill (#4), the Gorsline Building (#16), the concrete blockhouse (#21), the Rochester Cotton Factory site (#23) and the Kidd Ironworks site (#24). These resources could yield further important information concerning Rochester's industrial development along the banks of the Genesee River.

ARCHITECTURAL SIGNIFICANCE

Architecturally, the Brown's Race Historic District is a significant collection of industrial building types representative of nineteenth and early twentieth century construction practices. All of the extant buildings are masonry construction with major emphasis on functionalism. Regional trends in early stone mill construction were influenced through publication in 1807 of Oliver Evans's The Young Millwright and Miller's Guide. Stone was used to enhance the load-bearing capacity of the four- and five-story mills and was readily available as a building material. The extant stone walls of the Triphammer (#1) are two feet thick and attest to the required strength of a mill or factory wall. The Selye Fire Engine Building (#11) is of similar design and construction as the Triphammer. These two buildings and the Upper Falls Office Building (#7) are the only survivors of early stone masonry construction in the Brown's Race district. Most of the other buildings are of brick construction and reflect a later period when brick was a cheaper and more readily available building material than stone.

The brick buildings in Brown's Race are similar to nineteenth-century factory construction found throughout upstate New York. An exception to this general observation is the Gorsline Building (#16), which is uniquely massed and sited on an overlook next to the Upper Falls of the Genesee River. This rare symbiosis between architecture and nature provides a spectacular siting unique within the region.

Other buildings, particularly on Mill Street, mirror an effort to create designs compatible with specific uses. The Phillip's Process Building (#13) was originally designed as the paper box factory of John K. Hunt. The building was meant to

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house the entire administrative, manufacturing and shipping activities required for the business. This design quality also allowed for easy adaptation to other types of manufacturing. In contrast, the Caldwell Plant #4 (#14) across the street was originally designed as a power house for the trolley system of the Rochester Railway Company. The building was later adapted by the Rochester Transit Corporation for use as a garage. The low scale and massing of the building were ideal for those functions directly related to the trolley industry but could not be as easily adapted to general manufacturing purposes. The Parry Machine Building (#10) was originally designed as the Rochester Barrel Works, owned by John Greenwood. The building was ideal for use by the Samuel R. Parry Company, another machine tooling business.

Although functionalism and adaptability were primary design considerations, the extant buildings on Brown's Race reflect period styles to a high degree. Architectural trends during the mid-to-late nineteenth century which greatly influenced construction within Brown's Race included the Picturesque Eclecticism that proliferated as a reaction to classicism. With the exception of the Renaissance-inspired Second Empire mansard roofs found on two buildings, the district is almost totally devoid of classical influence. While building forms within the district reflect functional needs, architectural embellishments reflect the prevailing Victorian taste for ornament and careful detailing.

The most dramatic example of Victorian period stylistic expression is the 1873 Rochester Water Works (#3), which is a fine example of a High Victorian Gothic Revival style facade (1840-1880) as expressed through pointed stone arches and a thick, highly ornamented pressed metal cornice. Richardsonian Romanesque (1880-1900) influence is found in the Gorsline Building (#16), the Phillip's Process Building (#13) and the Granite Mills Office Building (#6). The Second Empire (1855-1885) influence is articulated in the mansard roofs found on the Upper Falls Office Building (#7) and the small factory at 234 Mill Street (#8). Blind arches, segmental arched windows and brick piers are common features found on many of the factory buildings and suggest that most stylistic features were simply copied from similar designs within the district. Overall, buildings within the Brown's Race district are fundamentally utilitarian manufacturing designs with generally consistent Gothic Revival, Second Empire and Romanesque ornamentation. These later nineteenth-century trends predominate within the

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area. The district is architecturally significant as a representative collection of nineteenth-century vernacular industrial buildings.

The Brown's Race Historic District reflects Rochester's diverse industrial development from early water power to later steam and electric propulsion. The district possesses historical and architectural significance through remaining industrial buildings and structures. Archaeological potential has been verified through examination of the Triphammer site. This unique blend of historical, architectural and archaeological factors creates a rare opportunity to document industrial influence over time. Located next to the Genesee River gorge, the site is still much as it was when Matthew and Francis Brown long ago dug their millrace in 1815.

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FOOTNOTES (Item 8)

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2. Henry O'Reilly, Sketches of Rochester (Rochester: William Alling, 1838), 184.

3. Jenny Marsh Parker, Rochester: A Story Historical (Rochester: Scrantom Wetmore & Company, 1884), 108.

4. Paul E. Johnson, A Shopkeeper's Millenium: Society and Revivals in Rochester, New York, 1815-1837 (New York: Hill and Wang, 1978), 21-22.

5. Neil Johnson, "Cultural Resources Survey of Brown's Race, City of Rochester, New York" (Albion: Clune & Johnson, 1983), 26.

6. O'Reilly, 179.

7. Ibid., 360.

8. Rochester (New York) Union & Advertiser, 20 January 1873.

9. O'Reilly, 361.

10. Dictionary of American Biography 5, 48.

11. Blake McKelvey, Rochester: The Water Power City (Cambridge: Harvard University Press, 1945), 9.

12. Ibid., 99.

13. Blake McKelvey, "Flour Milling at Rochester" Rochester History 23 (July 1971), 4.

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15. Ibid., 9.

16. McKelvey, Rochester: The Water Power City, 209-210.

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17. Ibid., 232.
18. Rochester Directory - 1900 (Rochester: The Drew Allis Company, 1900), 892.
19. Rochester Directory - 1930 (Rochester: Sampson & Murdock Company, 1930), 2008.
20. Maude Motley, "The Romance of Milling: With Rochester the Flour City" Centennial History of Rochester, New York (Rochester: Rochester Historical Society, 1931), 234.

9. Major Bibliographical Reference

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property 11 Acres

UTM References

A

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Zone	Easting		Northing											

C

1	8	2	8	7	3	8	0	4	7	8	1	7	1	0
Zone	Easting		Northing											

B

1	8	2	8	7	4	8	0	4	7	8	1	7	5	0
Zone	Easting		Northing											

D

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Zone	Easting		Northing											

See continuation sheet

Verbal Boundary Description

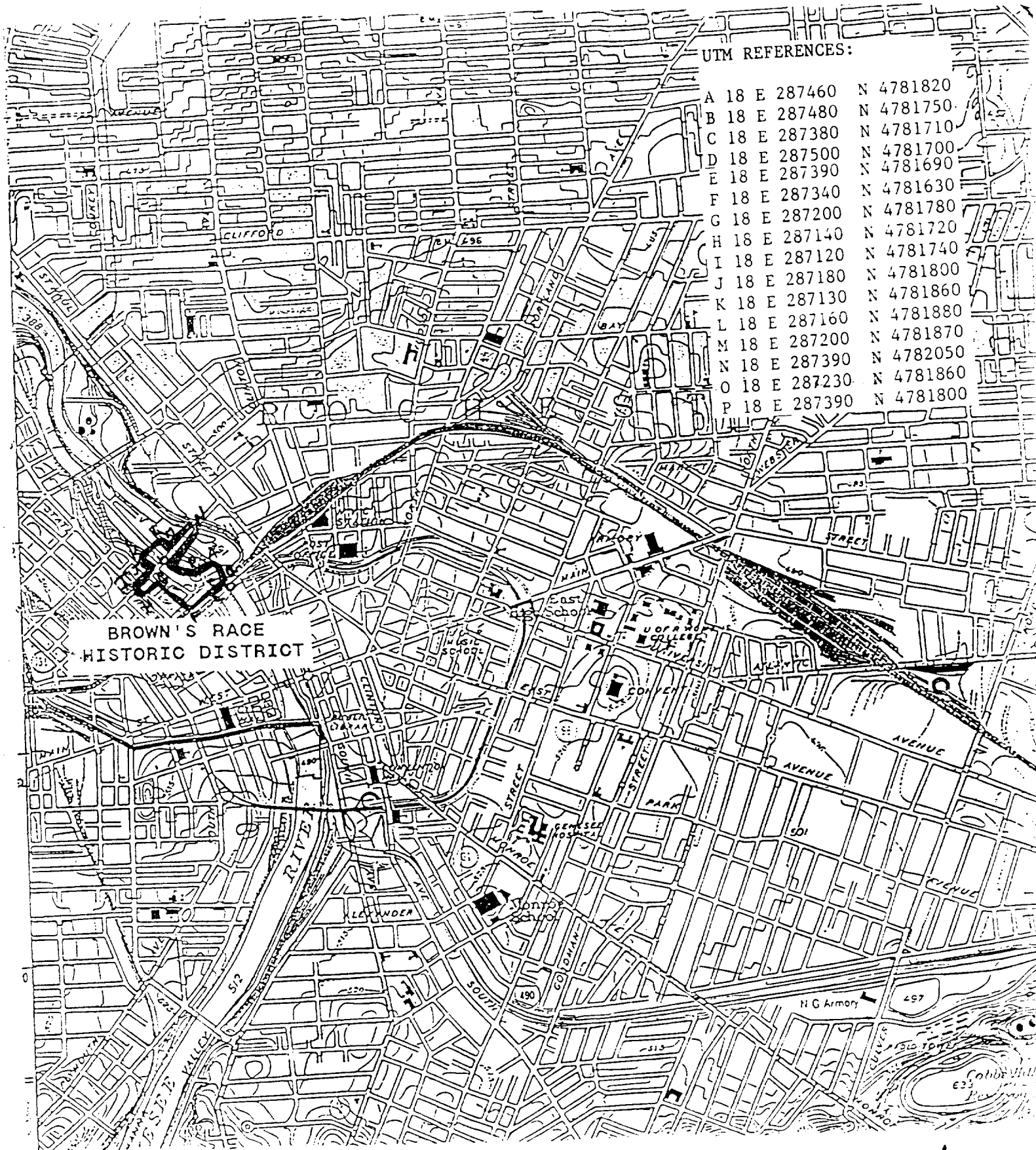
See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Robert D. Kuhn, Historic Preservation Program Assistant
organization Office of Parks, Rec. & Historic Preservation date January 1989
street & number Agency Building 1, Empire State Plaza telephone (518) 474-0479
city or town Albany state New York zip code 12238



UTM REFERENCES:

A	18 E	287460	N 4781820
B	18 E	287480	N 4781750
C	18 E	287380	N 4781710
D	18 E	287500	N 4781700
E	18 E	287390	N 4781690
F	18 E	287340	N 4781630
G	18 E	287200	N 4781780
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J	18 E	287180	N 4781800
K	18 E	287130	N 4781860
L	18 E	287160	N 4781880
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P	18 E	287390	N 4781800

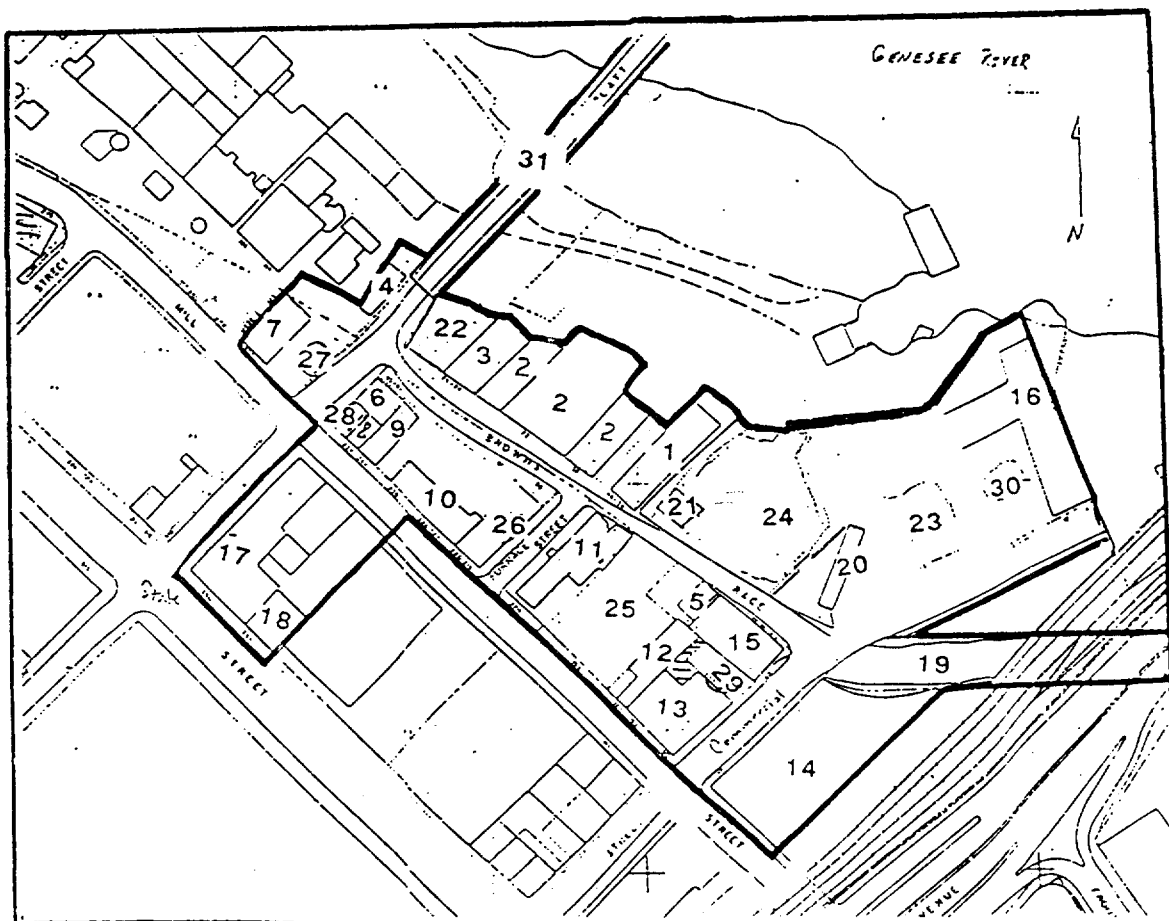
**BROWN'S RACE
HISTORIC DISTRICT**

U. S. Geological Survey Map
Rochester East, New York
(scale - 1:24000)

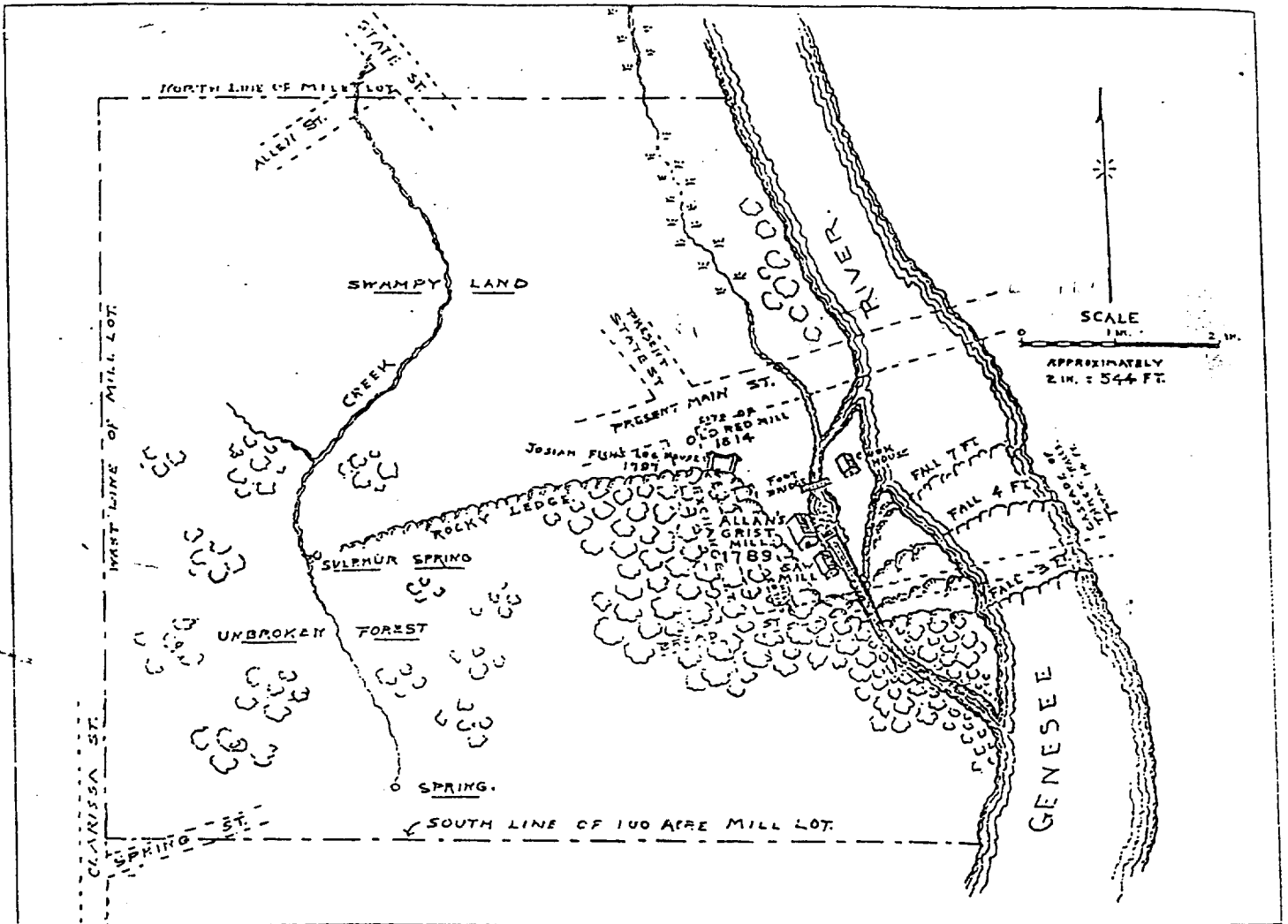


BUILDING AND SITE LIST
BROWN'S RACE HISTORIC DISTRICT

Map #	Building or Site	Map #	Building or Site
1	Triphammer site	18	Rochester Button Factory
2	RG&E maintenance shop	19	Brown's Race
3	1873 Rochester Water Works	20	trash rack & forebay
4	Phoenix Mill	21	blockhouse
5	J&H Screw Company	22	Granite Mill
6	Granite Mills Office Bldg.	23	cotton factory
7	Upper Falls Office Bldg.	24	Kidd Iron Works
8	234 Mill Street	25	saw factory
9	Holly Pump Station	26	Wilsea Works
10	Parry Machine Bldg.	27	Peacock Dyeing
11	Selye Fire Engine Factory	28	Dan Sohn Machine Co.
12	Lafler Bldg.	29	Calihan Bldg.
13	Phillip's Process Bldg.	30	Parson's Bldg.
14	Caldwell Plant #4	31	Platt Street Bridge
15	Caldwell Office Bldg.		
16	Gorsline Bldg.		
17	Rochester Button Factory		



MAP 3



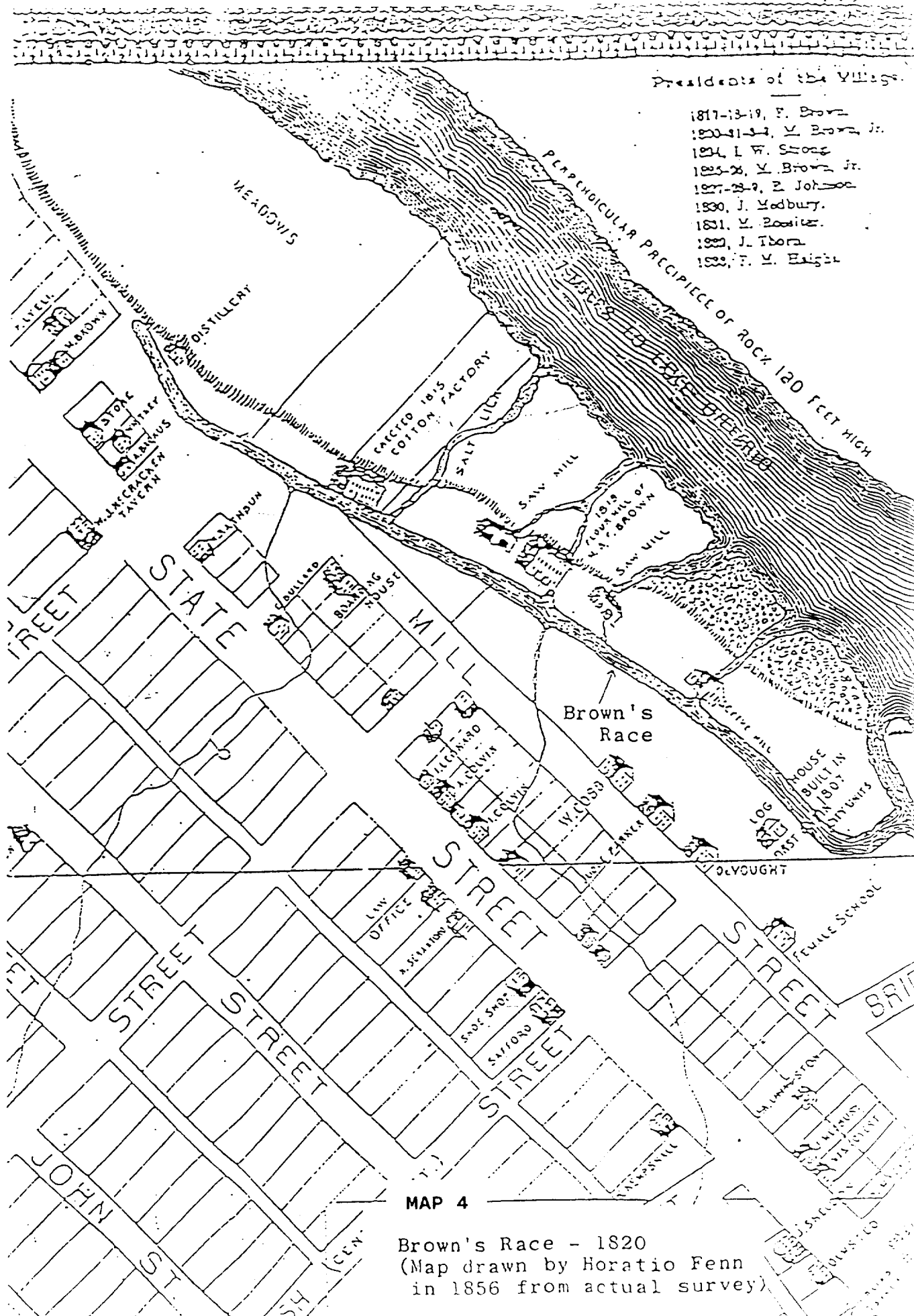
THE ONE-HUNDRED-ACRE TRACT

MAP SHOWING EBENEZER (INDIAN) ALLAN'S CRIST AND SAW MILLS AND VICINITY: 1789

Dotted lines locate the relative location of the present East Main, State and Exchange Streets. The original Falls are shown, which once dropped fourteen feet across the bed of the Genesee River near the present Broad Street Bridge. These Falls were blasted away to make room for the first Erie Canal Aqueduct, begun in 1821 and completed in 1823.

Map made by Major Wheeler C. Case, in collaboration with Morley B. Turpin.

(Motley, Romance of Milling)



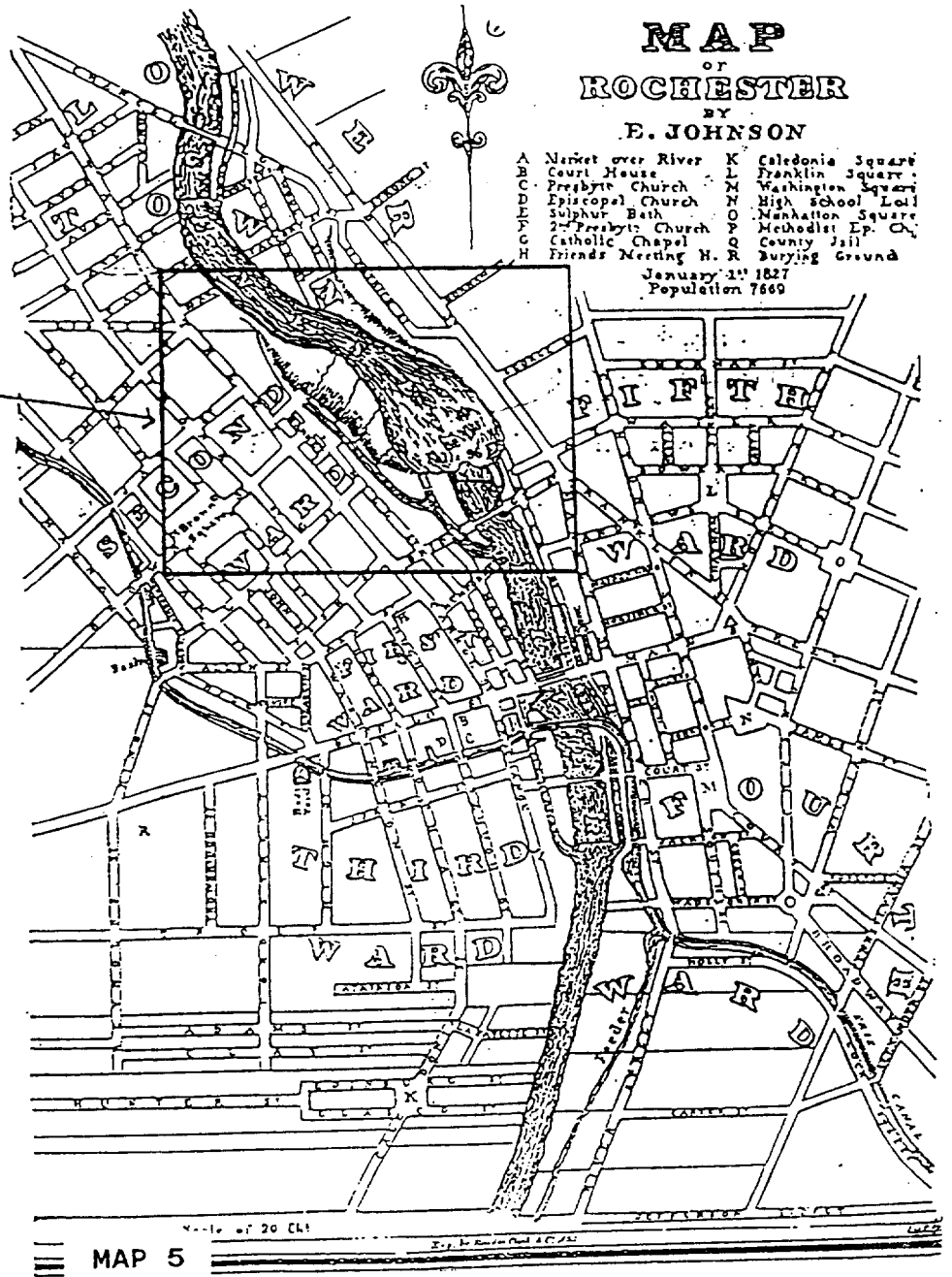
Presidents of the Village.

- 1817-1819, F. Brown
- 1820-21-22, M. Brown Jr.
- 1824, L. W. Stone
- 1825-28, M. Brown Jr.
- 1827-28, E. Johnson
- 1830, J. Medbury.
- 1831, M. Bassler.
- 1832, J. Thora
- 1833, T. M. Haight

MAP 4

Brown's Race - 1820
 (Map drawn by Horatio Fenn
 in 1856 from actual survey)

Brown's Race



Rochester - 1827 showing Brown's Race by the Upper Falls.
(McKelvey, Milling in Rochester, 1979)

MAP OF THE CITY OF Rochester

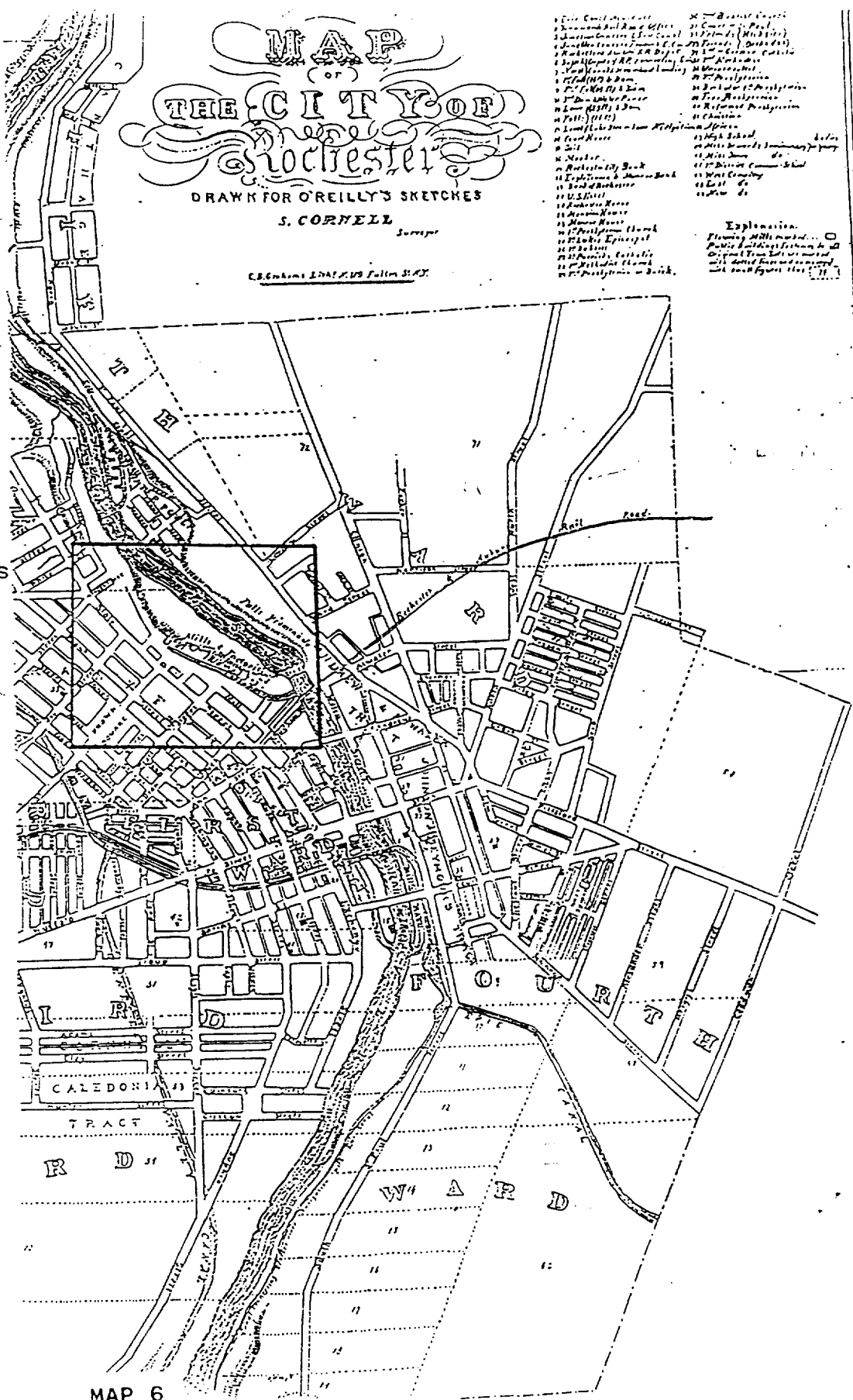
DRAWN FOR O'REILLY'S SKETCHES
S. CORNELL Surveyor

C.B. & W. LINDEN Fall 1837

- | | |
|-------------------------------------|-----------------------------|
| 1. City Court House | 26. Baptist Church |
| 2. Town and City Hall | 27. Court House |
| 3. American Church (Free Church) | 28. First M. Church |
| 4. Methodist Church (Free Church) | 29. Second M. Church |
| 5. Methodist Church (C.B. B. B. B.) | 30. Third M. Church |
| 6. Episcopal Church (C.B. B. B.) | 31. Fourth M. Church |
| 7. Episcopal Church (C.B. B. B.) | 32. Fifth M. Church |
| 8. Episcopal Church (C.B. B. B.) | 33. Sixth M. Church |
| 9. Episcopal Church (C.B. B. B.) | 34. Seventh M. Church |
| 10. Episcopal Church (C.B. B. B.) | 35. Eighth M. Church |
| 11. Episcopal Church (C.B. B. B.) | 36. Ninth M. Church |
| 12. Episcopal Church (C.B. B. B.) | 37. Tenth M. Church |
| 13. Episcopal Church (C.B. B. B.) | 38. Eleventh M. Church |
| 14. Episcopal Church (C.B. B. B.) | 39. Twelfth M. Church |
| 15. Episcopal Church (C.B. B. B.) | 40. Thirteenth M. Church |
| 16. Episcopal Church (C.B. B. B.) | 41. Fourteenth M. Church |
| 17. Episcopal Church (C.B. B. B.) | 42. Fifteenth M. Church |
| 18. Episcopal Church (C.B. B. B.) | 43. Sixteenth M. Church |
| 19. Episcopal Church (C.B. B. B.) | 44. Seventeenth M. Church |
| 20. Episcopal Church (C.B. B. B.) | 45. Eighteenth M. Church |
| 21. Episcopal Church (C.B. B. B.) | 46. Nineteenth M. Church |
| 22. Episcopal Church (C.B. B. B.) | 47. Twentieth M. Church |
| 23. Episcopal Church (C.B. B. B.) | 48. Twenty-first M. Church |
| 24. Episcopal Church (C.B. B. B.) | 49. Twenty-second M. Church |
| 25. Episcopal Church (C.B. B. B.) | 50. Twenty-third M. Church |

Explanation.
 Planning Mill marked ...
 Public Buildings marked ...
 Original Town Lots marked ...
 with dotted lines and numbered ...
 with each figure thus: 11

Brown's
Race

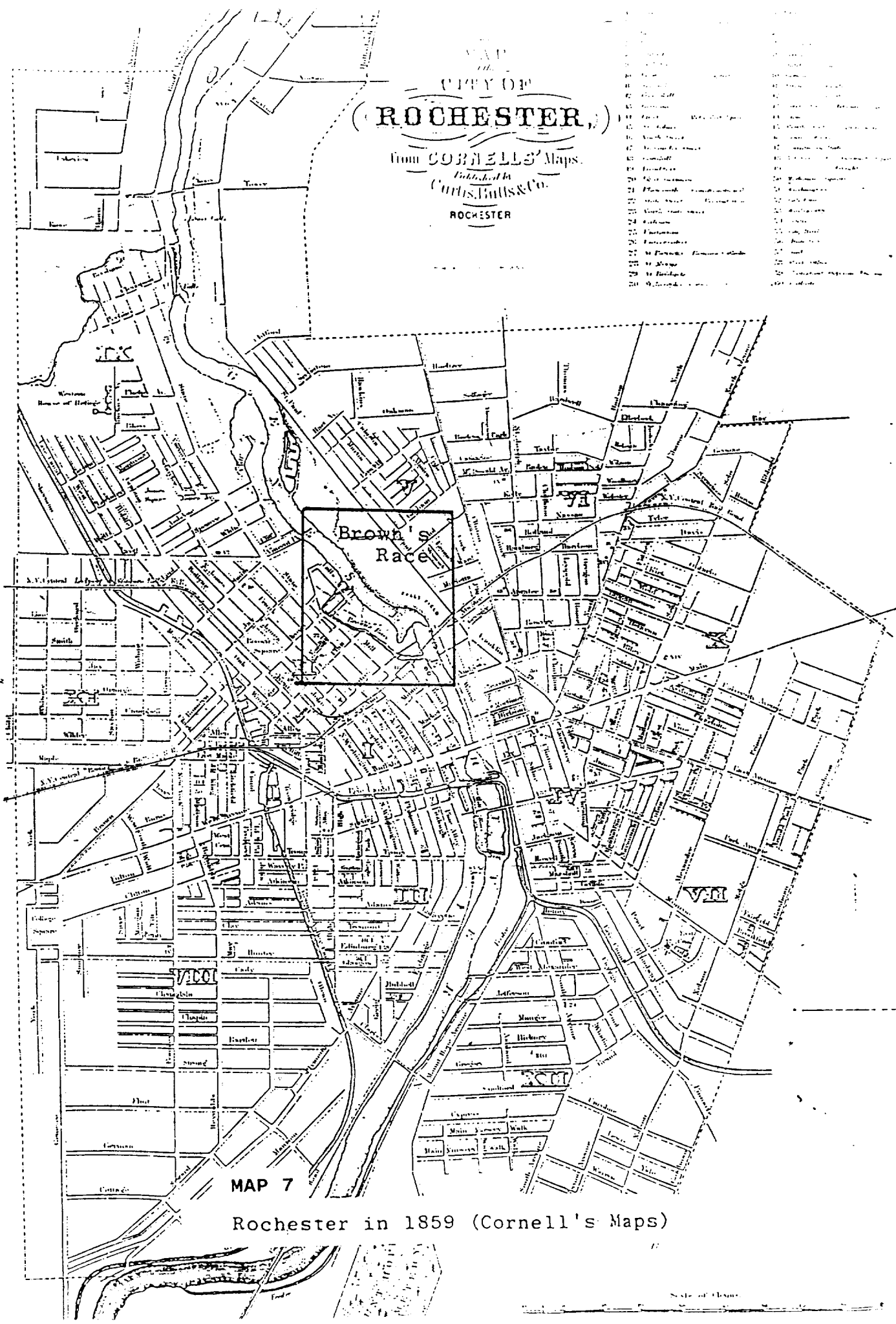


MAP 6

Rochester in 1838 showing structures along Brown's Race.
 (O'Reilly, Sketches of Rochester, 1838)

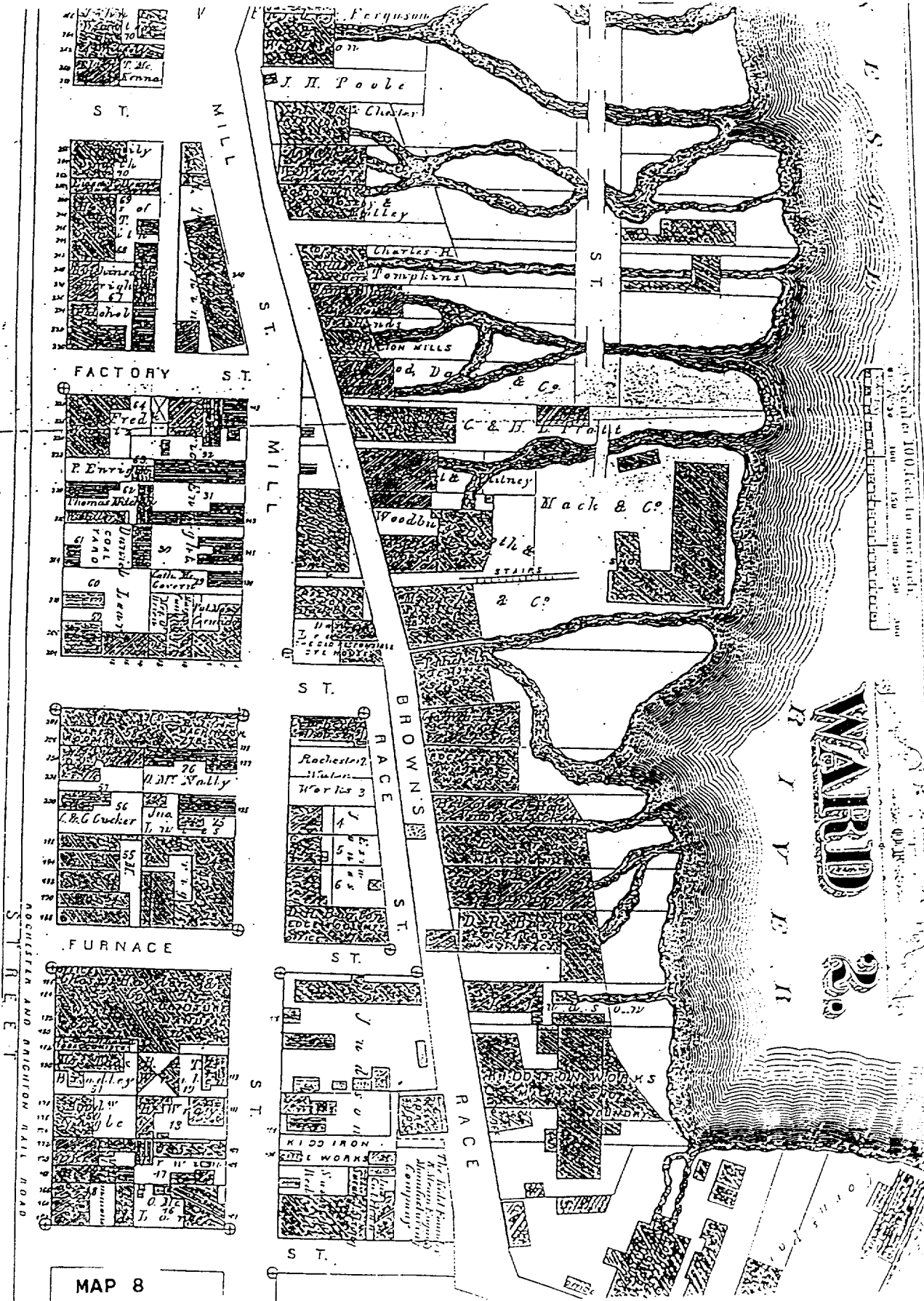
MAP
OF
CITY OF
(ROCHESTER,)
from CORNELL'S Maps.
Published by
CURTIS, BULLS & CO.
ROCHESTER

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100



MAP 7
Rochester in 1859 (Cornell's Maps)

Scale of Fathoms



Brown's Race - 1875
 (Sanborn Fire Insurance Co.)

National Register of Historic Places Continuation Sheet

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 9 Page 2

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National Register of Historic Places Continuation Sheet

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 9 Page 3

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National Register of Historic Places Continuation Sheet

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 10 Page 2

UTM REFERENCES (cont'd.):

E 18 E 287390	N 4781690
F 18 E 287340	N 4781630
G 18 E 287200	N 4781780
H 18 E 287140	N 4781720
I 18 E 287120	N 4781740
J 18 E 287180	N 4781800
K 18 E 287130	N 4781860
L 18 E 287160	N 4781880
M 18 E 287200	N 4781870
N 18 E 287390	N 4782050
O 18 E 287230	N 4781860
P 18 E 287390	N 4781800

National Register of Historic Places Continuation Sheet

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 10 Page 3

VERBAL BOUNDARY DESCRIPTION:

The northeast boundary of the Brown's Race Historic District follows the escarpment line of the river gorge from northwest of the Platt Street bridge to the Gorsline building on the upper falls. The southeast boundary is defined by a railroad right-of-way and the Inner Loop Expressway which are excluded from the district. The existing race passes under the railroad and expressway and is included in the district from the point at which it meets the river. The southwest boundary of the district partially follows Mill Street, which follows a southeast-northwest axis from the Inner Loop Expressway to Brown Street. The boundary extends further southwest to include the Rochester Button Factory buildings on the corner of Mill and Platt Street. The northwest boundary follows Platt Street, including two contributing buildings on its northwest side, and the Platt Street Bridge. The boundaries of the Brown's Race Historic District are shown on Maps 1 and 2.

National Register of Historic Places Continuation Sheet

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 10 Page 4

BOUNDARY JUSTIFICATION:

Boundaries for the Brown's Race Historic District have been drawn to include those remaining buildings, structures and sites associated with industrial development within the geographic area known as Brown's Race. The river gorge to the north provides a natural physical boundary for the district. The actual northern boundary follows the escarpment line to exclude the later infill area below at the river's edge. Industrial development across the gorge did not occur until the 1860's and was not directly associated with the continuum of diversified hydraulic and steam industry along Brown's Race. The southeast boundary excludes a modern rectangular transformer facility and the unrelated and modern railroad and Inner Loop Expressway. The southwest boundary of the district, following Mill Street, excludes a modern television studio and a retail complex with twentieth century buildings and late nineteenth century buildings that have suffered a loss of integrity. On the opposite side of State Street is the world headquarters of Eastman Kodak, which comprises a massive complex of buildings that are unrelated to development along Brown's Race. The northwest boundary of the district excludes a non-contributing and highly altered commercial building on the corner of Platt and State Street that is unrelated to the industrial context of Brown's Race. A large parking lot is also excluded, beyond which are located extraneous commercial structures that are also unrelated to Brown's Race. Finally, the gigantic hydroelectric complex (BeeBee Station) is excluded because the context for public utility development and hydroelectric technology has been identified as a distinct category and should be considered separately in the context of hydro development along the entire Genesee River corridor. The proposed district boundaries either follow existing natural boundaries or streets across which are located large open spaces or non-contributing features.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

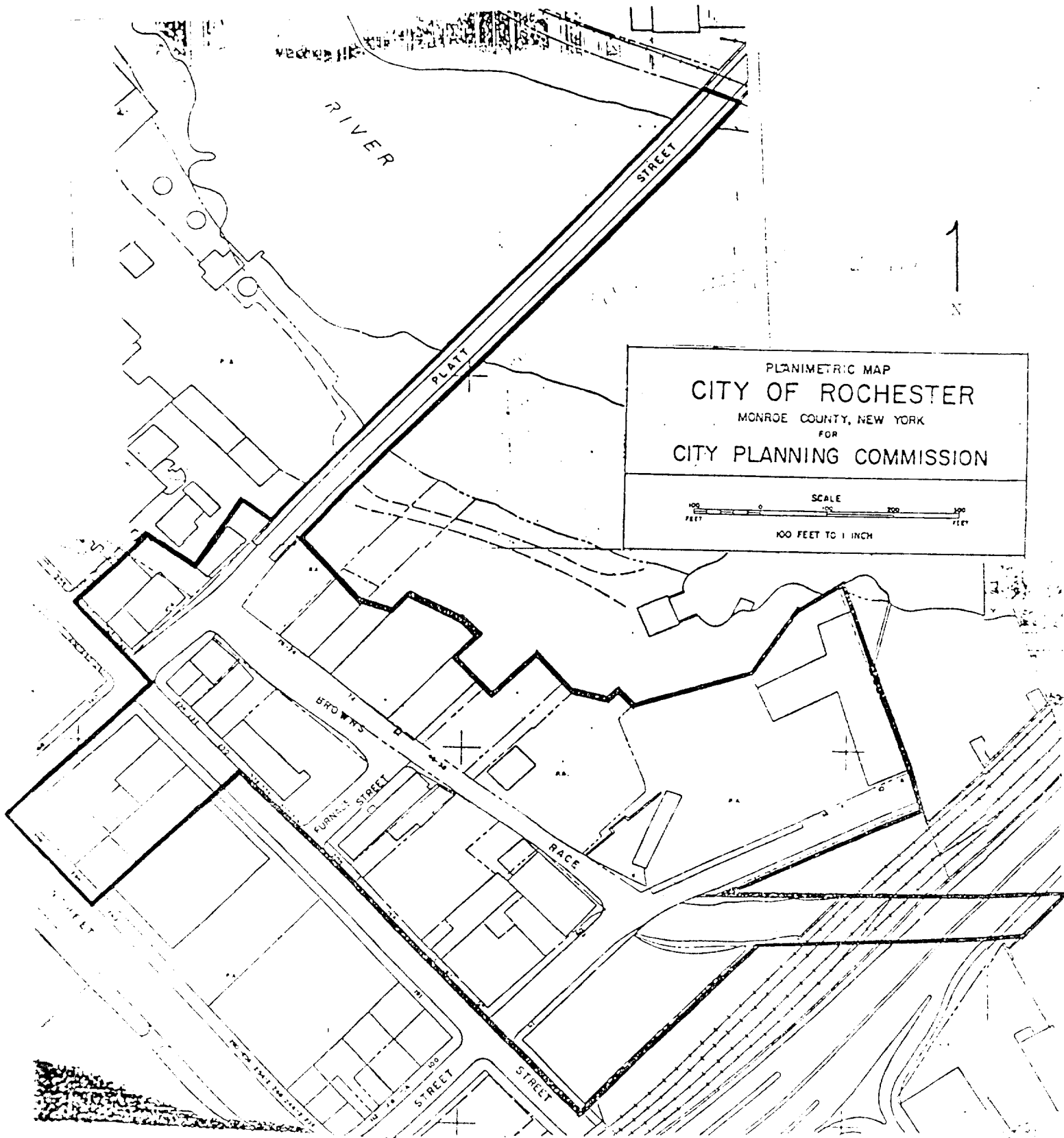
BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK

Section number 11 Page 2

RESEARCH AND DOCUMENTATION BY:

Spurgeon King
Landmark Society of Western New York
130 Spring Street
Rochester, New York 14608

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET, ROCHESTER
MONROE COUNTY, NEW YORK



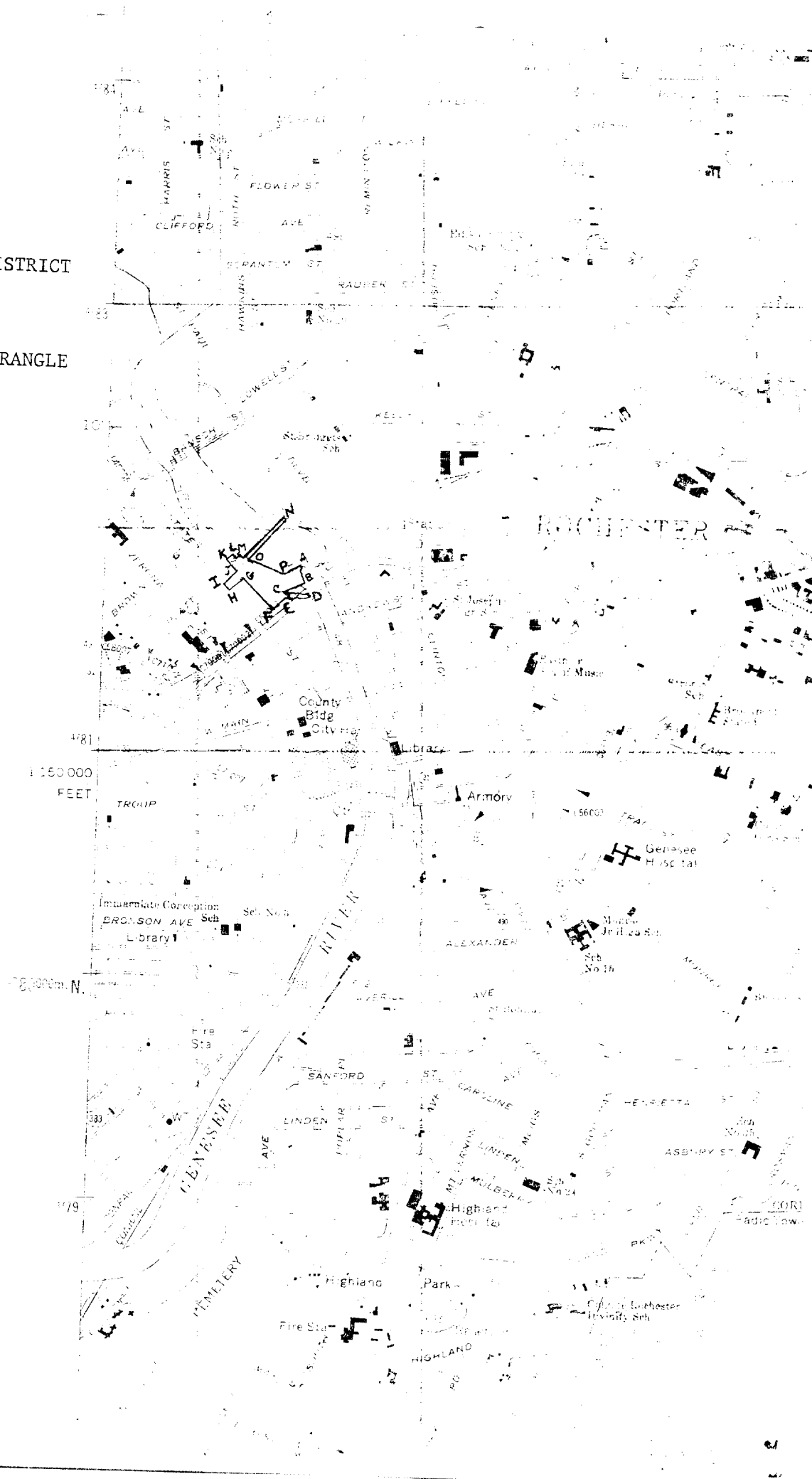
TAX MAP FOR BROWN'S RACE HISTORIC DISTRICT

BROWN'S RACE HISTORIC DISTRICT
BROWN'S RACE STREET
ROCHESTER, NEW YORK

USGS ROCHESTER EAST QUADRANGLE
SCALE: 1:24000

UTM COORDINATES:
(all zone 18)

- A E287460 N4781820
- B E287480 N4781750
- C E287380 N4781710
- D E287500 N4781700
- E E287390 N4781690
- F E287340 N4781630
- G E287200 N4781780
- H E287140 N4781720
- I E287120 N4781740
- J E287180 N4781800
- K E287130 N4781860
- L E287160 N4781880
- M E287200 N4781870
- N E287390 N4782050
- O E287230 N4781860
- P E287390 N4781800





40 Brown's Race photo # 2
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Triphammer ruins, looking northeast.

74-78 Brown's Race photo # 4
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Water Works, looking
northeast.

40 Brown's Race photo # 1
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Triphammer ruins, looking north.

48-72 Brown's Race photo # 3
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: R G & E Maintenance Shop, looking
northwest.

105.5%



25 Brown's Race photo # 6
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: J & H. Screw Shop, looking southwest.

104 Platt St. photo # 5
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Phoenix Mill, looking southwest.

250 Mill Street photo # 8
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Upper Falls Office Building, looking
northeast.

81 Brown's Race photo # 7
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Granite Mills Office Building, looking
south.

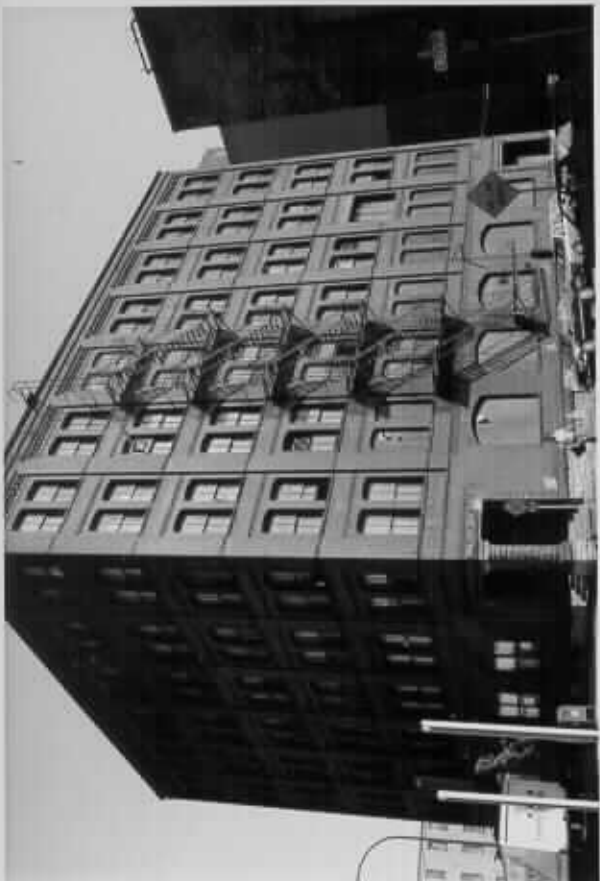


232 Mill Street photo # 10
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Holly Pump Station (to right of 234
Mill Street), looking northeast.

206 Mill Street photo # 12
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Selye Fire Engine Factory, looking
southeast.

234 Mill Street photo # 9
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Looking northeast.

222-230 Mill Street photo # 11
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Parry Machine Building, looking north.



190-192 Mill Street photo # 14

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Phillip's Process Building, looking north.

194 Mill Street photo # 13

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Lafler Building, looking east.

51-59 Commercial Street photo # 16

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Caldwell Office Building, looking west.

60-64 Commercial Street photo # 15

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Caldwell Plant #4, looking northeast.



300 State Street photo # 18
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Button Factory, looking
northeast.

(no street address) photo # 20
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Brown's Race, looking southwest.

4-19 Commercial Street photo # 17
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Gorsline Building, looking south.

294 State Street photo # 19
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Button Factory, looking
north.



4 Brown's Race

photo # 22

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Trash Rack & Forebay, looking
northeast.

(no street address)

photo # 21

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: Platt Street Bridge, looking northeast.

Site (general)

photo # 24

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: gorge escarpment, looking south.

34 Brown's Race

photo # 23

Location: City of Rochester, Monroe County,

New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western

New York, Rochester, New York

View: concrete block building, looking
southeast.



photo # 25
Site (general)
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: gorge escarpment, looking southeast.



40 Brown's Race photo # 1
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1938
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Triphammer ruins, looking north.

40 Brown's Race photo # 2
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1938
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Triphammer ruins, looking northeast.



48-72 Brown's Race photo # 3
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: R G & E Maintenance Shop, looking
northwest.

74-78 Brown's Race photo # 4
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Water Works, looking
northeast.



104 Platt St. photo # 5

Location: City of Rochester, Monroe County,
New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western
New York, Rochester, New York

View: Phoenix Mill, looking southwest.

25 Brown's Race

photo # 6

Location: City of Rochester, Monroe County,
New York

Credit: Sam Sloan, Rochester, New York, 1988

Neg. on file: Landmark Society of Western
New York, Rochester, New York

View: J & H. Screw Shop, looking southwest.



81 Brown's Race photo # 7
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Granite Mills Office Building, looking
south.

250 Mill Street photo # 8
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Upper Falls Office Building, looking
northeast.



234 Mill Street photo # 9
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Looking northeast.

232 Mill Street photo # 10
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Holly Pump Station (to right of 234
Mill Street), looking northeast.



222-230 Mill Street photo # 11
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Parry Machine Building, looking north.

206 Mill Street photo # 12
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Selye Fire Engine Factory, looking
southeast.



194 Mill Street photo # 13
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Lafler Building, looking east.

190-192 Mill Street photo # 14
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Phillip's Process Building, looking
north.



60-64 Commercial Street photo # 15
Location: City of Rochester, Monroe County,
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Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Caldwell Plant #4, looking northeast.

51-59 Commercial Street photo # 16
Location: City of Rochester, Monroe County,
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Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Caldwell Office Building, looking
west.



4-19 Commercial Street photo # 17
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Gorsline Building, looking south.

300 State Street photo # 18
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Button Factory, looking
northeast.



294 State Street photo # 19
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Rochester Button Factory, looking
north.

(no street address) photo # 20
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Brown's Race, looking southwest.



(no street address) photo # 21
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Platt Street Bridge, looking northeast.

4 Brown's Race photo # 22
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: Trash Rack & Forebay, looking
northeast.



34 Brown's Race photo # 23
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: concrete block building, looking
southeast.

Site (general) photo # 24
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: gorge escarpment, looking south.



photo # 25
Site (general)
Location: City of Rochester, Monroe County,
New York
Credit: Sam Sloan, Rochester, New York, 1988
Neg. on file: Landmark Society of Western
New York, Rochester, New York
View: gorge escarpment, looking southeast.