Transportation in Early Canandaigua

Note: This story was selected from a collection entitled “Canandaigua Sixty Years Ago”, as written by Dr. Noah T. Clark and published in the Ontario County Times in 1889 to celebrate Canandaigua’s Centennial. It was selected for our June 2015 Chronicles to celebrate our new exhibit that opened May 10th, “How Do We Get There From Here, 19th Century Transportation in Ontario County”.

Canandaigua Sixty Years Ago
How the Streets Were First Laid Out - Primitive Methods of Travel, etc.

It must be remembered that Canandaigua sixty years ago was forty years old, and had an air of elegance, and a spirit of enterprise perhaps larger in proportion to its age than it has now; but in many ways it differed greatly from the Canandaigua of today; to some of which I will briefly refer in this paper.

1st — Its Topography
The village, as it was laid out by its original settlers one hundred years ago began with two great avenues running through the unbroken forest at right angles to each other crossing at a point at about the center of the projected village. These two avenues, respectively called Main and Cross Streets, were originally six rods wide, but a little later Main Street was made eight rods wide, which width it has scrupulously kept though no one knows its bounding lines.

On the north, east, and west sides were four rod streets named respectively, North, East and West Streets. Within these streets and the south line crossing the lake at a short distance beyond the steamboat dock, there is embraced a territory about 2 ½ miles long and 1 4/5 miles wide.

In addition to these streets there were in an early day, two streets opened from each end of Main Street, those on the north being known as the Rochester and the Farmington Roads, and on the south end, the East Lake Road, connecting with the great turnpike to Geneva, and the

continued on page 3
Shifting Fund Raising Gears
For as long as most can remember, the Ontario County Historical Society held a bi-annual tour of Historic Homes. It was an all-encompassing event that required a year of planning and preparation. The team of volunteers that made these tours happen were diverse in their skills and worked together to make the September fundraiser happen. Committee chairmen through the years included community-minded people such as John Paul, Pat Smith, Ray Henry and Joan Geise. The event defined the Historical Society’s fund raising efforts for many years and attracted a regional audience of people who are fascinated with historic homes. It was our biggest fund raising event.

Times Change
It was our original strategy back in the 1980s to only hold the event every two years so it would not get “old” and lose the support of homeowners who were key to the event and gracious enough to open their homes to the public for a day. For about 20 years this worked well. Over the last several tours we have seen costs increase, attendance fluctuate and revenues stagnate despite serious efforts to redefine the tour and add additional revenue streams. Then of course, there was always the vagaries of weather conditions. A beautiful fall day, attendance flourished; a rainy, cold day, ticket revenue would drop by 50%.

Over the years we have been fortunate to find communities and neighborhoods that welcomed the event. Town of Victor, Canandaigua, West Lake Road, Gorham’s East Lake Road and the old favorite the Canandaigua City Historic District, each presented a unique set of homes and wonderful opportunities to host the Patron Party. Ad sales in the tour booklet also served as a reliable revenue source. Bottom line, that after all the costs, it is the revenue from ticket sales that made the event profitable.

Then, other organizations began to pick up on the idea of having a “Tour of Homes”. The Geneva Historical Society started hosting one every year and a regional garden club had a tour one winter. At least they weren’t held in Canandaigua. So in an effort to differentiate the Historical Society’s tour, we started marketing the event as “Canandaigua’s Original Tour of Homes”. Competition increased even more when an annual “Christmas Tour of Homes” was started in Canandaigua by another historic organization in town. Slowly the supply of homes available for our bi-annual tour was shrinking. The difficult quest to find homes was exacerbated by the 21st century homeowner’s fear of public access to private homes.

As the director, I saw the handwriting on the wall. I began searching for another event that could net a similar amount of revenue and we could call our own. After some research and discussion, the board agreed to develop the concept of a “Fall Foliage Trail”. The first year it would be held in the Bristol Hills. Combined with our “5K Fun Run”, the event would encompass the entire month of October and with the help of “Break The Ice Media”, be marketed throughout the region. The trail would be map-driven and connect businesses and trail goers. In addition, a special “Community Day” would be held on October 17th to introduce participants to the cultural organizations in the southern part of the county. The OCHS “Fall Foliage Trail” would build on our experience from the “Tour of Homes” such as having patrons and ad sales. Best of all, it would be a great economic development tool that would bring people into our county at a beautiful time of year.

Thus far, the reaction to the “Fall Foliage Trail” by the county tourism organization, businesses and cultural groups has been positive. We are hoping to develop this into an annual event that promotes foliage tourism and connects the Historical Society with businesses and local governments. Above all, it will produce the cash flow needed to balance our annual operating budget. In the September issue of The Chronicles, we will bring additional information to our readers on this new and exciting fundraiser.
West Lake Road running up to the old Indian orchard and grist mill on Wilders, now Seneca Point. Besides these roads, two streets were opened on the east side of Main Street, Chapel and Saltonstall Streets, the former opening the way to the mills on the outlet, and the latter with Cross Street, running through the eastern town, all having their terminal with Geneva. There were also two arms on the west, Buffalo Street and Bristol Street, which with Cross Street formed the great thoroughfares to Batavia, Geneseo and the west. Gibson and Mechanics Streets were laid out later and were simple branches of the Chapel Street extension. Thus at the time of which we write, there were no Howell, Gorham, Niagara, Phoenix, Pleasant Streets, and branches, on the east, or Clark, Chapin, West Gibson, and branches, on the west. These streets of earlier or later construction are all parallel or at right angles to Main Street as are all lot lines in this Township No. 10, of the 3D range of the original purchase.

The direction or bearing of Main Street was determined by the particular lay of the land, running along nearly on a crest of a ridge from the lake northward, about 26 degrees west of north. The old surveys give the bearing N. 25 degrees W., but the variation of the magnetic needle at that time was about 1 degree west. Now, the bearing is about N. 20 degrees W and the variation of the needle is about 6 degrees west. To understand this it must be remembered that the magnetic needle has never in the last hundred years in this locality pointed due north but has been swinging to the west by a constant though irregular increase.

2nd — Traveling
I have thus briefly given the names and locations of the streets of the village, but they, like the country highways, were not constructed particularly with reference to the pleasure of teams, teamsters, or pedestrians. The village has been incorporated fifteen years, but not until about four or five years before had any special attention been given to sidewalks or the planting of shade trees, or covering up the corduroys that jolted travelers over the swampy places in the streets. Original forest trees encumbered the roadway and sidewalks, and, while they added a picturesqueness to the landscape they suggested neither comfort nor safety to those who traveled along their winding way among them.

A story is told of Mr. William Wood, for whom our Wood Library was named, an eccentric man and (and I suppose the story like all others is true) who particularly desired the removal of a certain large tree which obstructed the walk in front of the house of a prominent merchant of the village, not far from St John’s church. The merchant stoutly refused to have it cut down, but after much importunity consented to allow the sidewalk fiend to trim the tree up as far as it was necessary. The next morning, shortly after the merchant had gone down town to his store, he was on the ground with ample help prepared to trim up the tree; and before noon he had trimmed it up from the roots, and smoothed off the ground as thoroughly as our Puritan ancestors did the graves of their early dead. The merchant on going home to dinner was more than surprised, he was indignant, but he saw what the literal interpretation had come to, and he smothered his wrath and set over to the credit of his public spirit.

The methods of travel at that time were very primitive, namely: on foot, on horseback, or on vehicles drawn by horses or oxen. The evolution of the amiable mule had not yet been perfected. It was a common thing to see men on the road who had come from Michigan, Buffalo and from different parts of New England on foot, and who had made the distance in about the same time as a good horse could have traveled it. I well remember a man, Mr. Waldo Curtiss, of Naples, who started from this county to go to a town in Central Massachusetts, and who reached his destination a little before two gentlemen who started at the same time, and with a good team drove over the same ground. In fact, the great mass of people who traveled more or less in long journeys or short went on foot for two reasons – one, because they had no horses, and the other, was less expensive.

Horseback riding was very common, and was more genteel than traveling on foot, and was practiced by women as well as by men. I do not refer to riding for exercise, but to making journeys from place to place. I knew well a lady, Mrs. Edward Kibbe, of Naples, who lived to be over ninety years old, and who rode on horseback from this county to Boston twice and back after she was fifty years old; another a young housekeeper would get up on a Monday morning, do her
While assisting with research for the new exhibit “How Do We Get There from Here? Ontario County Transportation, 1790-1900”, volunteer Nancy Parsons found some fascinating quotes from that era about traveling on roads, steamboats and railroads. Here are a selection. Thank you Nancy!

**Diary of Judah Colt**, 1789 – traveling to the Genesee Country from Albany

*On the 5th of June we set out our journey for Genesee about 13 persons in company. We drove our wagon to the [illeg] flats, and the road being rough, our wagon broke and left it & proceeded from there on horseback, every one carrying his own baggage. We crossed the Mohawk River at Fort Schuyler [Utica] . . . We proceeded westward 10 miles & put up at a Mr. Blackman’s for the night . . . From there we followed a bridle path, passing through Oneida Castle. . . On the 13th we arrived at the Cayuga Lake where a family ferried our horses across in two canoes lashed together. My horse gave out after crossing the outlet of the Seneca Lake and left him by the roadside. . . On the 17th June set out on foot [from Geneva] for Canandaigua where I arrived the same day in the afternoon – about 5 o'clock.*

**George Combe, Notes on the United States of North America During a Phrenological Visit**

*Geneva to Canandaigua, NY, June 8, 1838*

...[we] hired an “exclusive extra,” or stage coach seated for nine persons, and drawn by four horses. We started at half past nine A.M., and found the road, although the great highway turnpike to the west, horribly bad. Here I realized the fact of having the crown of my head rudely beaten against the top of the vehicle, so dreadful were the jolts.

**Caroline Cowles Richards, Village Life in America**, December 1852

*Age 10, Canandaigua*

Grandfather took us for a ride this afternoon and let us ask Bessie Seymour to go with us. We rode on the plank road to Chapinville and had to pay 2 cents at the toll gate, both ways.

**Caroline Cowles Richards, Village Life in America**, May 1854

*Age 12, Canandaigua*

When we were on our way to school this morning we met a lot of people and girls and boys going to a picnic up the lake. . . We had never been on a boat or on the lake before. We went up to the head on the steamer “Joseph Wood” and got off at Maxwell’s Point. . . We had a lovely time riding back on the boat and told Grandmother we had the very best time in our whole lives.

**Diary of Daniel Arnold**, Farmington

*April 5, 1856*

Went to meeting at M. with a sleigh on old snow, the sleighing having continued with no interruption from Christmas until the present time.

*July 29, 1856*

Built a bridge over Black Brook in the swamp.

*Dec. 23, 1861*

Rec’d of the Highway Commission $535.57 for money lent to the town for road and bridges. Also paid town tax of $51.70.

**Diary of Daniel Arnold**, Farmington

*April 6, 1855*

Recd. a new certificate of stock in the N.Y.C.R.R. Company being 25 shares of $100 each. Also sold 2 calves.

*August 30, 1856*

Rec. $100 for Rail Road dividends.
Congratulations to all of the Victor students who will be moving on to the national competition in the “National History Day” program. This is the second year that Finger Lakes Regional winners from Victor have earned the right to compete at nationals in Washington in June. The Ontario County Historical Society is proud to be the Finger Lakes Regional coordinator for “National History Day”.

The NHD theme for the 2016 competition will be “Exploration, Encounter, Exchange in History.” If we had asked for a theme tailored to the Finger Lakes Region, we could not have done better! From the European explorers who came here in the 1600s; to the sometimes violent clashes between Native Americans, colonists, and later settlers; to the philosophical exchanges of the “Burned Over District” and the scientific exchanges inherent in our cradle of scientific agriculture; exploration, encounter and exchange have been important historical experiences right here. It is not too early to start planning for your encounters with “National History Day” starting this fall. With NHD in mind, I would like to remind teachers (and other interested educators and mentors) that the “National History Day” program has once again partnered with the University of San Diego to sponsor an online graduate course, “Conducting Historical Research in the National History Day Model.” The introductory course focused on using the NHD model will also be available for the second time. Contact NHD at: http://www.nhd.org/onlineeducation/.

Our museum theme for the next two years is transportation. Come on in and learn about travel and transportation in the 19th century. If you are interested in getting a little exercise while you learn, try the new walking tour of our historic railroad yard. Copies are now available at the museum reception desk. For a bit more exercise, put on a good pair of walking shoes and follow the Auburn Trail from Farmington through Victor; the Outlet Trail from Shortsville through Manchester; or some part of the 23 miles of Ontario pathways. All three of those trails focus on our railroad history.

With the school year winding down, it might be a good time to consider what it took to get transported to a good education in the days before school busses. If you wanted to go beyond the 8th grade, you sometimes had to take the train. A young woman named Flora Parsons did just that in 1888. Flora made use of a special school ticket for use on the Northern Central Railroad (Pennsylvania) to get to school in the village of Canandaigua in 1888. She lived all her life around Hopewell Center. She later married Everett Calman, one-time Supervisor for the Town of Hopewell. Her complete story appeared in a recent issue of the Ontario Pathways newsletter.

Diary of Trip to Philadelphia for the Centennial
Nathan Milliken, June 29, 1876
Leaving incomparable Canandaigua at 9:40 p.m. I am soon moving eastward-bound, for a ride down the Hudson, a call in New York, and a ten days sojourn in Philadelphia. . . A ride, under usual circumstances, over the Auburn branch of the N.Y.C. is something never to be forgotten. . . Not finding an extra seat in the rear car, save one or two that were taken possession of by some travel worn being who are vainly attempting to gain a little rest. I find one whole seat vacant and although I should prefer one elsewhere, I take immediate possession for it is the only vacancy in the whole double row of seats.
Your Historical Society

Volunteers assist in moving a cutter on loan from the Granger Homestead to OCHS

Portland cutter arrives safely at OCHS

The museum’s doors needed to be removed to accommodate the cutter

The Portland cutter is front and center at OCHS in our new 1800s Transportation exhibit

Our Mother’s Day Open House welcomed a variety of visitors

Benefactor’s Reception — Curator Wilma Townsend explains the use of a side saddle

Preston Pierce shows the Cub Scouts behind the scenes of their local history museum

Today’s word is artifact
What’s in the Collection?
by Wilma Townsend, Curator

While preparing for the new exhibit “How Do We Get There from Here? Ontario County Transportation, 1790-1900”, OCHS was able to borrow items from several other historical agencies and individuals. Two such items which were used on early trolleys were generously lent to us by the New York Museum of Transportation in Rush, NY. Street railway items are relatively rare; these two items give a glimpse into the era of horse-drawn trolleys.

Fare Collection Box for Trolley, c. 1890
This fare collection box has an opening to place coins which drop into the glass receptacle. The driver or conductor upon seeing the amount could then push a lever for the money to fall into the red leather pouch.

Signal Gong for Trolley, c. 1890
Drivers of horse-drawn trolleys would have used this loud brass gong to warn pedestrians and vehicles of their approach and to get off the tracks. It would have hung above the driver within easy reach.

What’s Up with That?

Visitors to the business district in Canandaigua were alarmed this spring by the apparent structural failing of a building wall adjacent to Commons Park (Corner So. Main and Coach Street).

The failing structure is the north wall of Dick Anthony’s Ltd. clothing store. It was originally part of the Webster House an important hotel in the city for decades. The hotel building was lost to fire in 1967. Several businesses remain today in buildings adjacent to the demolished hotel. They include The Pickering Pub, R,V and E Bike and Skate and of course Dick Anthony’s. The corner business on the block is Eddie O’Brien’s Pub.

The Dick Anthony wall structure was shorn up and is still undergoing repairs by McKenna Builders, Inc., the same group that has been working on the porticos of the Garlock house located at the corner of Fort Hill Avenue and North Main Street in the city.

continued from page 3 Transportation

washing and ordinary housework, then mount her horse and ride fifteen miles for an afternoon visit and tea and ride home again in the evening. The Hon. Francis Granger used to sometimes tell this bit of personal experience: When on one occasion, he was riding through the forests of Pennsylvania on his way to Kentucky where he owned a large quantity of land, he saw some distance ahead of him a lady also on horseback, with a bundle in her arms traveling in the same direction. Thinking he might render her some aid he spurred up his horse and overtook her, and speaking very kindly to her asked about her journey, and she replied: “I live in Ohio and I have got my first baby, and I am going to Connecticut to show my father.” Our mothers rode on horseback, could saddle and unsaddle their horses, and could adjust themselves to any form of riding gear and fly like messengers of mercy, by night or by day to the sick and suffering, even miles away.

N.T.C.
News and Announcements

• We are gearing up for summer visitors. A new exhibit, book specials and a wonderful art show by Canandaigua’s Grace Bates. Stop in and visit.

• A comment made to Ed Varno, at the museum’s May 16th, “Town of Canandaigua Day” by a first time visitor who saw our balloons, was curious and stopped in on her way to her volunteer work at Sonnenberg Gardens. “This is wonderful; I had no idea this was here.” She was invited to return. She said she would.

• We would like to make a call out to Life in the Finger Lakes magazine and Laurel Wemett who reviews local history books for their readers. Their latest review in their summer issue was on the new Wes Gifford memoir, Saving a Masterpiece, the Untold Story of Sonnenberg Gardens. The book is available on our website, www.ochs.org.

• Our cyber audience loves our Facebook page. This spring, they found links to our history miniseries of 12 video shorts. Subjects ranged from “Canandaigua’s Eloise Wilkin”, “The Little Golden Book Illustrator” to “The Blossom Canteen” to “Roseland Park”. You can now easily access them on our webpage www.ochs.org. The videos were produced by the boys at 1809 Studios in conjunction with the staff of the Historical Society. Follow us on Facebook, Maureen’s “Throwback Thursdays” are always entertaining.

• After many of our events we receive an envelope full of photographs from Kathy Meredith. You might remember Kathy’s great work at the Canandaigua Daily Messenger. They pictures are placed in our events file and her contribution is noted. Thanks Kathy!

• I have been asked to remind everyone to remember the Historical Society in their planned giving. A legacy gift to the Historical Society will assure that our history will be preserved for our children and for generations to come. Our investment managers at the Wealth Strategy Group at Canandaigua National Bank and Trust will be happy handle any gift of appreciated stock. Thank you.

• The museum’s grounds look great for the coming visitor’s season thanks to the Canandaigua Garden Club. Dorothy Grant and her colleagues always takes care of the museum’s floral needs.

• There are some vacancies coming up on our Board of Trustees this fall. The Nominations Committee headed by our President, Tom Walter, would be happy to answer your questions about the work and responsibilities of the board. The society is a 501(c)3 not for profit corporation under charter by the New Your State Regents.

• Past Society Treasurer, John Paul, is recovering from a hip injury. He is convalescing at his home in Canandaigua, but with cellphone in hand, he is actively working on his pet projects.

• If you have recently renewed your membership you will notice that we have a new system of distributing your membership card. The laminate card simply peels off the transmittal letter and is ready for use. Remember to renew on time. Membership dollars are a critical part of our operating budget.

• Have a summer to remember. History books make great leisure reading.

The Oliver Phelps Fund

<table>
<thead>
<tr>
<th>Donor:</th>
<th>In Memory Of:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alice Anderson</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Richard P. DeMitry</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Mr. and Mrs. Charles R. Frear</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Genesee Reserve Supply Inc.</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Harter, Secrest and Emery, LLP</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Howe and Rusling Inc.</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Ted Jablonski</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Nancy and Stanley Taylor</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Mr. and Mrs. John Thoman</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Mr. and Mrs. John Torrell</td>
<td>Harriet Stahl</td>
</tr>
<tr>
<td>Marc Sulkes</td>
<td>Harry Sulkes</td>
</tr>
<tr>
<td>Sherry Rodin Sulkes</td>
<td>Ida and Philip Rodin</td>
</tr>
</tbody>
</table>

Have a summer to remember. History books make great leisure reading.
As a complement to our new exhibit on transportation...we are re-introducing an old favorite, by local historian Timothy D. Munn and Zachary M. Buttaccio.

*Ontario County Transportation.* This Image of America series encompasses the means of travel in the nineteenth and twentieth centuries in the towns of Canandaigua, Geneva, Phelps, Naples, Victor, Clifton Springs, Manchester, and Shortsville, New York. Beginning with the primitive horse and buggy and ending with the state-of-the-art automobile, this volume chronicles the history of transportation in a realistic and fascinating way. Featured are never-before-published pictures of locomotives and railroads, early aviation and the Flying Farmers, delivery vehicles, water vessels, fire trucks, and trolleys. Throughout history, Ontario County was regarded as an area of favorable influence. For this very reason, it had such iconic visitors as Grover Cleveland, Franklin D. Roosevelt and Andrew Johnson, some are shown within the chapter entitled "Railway Classics." Also among the eminent persons are Canandaigua native and automobile pioneer John North Willys, Geneva native and Secretary of the Treasury Charles J. Folger, and Phelps innovator Charles Lane, whose chief achievement was building one of the first fire trucks in Ontario County.

Author Bio: Timothy D. Munn and Zachary M. Buttaccio have worked closely with the Ontario County Historical Society to present this insightful and exciting history. The Arcadia published book is a result of their extensive research and careful selection of rare images from both private collections and the Historical Society’s and is sure to be nostalgic and entertaining for readers young and old alike. Retail $19.99, soft cover 128 pages. ISBN- 13 978-0-7385-0918-1

### Longest Business Supported Identified

G.W. Lisk Inc. of Clifton Springs has been identified as the Historical Society’s longest business supporter. The company was founded by George Washington Lisk in the late 1880s. According to village historian Jim Conners in a history of G.W. Lisk compiled for the 100th anniversary, young Lisk’s ingenuity resulted in at least five U.S. patents from 1888 to 1893. These included a commode, a baking pan, an anti-rust pail bottom, a better bottom for metal pail and an anti-rust vessel. These revolutionized kitchen ware in the United States.

The company moved to Canandaigua in 1892 for the availability of power and stayed there until 1962 when the company moved back to Clifton Springs.

G.W. Lisk was led into the modern world by a descendant of its founder. The late, Isaac Andrew Morris Jr., known as “Drew”, George’s grandson, has successfully steered the company into the 21st century. Since 2004, Brian Morris, Drew’s grandson, representing a new generation, has worked in sales and engineering. Drew and his father, Isaac Andrew Morris Sr., inherited the business after George’s death in 1929. After graduating from Syracuse University and serving in the Air Force during World War II, Drew took over the management of the company. He became interested in the production of solenoids which are magnets operated by the transfer of an electronic impulse. G.W. Lisk produced its first solenoid valve in 1948 for use in pumps for F-85 Air Force fighter planes. Over time, the company has continued to develop new and diverse products.

The Historical Society would like to thank and acknowledge G.W. Lisk Inc. for their long standing support of our organization. We recently displayed pieces of original Liskware and the celebrated the *History of G.W. Lisk* a published book by OCHS in 1987, at our museum’s May 9th Benefactor’s Reception.
**The OCHS Organization**

**Staff**
- Edward Varno  Executive Director
- Wilma Townsend  Curator
- Preston Pierce  Museum Educator
- Ernie Maiorani  Accountant
- Maureen Baker  Receptionist
- Barb Hill  Part-time Receptionist
- Karen Strapp  I.T. Administrator*
- Bruce Stewart  Building Support*
- Betty McMahon  Research Coordinator*
- Gene Rogers  Librarian*
- Linda Alexander  Librarian*
- Darlyss Boates  The Chronicles Editor*

*Volunteer

We wish to extend a special thanks to all of the volunteers who donate so many countless hours in support of the Historical Society.

Address correspondence to:
Ontario County Historical Society
55 North Main Street, Canandaigua, New York  14424

We are open Tuesday through Friday 10:00 a.m. - 4:30 p.m.; Wednesday until 9:00 p.m., Saturday 11:00 a.m. - 3:00 p.m. Closed on major holidays.

**Board of Trustees**
- Tom Walter  President
- Chris Hubler  Vice President
- Ellen Lux  Secretary
- John Zappia  Treasurer
- Linda Collins
- John Cosgrove
- Barbara Fuge
- Nancy Hayden
- Rob Lillis
- Thomas Lyon
- J.R. Miller
- Marty Potter
- Louise Radak
- Don Raw
- Greg Russell

Phone: 585-394-4975  
Fax: 585-394-9351  
Webpage: www.ochs.org  
Email: museum@ochs.org

Please “Like” us on Facebook! Just go to www.facebook.com and search for the Ontario County Historical Museum.

**Business Members**

We wish to thank the business members listed below for their continued support. Please consider them when purchasing goods and services. In addition to these business members, we also appreciate the small donations we receive from dozens of local businesses in Ontario County each year.

<table>
<thead>
<tr>
<th>Business Member</th>
<th>We Welcome These New Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>1840 Inn On The Main</td>
<td>Mary Ellen Darling</td>
</tr>
<tr>
<td>Aberle Eye Care</td>
<td>Judith R. Fulmer</td>
</tr>
<tr>
<td>Canandaigua Carpets Inc.</td>
<td>Joesph Furmansky</td>
</tr>
<tr>
<td>Canandaigua Federal Credit Union</td>
<td>Geoffry E. Hallstead</td>
</tr>
<tr>
<td>Canandaigua National Bank</td>
<td>Nancy and Michael Yacci</td>
</tr>
<tr>
<td>CIG Insurance Agency</td>
<td>Green Front Restaurant</td>
</tr>
<tr>
<td>Dennis Hogan, Genealogist</td>
<td><strong>We Welcome These New Members</strong></td>
</tr>
<tr>
<td>Edelweiss Properties</td>
<td></td>
</tr>
<tr>
<td>G W Lisk Company</td>
<td>Mary Ellen Darling</td>
</tr>
<tr>
<td>Green Front Restaurant</td>
<td>Judith R. Fulmer</td>
</tr>
<tr>
<td>J. D. Chapman Agency Inc.</td>
<td>Joesph Furmansky</td>
</tr>
<tr>
<td>James Rose Outdoor Services</td>
<td>Geoffry E. Hallstead</td>
</tr>
<tr>
<td>Johnson-Kennedy Funeral Home</td>
<td>Nancy and Michael Yacci</td>
</tr>
<tr>
<td>JSJ Decorating</td>
<td>Green Front Restaurant</td>
</tr>
<tr>
<td>Laurie Timmons/Campus Gate Lodge</td>
<td></td>
</tr>
<tr>
<td>Mayflower Gardens Ltd.</td>
<td></td>
</tr>
<tr>
<td>Messenger Post Newspapers</td>
<td></td>
</tr>
<tr>
<td>Mitchell Pierson Jr. Inc.</td>
<td></td>
</tr>
<tr>
<td>Northside Apartments</td>
<td></td>
</tr>
<tr>
<td>Patty's Place</td>
<td></td>
</tr>
<tr>
<td>Phelps Sungas Inc.</td>
<td></td>
</tr>
<tr>
<td>Potter HVAC and Metal Fab. Inc.</td>
<td></td>
</tr>
<tr>
<td>Randall Farnsworth Auto Group</td>
<td></td>
</tr>
<tr>
<td>Reliant Community Credit Union</td>
<td></td>
</tr>
<tr>
<td>Renaissance - The Goodie II Shoppe</td>
<td></td>
</tr>
<tr>
<td>Ryan's Wine and Spirits</td>
<td></td>
</tr>
<tr>
<td>Saralinda Hooker</td>
<td></td>
</tr>
<tr>
<td>Sonnenberg Gardens and Mansion</td>
<td></td>
</tr>
<tr>
<td>Star Cleaners</td>
<td></td>
</tr>
<tr>
<td>The Granger Homestead Society Inc.</td>
<td></td>
</tr>
<tr>
<td>Velmex Inc.</td>
<td></td>
</tr>
<tr>
<td>Wegmans Markets</td>
<td></td>
</tr>
</tbody>
</table>
Dear Wilma and Ed,
Thank you for your kind hospitality last week. We enjoyed stopping by for the good conversation about our antique samplers. We will probably cross paths again soon.

Dave Charland and Dan Robeson
Middlesex Heritage Group

This note accompanied a recent membership renewal.

Note to Ed Varno

My sister Virginia Mathony died in December 2013 at age 102. When she was alive we enjoyed our visits to the museum, thank you. I am no longer able to visit the museum, but want to be a member at age 102.

Helen M. Pancoast

Dear Ontario County Historical Society,
Thank you for your support of the Ziti Dinner by placing a museum ad on the placemat. The proceeds from the dinner are used for local and international service projects and to help give four scholarships to Canandaigua Academy June 2015 graduates.

Sincerely yours,
Donna Miller

We received this note from Sherman Farnham, a past treasurer of the Historical Society and co-author of the OCHS Roseland book, who recently celebrated his 70th birthday with his family.

Dear Ed:
Thanks so much for taking the time to write a remembrance of me in the memory book I received last weekend. The book was not only a complete surprise but a wonderful kaleidoscope of memories stretching over the last 70 years. Either by fate or careful editing, the book managed to cover my life to date with much grace and a minimum of genuine embarrassment. I am in debt to Jamie for orchestrating it and to you for your contribution.

Sherm

---

Membership Benefits in the Ontario County Historical Society

Receive Regular Museum Mailings — Keep Up-to-Date on all Society Activities

Reduced Admission to Society Events and Fund-Raisers, Including Tour of Homes

(admission to the museum is always free)

Free assistance in the Museum’s Rare Documents/Genealogy Library

Membership in Time Travelers, a National Museum Benefit Program

10% savings on Museum Books Shop purchases

Subscription to our quarterly newsletter, CHRONICLES

<table>
<thead>
<tr>
<th>Membership Application Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name(s) ____________________</td>
</tr>
<tr>
<td>____________________________</td>
</tr>
<tr>
<td>Address ____________________</td>
</tr>
<tr>
<td>Optional Alternate Winter Address from <em><strong>/</strong></em> to <em><strong>/</strong></em></td>
</tr>
</tbody>
</table>

General Membership Support:

Sr. Citizen $30; Individual $35; Family $50; Friend $75

Centennial Club Level:

Centennial $100; Benefactor $150; Heritage Circle $250; Director $500+

Please accept my additional gift of $ ________

I am interested in making an endowment gift; please contact me.

Total Membership: $ ________ + Additional gift: $ ________ = Total $ ________

Method of Payment

Cash ________ Credit Card VISA/MC

Card Number ________

Exp Date ___/__; VC Code ________

Signature: ______________________

Return to:

OCHS; 55 No. Main St.
Canandaigua, NY 14424
CALENDAR OF EVENTS

May 1: Museum resumes summer hours; open Wednesday evenings until 9 p.m.

June 13: 5 p.m. – Opening reception — “Grace Bates Art Show”; art show in conjunction with Finger Lakes Community College Art Department; museum lower level; through August 1

June 20: New York State Path Through History Weekend featuring “A Walking Tour of the Canandaigua Railroad Yard”, a self-guided tour developed by Preston E. Pierce

July 15: 7–8 p.m. – Boy Scouts Railroad Merit Badge, requirements # 1 and #7; information meeting

July 24: 1–9 p.m. – “Remember When Day” at the Ontario County Fair; Historical Society Family Trivia Game with prizes with displays at the Mercantile I Building Fair; runs July 15 – 26

July 25-26: 10 a.m.– 5 p.m. – “Waterfront Arts Festival Kershaw Park” on Canandaigua Lake; museum book sale

July 29: 7–8 p.m. – Boy Scouts Railroad Merit Badge, requirements # 3 (safety); a railroad employee will talk with participants

August 1: 4:30 p.m. – “Grace Bates Art Show” concludes

August 5: 7–8 p.m. – Boy Scouts Railroad Merit Badge, requirements # 2 (passenger service) Amtrak video and information on history of rail transit in and around Canandaigua including the R&E and trolleys

October 17: 9 a.m.–4 p.m. – Save the date; “Fall Foliage Trail” community days