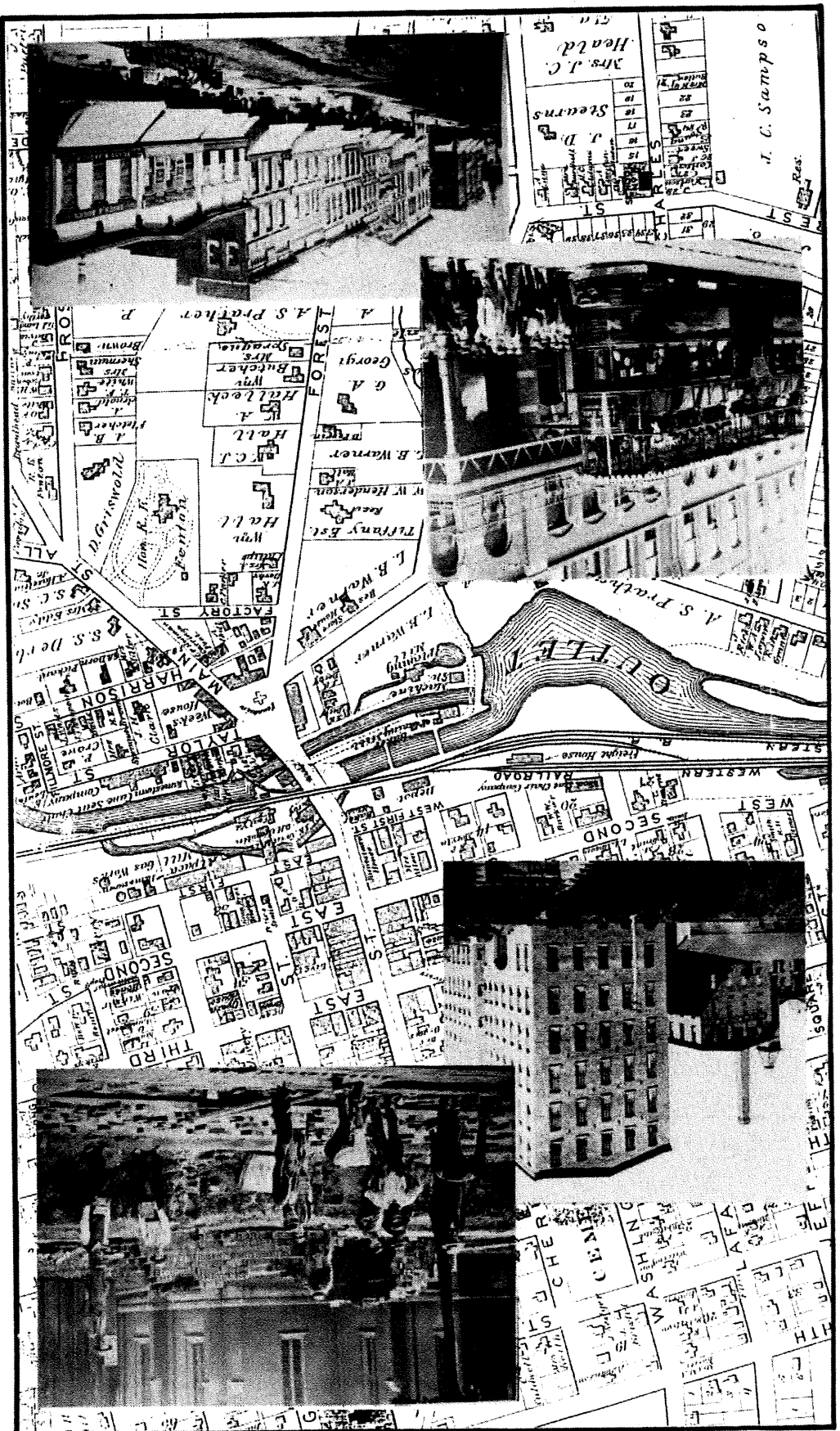


HISTORICAL SURVEY REPORT JAMESTOWN, NEW YORK VOL. 1

Bero Associates, Architects

32 Winthrop Street

Rochester, N.Y. 14607



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**INTENSIVE LEVEL HISTORICAL SURVEY REPORT
VOLUME 1**

CITY OF JAMESTOWN, NEW YORK

Jamestown Urban Renewal Agency
Fourth Floor, Municipal Agency
Jamestown, New York 14701
July 6, 1993
Project #92440

Prepared by

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New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

September 24, 1993

Mr. Aaron Gagne, Planning Coordinator
Department of Development, City of Jamestown
Municipal Building
Jamestown, NY 14701

Re: Intensive Level Survey of Jamestown
Jamestown, Chautauqua County

Dear Mr. Gagne:

Based on the information included in the Intensive Level Survey of Jamestown conducted by Bero Associates, the properties cited on the attached list appear to be eligible for the State and National Registers of Historic Places. I would like to congratulate Ms. Howe and Ms. Pickart for their exceptionally fine documentation; furthermore, I would like to commend the Jamestown Department of Development staff for their commitment to and funding of the survey.

Please feel free to call Nancy Todd at 518-237-8643 (ext. 262) with any questions.

Sincerely,



Julia S. Stokes
Deputy Commissioner for Historic Preservation

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Cover photographs by permission of the Fenton Historical Society, Jamestown, New York.
Historic map on cover is from the *Illustrated Historical Atlas of the County of Chautauqua, New York*. New York: F.W. Beers & Co., 1881. Plates 102, 104, 107, and 109.

SECTION I
METHODOLOGY

METHODOLOGY

Beginning in December 1992, the Jamestown Urban Renewal Agency (JURA) on behalf of the City of Jamestown undertook an intensive level historical survey to identify and evaluate the historic architectural resources of the city as an initial step in comprehensive historic preservation planning in Jamestown. Bero Associates, Preservation Consultants, Rochester, New York, was commissioned to prepare the survey report. The firm's architectural historians, Kathleen Howe and Margaret Pickart, are 36 CFR 61 qualified to practice in the field of Architectural History, having graduate degrees in Architectural History and several years of full-time experience in architectural research and survey work (see Attachments 1 and 2 for resumes). Technical guidance was provided at specified stages throughout the project by State Historic Preservation Office (SHPO) staff members Nancy Todd and Larry Gobrecht. JURA received funding for the project through the Community Development Block Grant program of the United States Department of Housing and Urban Development.

As set forth by the JURA, the goals of this project were:

1. To perform an intensive level historical survey in accordance with current state and federal survey guidelines;
2. To identify and evaluate State and National Register eligible buildings, structures, sites, objects, and districts, and to list the properties in a convenient format to expedite SHPO review for state- and federally-assisted projects;
3. To identify properties that may not meet State and National Register criteria for listing, but are of sufficient local importance to be worthy of recognition and preservation;
4. To raise awareness and appreciation for historic architectural resources as important assets to the community; and
5. To identify strategies for protecting the significant historic architectural resources of Jamestown.

Prior to the preparation of this project, John Jablonski III, former Planning Coordinator for the City of Jamestown, consulted with Ms. Todd and Mr. Gobrecht to discuss the uses of a historical survey, the required survey standards, and methods for streamlining future Section 106 reviews. On July 10, 1991, Ms. Todd and Mr. Gobrecht conducted a "windshield survey" of Jamestown's historic properties. This survey consisted of visual assessments only. Based on their field work, SHPO staff prepared a preliminary list of those buildings and districts that appeared to be potentially eligible for listing in the State and National Registers, based solely on architectural significance (National Register criterion C). SHPO staff noted that other resources might be potentially eligible based on their historic significance (under criteria A and/or B). SHPO's

preliminary list served as a useful reference for the current report by highlighting areas worthy of further study and providing an idea of the quantity of architecturally significant buildings and districts in Jamestown.

The scope of this intensive level survey was limited to extant buildings, structures, objects, and districts within the corporate limits of the city constructed prior to 1942. 1942 was chosen as a cut-off date based on the 50-year eligibility requirement for the State and National Registers. A small number of structures built after 1942, however, were included based on their exceptional historical and/or architectural merits. Archaeological sites were not included in this survey.

Bero Associates wishes to thank everyone who assisted in the preparation of this report. Input and guidance were provided by a citizens' committee, the City of Jamestown Historic Survey Advisory Committee. Advisory Committee members included: Christin Bakewell, Director of the Fenton Historical Society; Marlin Casker, Habiterra; Aaron Gagne, Planning Coordinator, City of Jamestown; Michael Hall, Holmlund's Wallpaper and Paint Company; John Jablonski III, Executive Director, Chautauqua Watershed Conservancy; Jan Kurth, Grants Coordinator, City of Jamestown; Carolyn G. Seymour, Mayor of Jamestown; Sam Teresi, Director of Development, City of Jamestown; and B. Dolores Thompson, City Historian. Additional individuals provided assistance: Jack Ericson, Daniel R. Reed Library at the State University of New York at Fredonia; Dick Hansen, Lakeview Cemetery Association; Bob Karbacka, Jamestown Zoning Officer and Building Inspector, Department of Public Works; Candy Larson, Fenton Historical Society; Karen Livsey, Fenton Historical Society; Waneta Melquist, Jamestown Assessor's Office; Rebecca Jo Rosen, Folkways Research; and Arlene Wiedenhofer, Jamestown Assessor's Office.

The objective of the **research phase** of this project was to identify and locate relevant sources of information and to evaluate and assemble that information into an organized whole. This project benefitted greatly from a vast collection of information previously compiled on the history and architecture of Jamestown. Much of the archival research was undertaken at the Fenton Historical Society and the James Prendergast Free Library. Existing historical information was assembled, including previous surveys and previously identified historic buildings. Two survey reports completed in the 1970s were consulted: *Historic Preservation in Chautauqua County: A Planning Approach* by the Chautauqua County Department of Planning and Development (1977), which identified historic and archaeological resources in the County and suggested ways to preserve them, and *Architecture in Jamestown, New York* by Carol L. Branan and Diane H. Filipowicz, and edited by Daniel H. Reiff (1976), which examined the growth and development of Jamestown and provided a stylistic analysis of its buildings. Numerous older texts, including Vernelle Hatch's *Illustrated History of Jamestown* (1900), Gilbert Hazeltine's *Early History of the Town of Ellicott* (1887), Arthur W. Anderson's *The Conquest of Chautauqua* (1932), and Helen McMahon's *Jamestown in Chautauqua County* (1952), among others, provided a thorough review of the history and development of Jamestown. Maps of the city dated 1815/1826, 1867, 1881, 1888, and 1930/1951 were another valuable source of information on the city's

development. These sources provided a basis for the historic overview, existing conditions survey, and inventory forms. The reliability of all previously-compiled information was assessed, identifying possible biases or inaccuracies.

The **Historic Overview** section of this report provides a summary of city-wide development from early settlement days through the mid-twentieth century, organized by major historic themes and associated building types. For example, the theme of commerce is explored with reference to the office buildings, banks, and stores of Jamestown's central business district along North Main Street. Examples of other historic themes with their building types include: education with schools and the library; ethnic heritage with residential enclaves; entertainment with movie theaters; industry and manufacturing with mills and factories; government with the armory and firehouses; religion with churches and cemeteries; social/recreational organizations with club houses and YMCA/YWCA facilities; and transportation with the streetcar power house and train station. The narrative in this section synthesizes information from many sources. The types of sources consulted varied according to subject. For example, commercial histories, business directories, gazetteers, advertisements, and historic post cards yield information on the history of factories, mills, and commercial buildings.

The Historic Overview also provides a brief geographic description of the city that relates Jamestown's development to its geography and natural resources. This exploration of the city's physical development offers a broad historical, architectural, and cultural context. Evidence of the evolving plan and character of the city is seen in the pattern of streets, and in the location of transportation systems, industries, commercial and residential areas, cemeteries, and public parks. The Historic Overview is supplemented by historic maps, illustrations, and photographs.

The **Existing Conditions Overview** describes the number, distribution, and integrity of potentially significant historic resources. The narrative is organized geographically into 8 areas, with each neighborhood labeled on a supplementary map. Within each geographic area, building types, periods of construction, types of construction, building materials, styles, character of surrounding landscape, and degree of integrity are assessed. Representative photographs illustrate the general character of buildings in each area.

Selection criteria and guidelines were developed to guide the selection of those properties that were inventoried. The criteria were based on the historic themes and property types established in the historic and existing conditions overviews, and on the National Register Criteria for Evaluation. The National Register Criteria are stated as follows:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or

- C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The selection of properties that were surveyed was based upon the presence or absence of significance and on an evaluation of each property's architectural integrity. When properties retain historic material and form, they are able to convey their association with events, people, and designs from the past. The relative rarity of certain building types was also an important consideration in deciding which buildings were inventoried.

All buildings change over time. Changes do not necessarily negate a building's eligibility; but if a building has undergone radical change, it may no longer retain sufficient historic fabric, and therefore may not be eligible for the National Register. Many properties may not be eligible because they have suffered from alterations that are incompatible with the appearance of their historic fabric. Examples of inappropriate alterations include fenestration changes, removal of historic materials, and visually overwhelming additions.

For a historic district to retain integrity, the majority of the buildings and landscape features that comprise the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance. Severity of visual intrusions is taken into consideration when evaluating a district's integrity.

Lists of proposed National Register-eligible buildings and historic districts are included with this report as a quick and convenient reference. These lists include building names (historic/current), property type (school, church, residence, etc.), date of construction (derived from New York State Real Appraisal Cards, Assessor's Office; Sewer Records, Department of Public Works; City Directories; and Sanborn Maps), style/architectural character, National Register Selection Criteria used, and comments. The list of properties inventoried was based on currently available historical information and the architectural integrity of the properties at the time of field visits (winter-spring 1993). Nancy Todd of SHPO made a second field visit to Jamestown on March 26 and 27, 1993, to review and finalize the proposed National Register lists.

Separate lists of proposed local landmarks and local historic districts have also been included. These lists include resources that currently do not appear to meet selection criteria of the National Register but are of sufficient local historical importance and are worthy of recognition and preservation in this context. Proposed local landmarks and local districts were not inventoried. All proposed National Register and local resources have been identified on area maps.

All buildings and districts included on the proposed National Register-eligible lists were **inventoried** using SHPO's **Building-Structure Inventory forms (HP-1)** and **Historic District Inventory Forms (HP-2)**. The inventory forms make up Volumes 2 and 3 of this report. Both field work and archival research was conducted in order to complete the inventory forms. Research included a study of tax records on file at the City of Jamestown's Tax Assessor's office which provided information on construction dates, type of construction, building materials, and property ownership. Architectural plan cards and microfiche, sewer records, and other sources were reviewed at the City of Jamestown's Department of Public Works. The primary contents of the survey form include an architectural description and a statement of architectural and/or historical significance. Each inventory form includes a map (Sanborn) showing the location of the individual building or district.

Because one of the chief goals of the project was to provide enough information to SHPO to make official eligibility determinations, the buildings and districts were sufficiently **photographed** to allow SHPO reviewers to make an informed decision. Properties were inspected and photographed from the public right-of-way. Interior photographs were taken in public buildings if access was available on the day of the site visit. Black and white photographs (3-1/2" x 5") are attached to each inventory form. Color slides were also taken of all State and National Register eligible properties for use in a slide presentation and slide catalog. Photo coverage for individual buildings generally consisted of one or more exterior views showing front and side elevations, and any contributing outbuildings. For districts, several streetscape views were taken, as well as several photos from a closer range showing single buildings and/or groups of buildings. In general, outbuildings in districts were not photographed unless they were architecturally exceptional or of a rare building type.

The inventory forms were submitted to SHPO requesting determinations of National Register eligibility. The review and final eligibility determinations by SHPO are scheduled to be completed by September 30, 1993.

Recommendations were prepared after consultation with SHPO, the Historic Survey Advisory Committee, and the City of Jamestown's Department of Development. Recommendations address National Register listing, protective measures at the local level, and public education.

The project concluded with a public **slide presentation** that highlighted districts and individual buildings representative of historic themes and architectural styles. In addition, a **catalog of color slides** of all State and National Register eligible properties in Jamestown was prepared.

Although it is recognized that future research and investigation may suggest additions and/or revisions to this intensive level historical survey, this report is sufficient for basic preservation planning purposes in the community and at state and federal levels.

SECTION II
HISTORIC OVERVIEW

HISTORIC OVERVIEW¹

EARLY HISTORY

Geography

Jamestown is located in Chautauqua County in the southwestern corner of New York State. The county's geographical and natural features, including Lake Erie, Lake Chautauqua, and the large terminal moraine known as "the ridge," were created by glaciers of the Wisconsin Ice Age. The ridge parallels Lake Erie about three to six miles inland. The area west of this line of hills is part of the Erie-Ontario Plains Region and its streams drain into Lake Erie, through Lake Ontario and the St. Lawrence, thence into the Atlantic Ocean. Most of the county is located east of the ridge and is part of the Allegheny Plateau. Waterways of the Allegheny Plateau, including Jamestown's Chadakoin River, empty into the Allegheny River, then into the Ohio and Mississippi Rivers, with the Gulf of Mexico as the final destination.

The city of Jamestown has two major natural features. One is the hilly terrain; the other is the Chadakoin River. Labeled "The Chautauqua Lake Outlet" on nineteenth century maps (signifying its relationship to the lake), the river enters the city of Jamestown from the northwest. It then travels south to just below the current city center, at which point it turns east, then exits the city at the northeast. The Chadakoin River had a great effect upon the settlement patterns and economic development of the city of Jamestown.

The Native Americans

The region was inhabited by Native Americans long before the European immigrants settled it. Small groups of Paleo-Indians may have travelled through the region after the glacier receded ca. 12,000 B.C. The Proto-Erie are believed to have inhabited the Chautauqua County region beginning ca. 6,000 B.C. to 5,000 B.C. The Erie lived in villages scattered throughout the region beginning in the thirteenth century. They remained in the area until the mid-1650s when they were vanquished by the Iroquois League of the Seneca Nation. The Iroquois used the area mainly for hunting and fishing.

The Cornplanter group of the Seneca established a camp on a hillside south of the Chadakoin River near the present Washington Street Bridge. They camped at this site from the sale of their land in 1797 until their final move to reservations in the 1830s.

¹Much of the information in this Historic Overview is based on articles and other materials found in the vertical files of the Fenton Historical Center and the Prendergast Library. Historic maps and *Historical Marker Sites in the City of Jamestown, New York* (Jamestown, New York: City of Jamestown, 1987) were also useful sources.

The French and the British

French soldiers, explorers, and traders travelled through the Chautauqua County region in the early eighteenth century when a route was discovered from Lake Erie and Lake Chautauqua that led to the Louisiana Territory via the Mississippi River. The first documented expedition to the Mississippi River by way of the region was in 1739 when Baron de Longueuil led a group of soldiers and Native Americans from Montreal, Canada. From Lake Erie the group portaged about eight miles through dense forests to Chautauqua Lake. They then traveled down Chautauqua Lake and the Chadakoin River to reach the Conewango Creek, which leads to the Allegheny River. The expedition engineer, Chaussegros de Lery, made the first professional map of Chautauqua Lake and is credited as the first to use the name *Chautauqua* for the lake. Ten years later, during the French and British struggle for American territory, France sent Pierre Joseph Celoron de Blainville through the region to reinforce France's claim over the territory. Celoron's men were responsible for clearing the portage trail between Lake Erie and Lake Chautauqua. They traveled down Lake Chautauqua and the Chadakoin River to the Allegheny, Ohio and Miami Rivers. Along the route Celoron buried six lead plates engraved with a statement of France's sovereignty over the territory.

In 1754 war broke out between Britain and France over the claimed territory. Although the war was not fought in Chautauqua County, the French used the area as a supply route. The French were defeated and ceded their lands, including southwestern New York State, to the British with the signing of the Treaty of Paris in 1763. Twenty years later the British relinquished their claim over the land to the United States at the close of the American Revolution in 1783.

The Holland Land Company

After the Revolution, the land that is now western New York was claimed by New York and Massachusetts. In the Treaty of Hartford of 1786, an agreement was reached giving New York political sovereignty over the area, while Massachusetts gained the soil rights. Robert Morris, "financier of the American Revolution," purchased the land from Massachusetts in 1791, and began selling it to the Holland Land Company, a group of Dutch investors, in 1792. This land included all of Chautauqua County and the western part of Cattaraugus, Genesee and Erie counties. Before the Holland Land Company received title to the land, the title of the Seneca was relinquished at the Treaty of Big Tree in 1797. In 1798, the company officially took possession of 3.3 million acres of land, which became known as the Holland Purchase.

The Holland Land Company's agent in western New York was Joseph Ellicott. A land office was opened in Batavia in 1801. The company divided western New York into ranges, townships, and lots. Each township was six miles square and consisted of 64 lots. Settlers from New England and eastern New York State began moving into the region in 1799. The boundaries of Chautauqua County were laid out in 1808. Mayville became the center of the Holland Land Company's land transactions in the county, as well as the county seat.

Early Settlement Years

Purchase of the Rapids

In 1806 James Prendergast (fig. 1), the founder for whom Jamestown is named, came upon a site along the Chadakoin River known as "The Rapids" while searching for a pair of strayed horses. The name was a reference to the swift waters at that point in the outlet of Lake Chautauqua. The combination of ample waterpower and vast amounts of available timber nearby were the two key factors that prompted Prendergast to develop the site as a milling settlement.

James Prendergast was the son of Irish immigrant William Prendergast of Pittstown, Rensselaer County, New York. After discovering "The Rapids," James returned to Pittstown and married Agnes Thompson in 1807. James and Agnes returned to western New York in 1810 and resided for a while at the home of Matthew Prendergast, James' brother, who had settled on a farm on the west side of Lake Chautauqua near Mayville. In 1809 Matthew Prendergast bought 643 acres from the Holland Land Company. This tract consisted of the west and middle third of lots 33 and 34, and lots 41 and 42, in the second town, eleventh range, which encompasses the western part of Jamestown. He also acquired 637 acres of land in lots 50 and 58, in the first township, tenth range, on Kiantone Creek. James Prendergast subsequently took title to this land and began developing the property around The Rapids as a milling center.

Early Buildings

The early settlement initially developed on the north side of the Chadakoin River. The first survey of village lots was completed in 1815 by Thomas Bemus, nephew of James Prendergast. Thomas Disher drew a map of the lots surveyed by Bemus. The lots were all 50 x 120 feet, and were sold for \$50 each (fig. 2). The area was difficult to develop due to knolls, swampy conditions, and ravines. The land south of First Street was left unplatted to allow for future industrial development along the river corridor, which would require space for raceways, mills, and factories. The early commercial district grew up along North Main Street beginning at First Street. The early residential neighborhoods were located along the north-south streets of Cherry, Pine, and Spring; and the east-west streets of Second, Third, Fourth, and Fifth. From its beginnings, village development paralleled the river; the typical New England concept of a central village square never developed in Jamestown.

Many of Jamestown's early settlers were from New England and eastern New York State. They were attracted by the waterpower and the potential it provided for milling and other business enterprises. The first house at The Rapids was a log house built in 1810 by John Blowers, an employee of James Prendergast. It was located near the site of the boat landing at present Fairmount Avenue and West Eighth Street. In his cabin, Blowers operated a tavern for keelboatmen who sold their goods between Pittsburgh and Mayville.

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In 1811 James Prendergast built a log house, a saw mill, and a mill dam on the north bank of the river outlet near Sprague and Second Streets. An historic marker currently identifies that site. The house and mill were destroyed by fire in 1812. Following the fire, Prendergast moved to a house on the north side of First Street, between Main and Cherry Streets, and shortly thereafter moved again to a new home at the northeast corner of Main and Second Streets. In 1813 Prendergast built a new saw mill on the east side of Main Street, just north of the river. In 1815 he moved again into a one and one-half story, frame house situated on the west side of Main Street between Second and Third Streets, where he resided until 1836. Prendergast's second saw mill burned in 1816. He rebuilt it west of Main Street and south of the railroad tracks. In 1823 that mill burned and was subsequently rebuilt on the same site.²

Prendergast's mill dam (1811) had to be removed as a result of a law suit by landowners along the lake shore who charged that the location of the dam caused their land to flood. Prendergast rebuilt the dam at a location further downstream. He later built the settlement's first grist mill in 1814 on East First Street. The second floor of the grist mill housed Jamestown's first wool carding machine. The grist mill was destroyed by fire in 1833.

The early settlement of Jamestown was rustic. In 1815 it consisted of a clearing of about sixty acres with only 13 families. Building design and construction during the early years strongly reflected the traditions of the transplanted New England settlers. As the village grew and prospered, homes of log construction were replaced with more finished, sophisticated, frame houses.

Most of Jamestown's earliest residences no longer exist. One of the few remaining intact houses from Jamestown's settlement years is the front-gabled, two-story, frame house at 862 North Main Street. (See inventory form.) This Federal house features a facade with delicate, fluted pilasters and blind arches. The stylistic features of this house suggest ca. 1820-30 construction. The house at 617 Winsor Street is also believed to be one of the oldest remaining in the city. This house, however, lacks integrity of site and design, having been moved three times since its original construction in 1824, and altered many times as well. It was originally built by Noah Harrington, one of the early settlers.

The settlement officially received the name of Jamestown in 1815, in honor of its founder, James Prendergast. Jamestown is located within the township of Ellicott, which was organized in 1813, with Prendergast as the first town supervisor.

Early Commerce and Industry

Jamestown's early economic development, prior to the advent of the railroad in 1860, supported a variety of workshops, stores, small factories, and mills. The setting and geography contributed much; locally available resources spurred the development of Jamestown's industries. The

²Gilbert Wilkinson Hazeltine, M.D., *Early History of the Town of Ellicott, Chautauqua County, New York* (Jamestown, New York: Journal Printing Company, 1887), 24; *Historical Marker Sites*, 12 and 16.

lumber, furniture, and textile industries were established in Jamestown's early years and proved to be important to the growth and development of the settlement. The vast supply of timber encouraged the lumber industry which, in turn, led to the manufacture of furniture. The Chautauqua Lake Outlet supplied the water power for the mills and machinery, and the Allegheny River provided transportation for the distribution of manufactured goods to outside markets. Numerous settlers brought with them skills for manufacturing a variety of goods. Skilled craftsmen included carpenters, joiners, mechanics, and blacksmiths. By 1815, Jamestown had a general store, a blacksmith shop, a tannery, four taverns, a potter's shop, a furniture shop, a saw mill, a grist mill, and a wool carding business. Many of the businesses were located along Main Street between First and Fourth Streets. Another prominent local industry was the scythe handle factory which was established in 1824 and shipped its goods to outside markets.

The development of the lumber industry in Jamestown began with Prendergast's 1811 saw mill. Although Prendergast experienced many difficulties, his mill was responsible for transforming Jamestown into a prosperous lumbering center. "By 1815, Jamestown was producing three million feet of timber a year and had become the center of the county's lumber industry."³

The development of the furniture industry also played an important role in Jamestown's history. The plentiful timber of nearby forests (principally white pine, but also cherry, maple, and walnut), available water power, and river transportation nurtured the furniture industry from the earliest settlement days.

The industry began ca. 1813 when Phineas Palmiter (born 1790) emigrated from Rhode Island and established himself as Jamestown's first furniture maker. A carpenter, joiner, millwright, machinist, and metal worker, he was first employed by James Prendergast in the erection of buildings for the expanding village. The first piece of furniture produced by Palmiter is reported to have been a cherry stand for Prendergast, and is now in the collection of the Fenton Historical Society. In 1827 Palmiter established a chair factory on East First Street. At this early stage, furniture was produced for local sale only. Another furniture maker was Royal Keyes, who established a cabinet-making shop on the southwest corner of Main and Fourth Streets in 1816. By 1818, he was producing furniture for the local community; in the early 1820s he increased his production and was joined by the brothers William and John Breed. The Breeds bought out Keyes in 1823. In 1825 they established the first furniture factory in Jamestown, an enterprise that would continue successfully for 50 years as one of the largest manufacturers of furniture in the region. Their office and warehouse, a five-story building (45' x 110'), was located at 101-107 Winsor Street, and a lumber yard and a factory (also a five-story building, 40' x 100') were located at Winsor, Harrison, and Willard Streets.⁴ Some of the furniture made in Keyes' carpenter shop was shipped to southern markets. This was the beginning of furniture-making in large quantities in Jamestown.

³Paul Albert Spengler, *Yankee, Swedish and Italian Acculturation and Economic Mobility in Jamestown, New York, From 1860 to 1920* (diss., University of Delaware, 1977), 44.

⁴Chautauqua County Historical Society, Vertical Files.

Jamestown's woolen industry began ca. 1814 with a wool carding establishment located on the second floor of Prendergast's grist mill. In 1816 Daniel Hazeltine of Vermont settled in Jamestown and built the village's first woolen mill, which was located on First Street. He processed raw wool and manufactured finished cloth for 20 years at this site. He also operated a wool-weaving factory beginning in 1823, then established a partnership with Robert Falconer who provided capital to expand the enterprise. In 1830 a stone building was added to the complex.

None of the commercial or industrial buildings from Jamestown's early settlement years have survived. Historical accounts reveal that many of these buildings were of wood frame construction and were destroyed by fire.

Early Transportation

Roads. From the settlement of the village in the early 1810s, until the advent of the railroad in 1860, Jamestown's merchants sold their wares locally and shipped surplus items on boats for sale in the towns along the Allegheny and Ohio Rivers. The economic growth of Jamestown relied upon the development of a dependable transportation network.

Most of the early roads in the Holland Purchase were Native American trails, with the exception of the Portage Road between Lake Erie and Lake Chautauqua, which was built by the French in the mid-eighteenth century. This road today leads from Barcelona to Westfield. Many of the early settlers, in exchange for land from the Holland Land Company, helped cut primitive roads through the thick forests that covered the area. Many of these roads were difficult to travel due to stumps and mud. State chartered turnpikes were built in the county between 1805 and 1838. Within Jamestown also the early roads were primitive. Travel across the river was facilitated by the construction of a wooden bridge at the foot of Main Street in 1814.

As more roads were cleared, stagecoach lines carrying mail and passengers were established, including one from Jamestown to Mayville along the east side of the lake in 1823, and another from Jamestown to Fredonia in 1826. Taverns sprang up to accommodate stagecoach travelers, wagon drivers, and the local community. The Dexterville Tavern, located on East Second Street, is a two-story, frame structure that was built in 1826 by Darius and John Dexter as a stagecoach stop on the Buffalo-Pittsburgh route. Much altered, it is believed to be the oldest documented building still standing in its original location in the city.

Flatboats and Keelboats. The primitive road conditions of the first half of the nineteenth century made water travel a key mode of transportation for Jamestown. Water routes included Lake Erie, Lake Chautauqua, and navigable creeks and rivers.

The great glacial ridge served as an impediment and a dividing line for transportation in the early nineteenth century. Towns west of the ridge, along Lake Erie, were connected with the Great Lakes and upstate New York, while towns like Jamestown, east of the ridge, were oriented toward western Pennsylvania and the Ohio River region via Lake Chautauqua and the river outlet.

Prior to the advent of the railroad, the Allegheny River was a crucial route to the markets along the Ohio River. Even the Erie Canal, completed in 1825, proved to be too far removed to offer any great benefits in terms of trade and transportation.

Goods and materials were shipped from Jamestown down the Chadakoin River and Conewango Creek to the Allegheny River in flatboats and keelboats. It was much easier to ship them by boat than to haul them by horse and wagon over the ridge to Lake Erie. For that reason alone the early merchants of Jamestown marketed their goods more often in Pittsburgh than in Buffalo.

Flatboats (fig. 3), moved by the river's current, were used for down-river transport only. Jamestown flatboats often carried such manufactured goods as window sash, doors, wooden scythe handles, buckets, and furniture down the route to Pittsburgh and beyond, the cargo being sold to storekeepers in towns along the Ohio River. After being unloaded, flatboats were sold for use further down the river or disassembled for building material.

Keelboats (fig. 4) brought goods upstream from Pittsburgh and other southern towns. These boats were propelled by several boatmen pushing poles on the bottom of the river bed. Later, horses were hitched to the keelboats by long towing lines. Cargo from Pittsburgh included such items as bacon, sugar, molasses, whiskey, dry goods, glass, nails, and machine parts for mills. On southbound trips the keelboats often carried locally produced black salts and potash⁵, animal skins and furs, maple sugar, and shingles. The keelboat landing was located on the north bank of the river, east of the Main Street Bridge. The coming of the railroad to Jamestown in 1860 made shipping by keelboats and flatboats obsolete.

Early Educational and Religious Institutions

In addition to industry and commerce, the early years of Jamestown saw the development of educational and religious institutions. Many of these institutions reflected the New England origin of the early settlers.

The Holland Land Company set aside one-quarter acre of land in each township for the purpose of education. The early settlers followed the New England tradition of supporting education through private philanthropy. In 1814 the first school was established in the village of Jamestown. It was located in the home of John Blowers at 113 North Main Street. The teacher was Reverend Amasa West. At this early stage, classes were also held in the cotton factory and in the cabinet maker's shop.

James Prendergast donated money and facilities for education from 1814 through the early 1820s. Children between the ages of six and fifteen were required to attend, but there was little organization, and the curriculum had little direction. In 1815 Abner Hazeltine taught school with classes held in a Prendergast-owned building. In 1816 the first building specifically for

⁵The early settlers of Chautauqua County were dependent upon the forest for their cash income. The ashes of such hardwoods as oak, maple and beech were used to make black salts and potash.

educational purposes was erected. Known as The Prendergast Academy, it was located at the southwest corner of North Main and Fifth Streets.⁶ Jamestown's second school building was erected in 1822 at Pine and Fourth Streets. Known as the Pine Street School, it fell under the jurisdiction of the public school district, and was tax-supported. In 1825 Reverend Philip Smith, a Baptist, established a select school; and in 1833, a Quaker boarding school for girls was organized on Foote Avenue. It operated for ten years.

The early settlers brought with them the Protestant denominations predominant in New England, including Congregational, Presbyterian, Methodist, and Baptist. The first church services were held by the Congregationalists. Established in 1816 by Reverend John Spencer, they first met in the Prendergast Academy. The organization was incorporated in 1821 and in 1828-29 erected a church on the site of the Academy, with dedication services in 1830. In 1869 a new church was completed for the congregation at 317 East Third Street (see inventory form) by local architect/builder Aaron Hall. This Gothic Revival, brick building is the oldest standing church in Jamestown. It features twin towers, a tall steeple, pointed-arch windows and doors, and corbelling.

The Methodists were next to establish a religious organization in Jamestown. The First Methodist Episcopal Church was organized in 1823 when a Methodist class was moved to the village. The year 1833 saw their church building completed at Second and Chandler Streets. A new church at the intersection of Second and Third Streets was dedicated in 1886 and served the parish until it was razed, due to structural instability, in 1957. A new structure was subsequently built at Buffalo Street and Lakeview Avenue.

Three new religious congregations were organized in Jamestown by the 1830s: The First Baptist Church in 1826, and the First Presbyterian Church and St. Luke's Episcopal Church, both in 1834. None of these original church buildings remain.

St. Luke's first church was erected at the northeast corner of North Main and Fourth Streets in 1854-56. It was a Gothic Revival frame building designed by nationally prominent architect Richard Upjohn. This was destroyed by fire in 1862. A second frame church, built in 1863-65, was later replaced by the present stone church in 1892-94 (see inventory form, 410 North Main Street). The church features characteristics of the Late Gothic Revival and the Richardsonian Romanesque styles. It was built as a memorial to the granddaughter of James Prendergast, sister of James who is memorialized by the library.

The original First Presbyterian Church was constructed in 1837 at West Third and Cherry Streets. Many of the original members had left the First Congregational Church to form First Presbyterian. The first church was destroyed by fire and was subsequently replaced on the same site with a brick building that also suffered interior damage from a fire in 1890. The present First Presbyterian Church was built at 509 Prendergast Avenue in 1925 (see inventory form).

⁶This is the present location of the George W. Tew House (built 1885) at 413 North Main Street.

By the 1830s, James Prendergast deeded land to the Congregational Society for the first cemetery in the village of Jamestown. The cemetery originally included the land bounded by Fifth, Sixth, Cherry, and Washington Streets. The burial ground was extended to Seventh Street in 1844. By the early 1850s, it was obvious that more space would be needed. In 1858 a tract of land was purchased, and in 1859 the first burials were made in the Lakeview Cemetery (see inventory form, 907 Lakeview Avenue). This site was chosen for its view of Chautauqua Lake and was designed with a central area for public monuments. Some graves were transferred from the old cemetery to Lakeview immediately; transferral continued into the 1880s when the site of the old cemetery was occupied by the James Prendergast Free Library. A second cemetery was established within city limits in 1910. Named Holy Cross Cemetery, it was established by the Saints Peter and Paul Roman Catholic Parish. The first person buried in Holy Cross Cemetery (in 1914) was Father Richard Coyle. Coyle arrived in Jamestown in 1874 and initiated the construction of Saints Peter and Paul Church. Both Lakeview and Holy Cross Cemeteries are historically significant, as the headstones and monuments document much of the city's history and identify numerous individuals responsible for the growth and development of Jamestown.

VILLAGE HISTORY

Incorporation

Jamestown became an incorporated village in 1827 with a population of 393. The settlement that had begun in 1810 as a rustic lumbering center on a sixty acre clearing had grown to an area of about one and a half square miles. The expansion of the village was in part due to the efforts of Dr. Elial T. Foote, local physician, judge, bank president, and historian. In 1822, Foote traveled to Philadelphia to meet with Paul Busti, land agent for the Holland Land Company, from whom he purchased 350 acres, now most of eastern Jamestown. Foote was a promoter of industrial development in Jamestown and donated land for several church buildings (First Methodist, Swedish Methodist, First Congregational, and First Baptist). He sold much of his tract in parcels ranging from five to forty acres. One of the parcels included an eleven-acre lot with water power rights to the lower dam.

Commerce and Industry

By 1827 Jamestown had the following businesses: one woolen mill, one grist mill, four saw mills, two asheries, two tanneries, one chair factory, one sash factory, two wagon shops, five blacksmith shops, and one pail and tub factory⁷. Industry and manufacturing grew and diversified along the river corridor during the years after village incorporation. Of special note is the sash factory established in 1826 by Sedgwick Benham and Smith Seymour on Winsor Street, between Chandler and Harrison Streets. By 1829 sash were shipped to southern markets in Pittsburgh and beyond. (The area in which the sash and blind factories were located came to

⁷Helena M. Stonehouse, *One Hundred and Forty Years of Methodism in the Jamestown, New York Area* (Jamestown, NY: 1954), 19.

be known as Sash Factory Hill.) This factory expanded to include the production of doors and blinds in 1845. In 1829 a wooden pail factory was established on Winsor Street. Lyman Crane and Edmund Edgerton founded an edged tool factory, ca. 1830, which made high grade axes. These factories, and others, were located near the river corridor and sold their products locally, and in cities along the Allegheny, Ohio, and Mississippi Rivers.

Commercial and professional establishments in 1827 included: six stores, two taverns, two groceries, two clothing shops, two apothecaries, three tailors, two hatters, two saddlers, and three law offices. Jamestown's first printing office was established by Adolphus Fletcher in 1825 on the northeast corner of Main and Fourth Streets.⁸ The *Jamestown Journal*, the first local newspaper, was printed there for several years beginning in 1826. The *Journal* later moved into a late-nineteenth century Romanesque Revival commercial building that still stands at 16 West Second Street (see North Main Street Historic District inventory form). The current *Post-Journal* has its roots in the *Jamestown Journal*.

The village was the location of the first bank in Chautauqua County in 1831, with Dr. Elial T. Foote as its president. The National Chautauqua County Bank was built in 1831 (burned 1861) on the lot where the Marine Midland Bank (built 1924) now stands at the northwest corner of Second and Main Streets (see North Main Street Historic District inventory form).

None of the commercial or industrial buildings dating from the years from village incorporation (1827) up to the mid-nineteenth century have survived, many of them having been destroyed by fire. Historic photographs, however, provide glimpses into this era of Jamestown's past (fig. 5).

Municipal Services

Municipal services developed in Jamestown as the population grew. With village incorporation, provisions were made for a volunteer fire department. Funds were appropriated in 1829 for the first firehouse, located at Second and Main Streets. A night watch was established in 1855, with watchmen patrolling for fires.

Transportation

The turnpike system was one of the primary means of transporting people and goods through the area, prior to the development of the railroad. A state road from Jamestown to Fredonia was built in 1837 and another was built to Carroll, on the Pennsylvania border, a year later. Plank roads were built beginning in 1849. These roads enabled horses to handle heavier loads than could be carried on dirt roads. Two plank roads passed through Jamestown to Dunkirk in the early 1850s. The planks eventually deteriorated and these roads were abandoned, resulting in a financial loss to the investors.

⁸This is the site of the present St. Luke's Episcopal Church at 410 North Main Street.

In the year of village incorporation, Alvin Plumb built Jamestown's first steamboat, known as the *Chautauque*. It was launched on Chautauqua Lake in 1828 and operated between Mayville and Jamestown carrying both passengers and freight. Jamestown's steamboat landing was established at that time on the Chadakoin River, at Fairmount Avenue and West Eighth Street.

Residences

The Greek Revival proved to be the predominant style for Jamestown houses built in the years following village incorporation through the middle part of the century. The most distinctive remaining is the William Hall House at 73 Forest Avenue, built in 1846 (see Forest Avenue Historic District inventory form). The two-story main block features a tall portico with Doric columns supporting a wide entablature. Hall (1793-1880) made his fortune in Jamestown in the lumber and textile businesses. The craftsmanship and grandeur of his Greek Revival home reflect his wealth and prominent social position in the community. Other surviving Greek Revival houses dating from ca. 1840s-50s are more modest in design and can be found scattered in small numbers throughout the city. Most are simple, one and one-half story, L-plan houses with low-pitched, front-gabled roofs, some with cornice returns.

CITY INCORPORATION AND INDUSTRIAL EXPANSION

Transportation

Railroads

The coming of rail transportation to Jamestown in 1860 was a major factor in the prosperity and expansion of the city. The advent of the railroad created rapid economic changes. Shipping costs for imported goods were reduced while the profits on locally manufactured exports increased. The railroad was largely responsible for Jamestown's boom years because it enabled small factories and artisans' shops to expand into large manufacturing plants. The railroad provided a reliable network for the distribution of goods. The old plank roads and stage lines became obsolete. Shipping on flatboats and keelboats began to be overtaken by the expanding railroad system. Jamestown's population increased dramatically after the introduction of the railroad, from 3,155 residents in 1860 to 15,000 residents in 1886, the year in which Jamestown achieved city status. This increased population provided not only additional labor supply, but also additional demand for the products manufactured in the city.

Jamestown's first railroad was the Atlantic and Great Western (A & GW RR) which arrived in 1860.⁹ This line was later operated by the Erie Railroad which offered both passenger and freight service between New York City and Chicago and operated another branch from Jamestown to Buffalo. The railroad paralleled the Chadakoin River and helped to greatly expand the industrial corridor in the heart of the city (fig. 6). The tracks crossed Main Street and were for many years an obstruction for local street traffic. An overpass was not built until the 1920s. Nearby factory owners, who feared disruption of services to their facilities, succeeded in preventing its construction until that time.

The railroad delivered coal, wood, wool, and other raw materials to factories along the industrial corridor. In turn, locally manufactured goods such as wooden furniture, steel cabinets, tools, and woolen cloth were loaded onto the trains and shipped to other parts of the country, where Jamestown manufacturers established markets in new cities. One of Jamestown's early train stations was a gable-roofed brick structure (fig. 7) built in 1881 at West First and Cherry Streets. It was replaced by a larger, pyramidal roofed, brick passenger station (fig. 8) in 1897, which was, in turn, demolished and eventually replaced in 1931 by a new station for the Erie Railroad at 211-217 West Second Street (see inventory form). The station features simplified classical motifs such as fluted pilasters and triglyphs. It stands as an important visual reminder of the heyday of the railroad. Conrail acquired the Erie in 1975 and continues only freight service to the city.

Trolleys

In 1884 the Jamestown Street Railway was established for passenger travel using horse-trolley cars (fig. 9). The ownership of the company was originally a joint venture, but by the early 1890s the worsted manufacturer William Broadhead, and his sons Almet and Sheldon, acquired control of the company. Under Broadhead ownership, the horse cars were replaced with electric trolleys (fig. 10) in 1891, trolley service within the city was greatly expanded, and trolley lines were built along both sides of Lake Chautauqua from Jamestown to Mayville.

The original trolley routes in Jamestown traveled a loop in the downtown area. From the boatlanding, the trolley followed Third Street east to Cherry, turned south on Cherry to Second, headed east on Second to Main, turned south on Main to Allen, turned east on Allen to Winsor, followed Winsor up to Second, and turned west on Second to Third to complete the loop. By 1900 the routes were extended in all directions. To the north, the cars ran as far as the cemetery along Lakeview Avenue. To the west, tracks were built along Fairmount Avenue to Lakewood. The East Second Street line continued to Falconer. In 1903 the Newland Avenue line was built in the southwestern part of the city.

⁹The Atlantic and Great Western Railroad (A & GW RR) survived several name and ownership changes. In 1880 the A & GW RR was sold and reorganized as the New York, Pennsylvania and Ohio Railroad. In 1883, the line was leased to the Erie Railroad, which in 1896 acquired the entire railroad. In 1961 the Erie merged with the Lackawanna Railroad, becoming the Erie-Lackawanna Railroad. Finally, in 1975, the Erie-Lackawanna became part of the Conrail system.

The central hub of the system was the Sherman House Hotel¹⁰ (fig. 11) on Third Street between Main and Cherry Streets. The local architect Aaron Hall designed the building, which rose four stories in height, was 100'x125', and accommodated 125 guests. The Jamestown Street Railway car barns (ca. 1898 and 1915) at 560 West Third Street (near the Third Street Bridge) were used for storage, repair, and painting of the trolley cars. The brick car barns feature a utilitarian design with clerestory windows. The former company offices (ca. 1898) were located adjacent to the car barns in a Medieval-inspired brick building with a round corner tower.¹¹ The Jamestown Street Railway Company's Power House still stands at 117 Fairmount Avenue (see inventory form), near the boat landing. This brick building features round-arched windows and decorative brick corbelling in the cornice. The extant car barns and generating plant are historically significant for their association with the operation of Jamestown's trolley system.

The Broadhead family also controlled trolley and steamboat transportation in other towns surrounding Lake Chautauqua. They established the Chautauqua Traction Company (fig. 12) in 1904. This interurban electric line ran along the west shore of the lake, connecting Jamestown with Westfield. The Jamestown, Chautauqua and Lake Erie Railroad, a steam railroad that ran along the east side of the lake, was established in 1887. This line was bought by Almet and Sheldon Broadhead, electrified, and renamed the Jamestown, Westfield and Northwestern Railroad (JW & NW) in 1913. The JW & NW Railroad connected Jamestown with Westfield and the New York Central Railroad for both freight and passenger service.

Buses and Automobiles

Changing transportation systems after the First World War eventually made the trolley obsolete. Trolley service began to decline due to competition from trucks, buses, and automobiles. Bus transportation in Jamestown began in the early 1920s. By 1938 the Jamestown Motor Bus Transportation Company had taken over the trolley routes and city trolleys were discontinued. The last interurban passenger train, the JW & NW RR, was put out of service in 1947.

Steamboats

The steamboats that serviced Chautauqua Institution, resort hotels, picnic sites, and amusement parks on Chautauqua Lake were an important part of the transportation system of Jamestown in the late nineteenth and early twentieth centuries. The development of the resorts around the lake was a direct outgrowth of the railroads that brought resort-goers from Pittsburgh, Cleveland, Buffalo, and elsewhere, seeking pleasant scenery, recreation, and fresh lake air. The steamboat business developed to transport passengers and freight from the train stations to the various hotels around the lake.

¹⁰This building was destroyed by fire in 1910.

¹¹The offices have been razed.

The boat landing (figs. 13 and 14) was the hub of Jamestown's steamboat industry. While the downtown portion of the Chadakoin River was not easily navigable, the upper part of the river at the boat landing was once a very busy port. Two and three-decked steamboats docked there, the largest of which was the *Jamestown* (fig. 15) with three decks designed to carry 3,000 passengers. Beginning in 1884 passengers made easy connections to the trolleys of the Jamestown Street Railway at the boat landing. Connections were also available to the Jamestown, Westfield and Northwestern Railroad Electric Interurban Line on the west side of the boat landing.

The Chautauqua Steamboat Company, under the direction of president Almet N. Broadhead, consolidated all the boat companies on the lake under one management. By 1900 the Chautauqua Steamboat Company had six large steamers and a number of smaller ones. The company also purchased land in the Jamestown suburb of Celoron in 1893 and developed it into a popular amusement park.

By 1925 a large operating deficit required service reductions by this company.¹² The transportation services offered by the Jamestown, Westfield and Northwestern Railroad, also owned by the Broadhead family, may have been partly responsible for the demise of steamboat travel. In early 1938 only the steamboat *Jamestown* remained in service on Lake Chautauqua. This boat eventually deteriorated and sank in 1967. The convenience of automobiles brought an end to regular steamboat service on Lake Chautauqua.

Ethnic Groups and Their Religions

Immigrants were attracted to Jamestown largely because its growing industries offered many opportunities for employment. The two largest immigrant groups in Jamestown during the late nineteenth and early twentieth centuries were Swedish and Italian. Other ethnic groups, including Irish, British, Albanians, and Greeks, settled here in smaller numbers.¹³

The Irish

Some of Jamestown's pioneers of the early 1800s were Irish or of Irish descent. Most prominent was the city's founder, James Prendergast. His father, William Prendergast, was a native of Ireland, born in the town of Waterford.

The potato famine of 1846-47 caused a mass emigration of the Irish to the United States. An influx from southern Ireland came to Jamestown in the 1850s and 1860s. Many of these settlers were employed by the railroads.

¹²An article in the *Jamestown Evening Journal* of December 2, 1925 entitled "Steamboat Service is Now a Thing of the Past" discussed the financial difficulties of the Chautauqua Lake Navigation Company.

¹³Much of the following information on the Swedish and Italian immigrants in Jamestown is based on Spengler, 54.

The Irish were the first Roman Catholic settlers in Jamestown. As with many other ethnic groups, the church played an important role in unifying the Irish community. As early as 1846, mass was held in private homes for the few Catholics in this area. The Roman Catholic Church had only one priest in Western New York in the early nineteenth century. The first Roman Catholic church in Jamestown and southern Chautauqua County was built in 1853-54 at the southeast corner of West Sixth and Cherry Streets. The building was destroyed by fire in 1860 and was rebuilt in 1861. The church was officially incorporated as Saints Peter and Paul Roman Catholic Church in 1863. This small frame church was enlarged twice before being replaced by the present Gothic Revival, stone edifice at 508 Cherry Street (see inventory form) in 1894. This designated local historic landmark was designed by Boston architect F. Joseph Untersee. In 1887 Saints Peter and Paul Roman Catholic Church converted a frame house at Fulton and Fifth Streets to serve as a parish school and convent. It had an initial enrollment of 150 students. The school was rebuilt in 1904 at the southeast corner of Washington and Fifth Streets.¹⁴

The Swedes

Swedes first came to Chautauqua County in 1849. Most settled in Jamestown where, by 1874, they represented approximately one-fourth of the city's population. These immigrants left Smaland and other provinces in southern Sweden due to economic and social unrest. They found jobs in Jamestown as farm workers, servants, carpenters, and laborers in mills and factories. As they learned English many of the Swedes were employed as skilled workers in the furniture factories applying the woodworking skills of their native land. They soon played an important role in Jamestown's furniture industry, both as workers and factory owners. As early as 1869, the Swedes had established their own furniture factories. By 1920 half of the furniture companies in the city were owned by Swedish-Americans. By the 1900s Swedish entrepreneurs diversified by producing metal furniture, tools, automobile radiators, and other products. For more information on these industries, see the "Industry and Manufacturing in the Boom Years" section, below.

By 1870, many Swedes had begun to settle in the eastern part of the city, south of the Chadakoin River, on what came to be known as "Swede Hill." This section consists of Willard Street and the side streets from Barrows Street east to the city line. Swedes built their homes in this area to be near their jobs in the wooden furniture factories and worsted mills in the Fourth and Fifth Wards, most of which were situated along the southeastern curve of the Chadakoin River. Although the western part of Swede Hill bordered the railroad, factories, and warehouses of the industrial corridor, it was not a densely developed area. In fact, when Swedes first arrived, there was still much open land. Residential development expanded eastward toward the city line during the late nineteenth century and well into the mid-twentieth century. To accommodate the

¹⁴Thomas J. Goodwill, *Centennial Celebration of the Incorporation of the City of Jamestown, 1886-1986* (Jamestown, NY: Jamestown Centennial Celebration, 1986).

developing area, Swedish-owned businesses were established in eastern Jamestown including groceries, meat markets, hardware stores, clothing businesses, and other retail stores. Many of these stores served predominantly immigrant customers.

As the number of European immigrants to the Jamestown area increased after 1850, the development and variety of religious organizations also increased. At mid-century, the First Swedish Lutheran Church (organized 1856; now First Lutheran Church) and the First Swedish Methodist Episcopal Church (organized 1852; presently the Epworth Christ United Methodist Church) were established. Other Swedish churches organized in Jamestown by the end of the century included the Swedish Evangelical Mission Church (organized in 1879), the Swedish Immanuel Lutheran Church (organized in 1887 by members of the First Lutheran Church), the Swedish Christian Zion Church (organized in 1884 by members of the Mission Church), and the Swedish Baptist Church (organized in 1884; now Hillcrest Baptist). (See inventory forms for First Swedish Lutheran Church at 120 Chandler Street, First Swedish Methodist Episcopal Church at 10 Foote Avenue, and the Swedish Baptist Church at 119-123 Chandler Street for more information.)

While many Swedes chose to live in or near the "Swede Hill" section, this neighborhood was not an isolated ethnic enclave. As business activities and job locations of Swedes and other ethnic groups diversified after the turn of the century, these people began to move to neighborhoods throughout the city. By the 1920s some Swedes were drawn to the southwest section of the city to be closer to the expanding metallic furniture factories.

Swedes established several social clubs to foster cultural ties and offer educational opportunities. The first Swedish society in Jamestown was the Scandinavian Society, founded in 1868. Its members were mainly Swedish and Danish workers who gathered for lectures. The singing society, *Brage*, was formed in 1871 as a Swedish secular organization interested in music, literature, lectures, and social gatherings. The Scandinavian Temperance and Benevolent Society was founded in 1872. Swedish business and professional men organized the Norden Club in the early 1900s and built a clubhouse in 1913-14 on the site of the present post office. The Nordic Temple was originally located in the former YMCA building on Second Street and Prendergast Avenue.¹⁵ Traditional Midsummer festivals and theatrical productions were performed on the stage of the Nordic Temple. The largest fraternal group today, with members of Scandinavian descent, is the Ingjald Lodge of Vikings. This group has met in the Viking Temple Building at 318 Washington Street since 1925.

¹⁵This building was razed to make room for the construction of the new City Hall.

The African Americans and the Underground Railroad

Several underground railroad routes are documented in Chautauqua County, one of which came from the south by way of Sugargrove, Pennsylvania, and passed through Jamestown. The former home of Silas Shearman, abolitionist and pioneer settler, at Fourth and Pine Streets was a station of the underground railroad, where escaping slaves were sheltered during their trip to Canada.

One of the earliest free-born African-Americans to settle in Jamestown was Catherine Dickes Harris (1809-1907) who arrived in 1831 and lived in a small frame house at 12 West Seventh Street in the area then known as Little Africa. The current house at this address is believed to have been built over and around the original house. It is a locally important historic site as a station of the underground railroad in the 1840s and '50s. Harris was one of the few African Americans in the country to operate an underground railroad station. By defying the Fugitive Slave Law she risked fines and imprisonment. In 1881, Harris was one of twelve organizing members of the A.M.E. Zion Church in Jamestown; her house served as the first site of the church, and later became the church's parsonage. In 1882 the A.M.E. Zion Church was organized as a Union Church. The house currently on the site is still used as the parsonage of the A.M.E. Zion Church. Another prominent African American who settled in the vicinity was Walter Washington who grew up in a house on Washington Street (no longer standing) and later became the first black mayor (both appointed and later elected) of Washington, D.C.

The British

A large influx of British immigrants came to Jamestown in the years following the Civil War to work in the textile industry which was booming at that time. Jamestown worsted manufacturer William Broadhead encouraged skilled workers from England to settle in the city. Many of these immigrants lived in the area that became known as English Hill. This neighborhood encompassed the streets southwest of Swede Hill including Allen, Barrows, Towner, and English Streets. Assimilation was relatively easy for this group since there was no language barrier.

The Italians

The first group of Italian immigrants came to Jamestown between 1887 and 1890. After 1890, the number of Italian settlers in Jamestown increased sharply. The majority of Jamestown's Italian population came from agricultural regions in Sicily. Like Swedes and other immigrants, they came in search of employment opportunities. Many of Italians were unskilled laborers who had migrated to other places before settling in Jamestown. They had first found jobs as railroad laborers in Buffalo, as workers in the fruit farms and canning factories of Chautauqua County, and as coal miners in Pennsylvania. Italians settled primarily along the riverfront, at the bottom of Swede and English Hills, in the vicinity of Allen, Chandler, Second, and Harrison Streets.

The majority of Italians who settled in Jamestown worked in the brickyards, on the Erie railroad, as brick street pavers for the city's public works department, or in the worsted mills. Others came to Jamestown as skilled artisans and shopkeepers. Some Italians worked in furniture factories and tool making companies, while others worked as shopkeepers, fruit and vegetable sellers, tailors, and barbers.

The Church played an important role in unifying the Italian community. In 1910 Italians organized St. James Roman Catholic Parish on Victoria Avenue. (Previously, they attended services at the predominantly Irish parish of Saints Peter and Paul.) The original St. James Church was a frame building that also housed the rectory. As the parish grew, a new church and a parochial school were built at the corner of Victoria and Institute Streets in 1914. St. James parish continued to expand so that a new school was built on Prospect Street in 1953. The present church building was erected in 1968. Various Italian religious societies were organized under the auspices of St. James Church including the St. Prospero and St. Sebastian societies.

A group of Italian-Americans built the Italian Methodist Episcopal Church at 142 Foote Avenue in 1917.

There were several Italian secular societies that served to culturally unite the Italian community. During the early 1900s Italian businessmen organized the Christopher Columbus Society, the Italian American Club, and the Sons of Italy. Italian musicians formed the Imperial Band around 1910 and gave concerts at Allen Park, Fenton Park, Celoron Park, on Chautauqua Lake steamboats, and at nearby communities.

The Albanians and Greeks

Albanians first arrived in Jamestown ca. 1904, leaving behind a homeland in political upheaval. Many were from the city of Korcha in southeast Albania. They found jobs as tailors, shoemakers, confectioners, restaurant owners, bakers, shopkeepers, and workers in the furniture factories. Many Albanians, as well as Greeks, settled on the hill in the Sprague Street area. They came to Jamestown with a great sense of national pride. Many were members of Vatra, the Pan Albanian Federation, a major political force in the liberation of Albania. The cultural unity of the Albanians was reinforced in Jamestown by the formation, in 1913, of The Queen Sophia Band and the *Albanian Weekly Times*.

Most Albanians were members of the Albanian Orthodox Church, organized in 1911. In 1930 the St. Louis Church was built on Sprague Street. In 1956, Albanians bought the former Brooklyn Heights Methodist Church (see inventory form for 103 Palmer Street) and renamed it the St. Elia Albanian Orthodox Church. This "Carpenter Gothic" church was constructed in 1888 by builder James S. Ellis. Currently, some Albanians are members of the Greek Orthodox religion and attend the St. Nicholas Greek Orthodox Church.

Other Religious Institutions

By the 1880s Jamestown was truly a city of churches (fig. 16). As indicated on an 1888 map (fig. 17), eight churches were located in the small area of the city bounded by Winsor, East Fifth, and Prendergast Streets, north of the railroad. By 1911 the city had 25 churches, reported to be "commodious," "costly," and of great "architectural beauty."¹⁶ Numerous religious structures were built during the period after city incorporation, and the turn of the century saw additional new church groups in Jamestown. For example, in 1891 the First Church of Christ, Scientist, was established. The church, the first Christian Science church in New York and the fourth of its kind in the country, was built at 321 Prendergast Avenue (see inventory form) in 1893. Exhibiting elements of the Richardsonian Romanesque and Shingle styles, the building was designed by New York City architect Charles Wetmore. Wetmore's mother, Rose Kent, was one of the readers of the church and maintained a friendship with Mary Baker Eddy, the founder of the Christian Science religion. This designated local historic landmark is significant because of its architect, its design, and its place in the Christian Science movement.

In 1885 the Independent Congregational Church, also known as the First Unitarian Church, was organized. In 1900 the Buffalo Street Methodist Episcopal Church was established (see inventory form for 338 Falconer Street). The Buffalo Street church, erected in 1905, is the only church in Jamestown constructed of rock-faced concrete block. In 1903 the Calvary Baptist Church and Grace United Brethren Church (see inventory form for 1015 North Main Street) were formed. In 1925 a new church was constructed for the First Presbyterian congregation at Prendergast Avenue at Fifth Street (see inventory form for 509 Prendergast Avenue). Designed by noted architect Ralph Adams Cram, it exemplifies the "Lombard Romanesque Revival."

Industry and Manufacturing in the Boom Years

The history of the growth of Jamestown is the history of the development of the city's industry and manufacturing. Jamestown developed as a center of light industry. The wide diversity of goods produced in Jamestown was an asset to the community. When one industry diminished there were always others that maintained their strength and contributed to the development of the city.

By 1854 the village had grown to include: two cloth factories, two foundries, two wagon shops, two tanneries, two sash and blind shops, two axe factories, two scythe factories, three grain cradle factories, one pail factory, one grain measure factory, one wheelbarrow factory, and one hand sled factory.¹⁷ An 1867 map (fig. 18) shows that the industries were concentrated along the banks of the river and included mills, foundries, and carpenter shops, among numerous other establishments.

¹⁶*Jamestown, New York Historical and Industrial Review* (Erie, PA: Municipal Publishing Co., 1911), 9.

¹⁷Stonehouse, 28.

In the mid-1870s Jamestown had "...a vast and increasing manufacturing interest, including a woolen mill, three cabinet manufactories, two cane seat chair factories, a piano factory, two planing mills and two saw and planing mills, two foundries and two machine shops, two sash, door and blind factories, one butter pail manufactory, a pump and water pipe factory, a cooperage, a cigar box factory, two grist and flouring mills, five carriage and wagon shops, three washing machine manufactories, a stove factory, a dry measure manufactory, a carding machine, a wheelbarrow factory, a broom factory, an edge-tool factory, a sash balance manufactory, and an alpaca mill."¹⁸ At that time the city was described as possessing "...a rare combination of physical beauty and the fruits of business enterprise."¹⁹ An 1881 map (fig. 19) shows numerous additional industrial buildings, again concentrated along the river and the railroad. Mills and furniture factories are among the new enterprises.

By 1885, the manufactories of Jamestown included: two alpaca mills, four table manufactories, three agricultural implement factories, two axe manufactories, seven carriage & wagon factories, five chair factories, four flour mills, four foundries, machinists, two lounge manufactories, two piano factories, and four factories for sash, blinds, doors, moldings, etc.²⁰ In the following year, 1886, Jamestown was incorporated as a city with a population of 15,000.²¹ An 1888 map (fig. 20) shows continued industrial development along the River and railroad. By 1900, when population had increased to 22,000, the wood furniture, worsted fabric, light metal products, and photographic paper industries "...accounted for 75% of the total product value of \$7.7 million produced by Jamestown industry."²² At that time the city was clearly the industrial center of the county, boasting 178 manufacturing establishments.²³

The Wood Furniture Industry

By the 1850s, the lumber industry was beginning to wane and the furniture industry started to flourish. Decline of the lumber industry was due, in part, to the depletion of the supply of trees.²⁴ (One tree remains from the early period of Jamestown's history. A white oak tree, near the First United Methodist Church at Lakeview Avenue and Buffalo Street, is believed to have

¹⁸Wayne E. Morrison, Sr., *A History of Chautauqua County, New York, 1808-1874*. (Clyde, NY: W.E. Morrison & Co., 1969), n.p.

¹⁹Morrison.

²⁰Chautauqua County Historical Society, Vertical Files.

²¹Helen G. Ebersole, ed., *Writing the Record: Jamestown, New York - 1900* (Jamestown, NY.: Typescript prepared by students in Jamestown Community College), 7-8.

²²B. Dolores Thompson, *Jamestown and Chautauqua County: An Illustrated History* (Woodland Hills, CA: Windsor Publications, Inc. and Woodland Publications, Inc., 1984), 53; Ebersole, 7-8.

²³Thompson, 53.

²⁴Spengler, 63.

sprouted ca. 1820.) The growth of the furniture industry was a result of several factors. With the introduction of the railroad in 1860, the opportunities for distributing furniture were vastly multiplied and distribution itself was made easier. The railroad also made it possible for wood to be imported.

Many Swedes who emigrated to Jamestown were already experienced in furniture making. In 1863, the first Swedish Cooperative Manufacturing Company was established.²⁵ Twenty years later it was incorporated as the Atlas Furniture Company, with a factory located in East Jamestown along the railroad tracks. In 1941 the company's name was changed to Crawford Manufacturing Corporation.

In 1870 Augustus Johnson became the first Swedish part-owner of a Jamestown furniture company, joining the Breed brothers as a partner in the new firm of Breed & Johnson. In 1894, the firm was reorganized and incorporated, and Johnson became president. The firm operated through 1954. Numerous other Swedes participated in Jamestown's furniture industry. Some established their own factories, including the Norquist Brothers and Frank O. Anderson. One of the earliest Swedish-owned factories in the city was Johnson and Johnson's door factory, which was established in 1869. One year later August Lindblad, Olof Lindblad, and T.J. Bergquist founded a furniture factory. The A.C. Norquist Company, a wooden furniture manufacturer, was established on Chandler Street in 1890. Jamestown became one of the largest producers of wood furniture in the United States. At the peak of furniture manufacturing in Jamestown there were more than 40 furniture factories in Jamestown

During the early years of the twentieth century, Jamestown furniture manufacturers began to hold informal furniture markets in their factories or in rented vacant stores downtown. Buyers on their way from Philadelphia, New York, and Boston to the Grand Rapids, Michigan, furniture market would stop in Jamestown to view the merchandise. Beginning in 1914, a group including Henri M. Hall and Frank O. Anderson campaigned to erect a building specifically for showing furniture to potential buyers. In 1916, a site was chosen at Second and Washington Streets. The Jamestown Furniture Mart (see inventory form for 111-119 West Second Street), completed in 1917, was nine stories tall and encompassed 186,000 square feet. Semiannual furniture shows were conducted there each May and November. The building, which still stands, has spandrel panels filled with Sullivanesque-inspired ornament.

One of the most successful of Jamestown's furniture makers was the Maddox Table Company, established in 1898 by John Maddox (born 1856), who had apprenticed with furniture manufacturers and was a skilled mechanic and adept inventor. Maddox invented the first reclining rocker and a machine, patented in 1891, to polish tables. (Maddox also invented a photographic printing machine for the American Aristotype Company.) The factory was located south of the railroad on Harrison Street between Institute Street and Foote Avenue, and Maddox's

²⁵Fenton Historical Center, Vertical Files.

home was built at 62 Allen Street (ca. 1910; present Boy's and Girl's Club), overlooking his factory buildings. Maddox also had an office and warehouse at the corner of Winsor and Second Streets.

Other prominent wood furniture manufacturers in Jamestown include the Schulze and Van Stee, Davis Bedroom Suites, and Union National companies. These manufacturers, together with the Jamestown Royal Inc. Upholstery Corporation, were established on Crescent Street in the early twentieth century. (See Crescent Street Historic District inventory form.)

Related to the manufacture of wood furniture in Jamestown was the manufacture of pianos. The first such factory was the Brown Brothers piano factory, established by 1875, originally located on Third Street near Main Street. This building was demolished and a new one built in 1887 at 108 East Third Street. Another piano manufacturer in Jamestown was C.A. Ahlstrom & Company. Owner Charles Ahlstrom emigrated from Sweden and founded his company in 1875, with a temporary factory on Cherry Street. In 1881, a brick factory and showroom were constructed at 112 East Second Street. Ahlstrom & Company operated through 1928, after which time the factory building was remodeled.

The prime of wood furniture making in Jamestown was over by the 1930s. Its decline was based partly on the development of the furniture industry in the South where labor was cheaper. Many of the companies were small and unable to afford technological advancements that could increase their productivity; they were forced to close or sell out to larger companies. Another reason for the decline of the wood furniture industry was the rise of metal furniture manufacturing, introduced in the late 1880s.

The Metal Products Industry

Jamestown was a pioneer of the metal furniture industry, which tended to pay higher wages, thus attracting more employees, which in turn heightened productivity.²⁶ As in the wood furniture industry, many Swedish immigrants had the necessary skills for metal furniture production and their availability was a factor in the early growth of the industry. By 1911 Jamestown was the "...country's largest center of metal furniture production."²⁷

One of the prominent metal furniture companies in Jamestown was the Jamestown Metal Desk Company, which established a factory on Blackstone Avenue in 1920 for the manufacture of metal office furniture. This company was later known as the Jamestown Metal Manufacturing Corporation and continues to produce metal products today. (See Jamestown Metal Company Industrial Complex inventory form.)

²⁶Thompson.

²⁷Spengler, 64-65.

The Art Metal Construction Company (fig. 21) was formed in 1888 by a group of Jamestown businessmen including Reuben E. Fenton, son of the Governor, Fred E. Hatch, Arthur C. Wade, Albert Gilbert, Frank E. Gifford, and Alexis Crane, with James W. Hine of Chicago. Called the Fenton Metallic Company at its inception, the Jamestown plant of the company started operation in 1889. Among the company's earliest contracts were those for furnishings for the State Capitol in Austin, Texas, and the St. Paul, Minnesota, City Hall. In 1892 the plant was destroyed by fire and subsequently rebuilt. In the 1890s consolidations occurred and the Art Metal Company was formed from the Fenton Metallic Company, the Art Metal Company of St. Louis, George D. Barnard & Co. of St. Louis, the Geuder-Paeschke Manufacturing Company of Milwaukee, and the Office Specialty Company of Rochester. Additional purchases near the end of the century, including the Jamestown Metal Furniture Company (which became Plant No. 2), the Crown Metal Construction Company, the Steel-White Corporation, and the International Metal Manufacturing Company, further increased the capacity of the company. A 1920 addition to Factory No. 1 allowed for even further production capacity. The Art Metal Construction Company occupied several buildings throughout the city including sites on Jones and Gifford Avenue and along River Street. This pioneer of metallic office equipment was a great success. In operation in Jamestown through 1969, it added much prosperity to the early-twentieth-century city.

In 1904 an Art Metal Company employee by the name of Charles Dahlstrom, a mechanical engineer, invented the first hollow metal door and organized the Dahlstrom Metallic Door company to manufacture his fireproof doors and trim.²⁸ By offering fireproof doors, he resolved some of the safety problems inherent in skyscraper construction. After about one year in business, Dahlstrom erected a new factory at Buffalo and East Second Streets (see inventory form for 443 Buffalo Street), which was subsequently expanded. Dahlstrom's product can be found in numerous New York City skyscrapers, including the Singer Building, the Empire State Building, and Radio City. Buildings in numerous other cities contain examples of his work including Washington, D.C., Philadelphia, PA, Dallas, TX, and San Francisco, CA.²⁹ Dahlstrom also manufactured Otis elevator doors. The Dahlstrom Metallic Door Company became the third largest employer in the city by 1914. Its success spurred several other companies to produce metal doors and office equipment in Jamestown.

Other manufacturing companies were established for the production of building-related equipment made of metal. One such company was the International Casement Company that produced windows. Its administration building was constructed in 1924 and stands at 84 Hopkins Avenue, currently occupied by Hope Architectural Products, Inc. A Tudor Revival structure, it was designed by local architect Oliver Johnson.

²⁸Spengler 64.

²⁹*Dahlstrom: Design in Elevator Entrances* (Jamestown, New York: Dahlstrom Metallic Door Company, 1940).

The Watson Manufacturing Company was founded in 1887 by William Watson for the manufacture of metal-framed window screens. In 1913, the firm's product line was expanded to include metal office furniture. The Jamestown Sliding Blind Company was established in 1889.

There were several other manufacturing firms based in Jamestown which produced a variety of other metal products. In 1903, the Gurney Ball Bearing Company was founded to produce ball bearings designed by Frederick W. Gurney who was president and chief engineer of the company. Gurney spent years improving his invention and methods for its manufacture. He also invented the radial thrust ball bearing and the preloaded ball bearing. The company later merged with the Marlin-Rockwell Corporation, with Gurney as chief engineer. It occupied a site on Winsor Street near the river. Gurney retired from the company in 1935.

In 1871 the Vandergrift Manufacturing Company was established in Bluffton, Indiana, for the manufacture of washing machines. In 1880 this company, one of the oldest and largest washing machine manufacturers in the country, moved to Jamestown. George Vandergrift Blackstone, whose father was William A. Blackstone of the Vandergrift Company, worked for the company for several years, then gained controlling interest, was elected president, and changed the name of the enterprise to Blackstone Manufacturing Company. Blackstone Avenue, just south of the river in the northeastern section of the city, was named for the founder of this company who located his buildings along the street (see inventory form for Jamestown Metal Co., 104 Blackstone Avenue). This washing machine tycoon, also founder and first president of the Jamestown Manufacturers Association, had a residence at 411 East Second Street, which was built in 1898.

The manufacture of hardware was another major industry in Jamestown. The Crescent Tool company was established in the city in 1907 by Swedish-American Karl Peterson, and developed into one of the world's largest manufacturers of hand tools. (Peterson's Four-square style house still stands at 3 Barker Street; see inventory form). Crescent tools gained wide acclaim during World Wars I and II, when the adjustable wrench and other Crescent tools were used by Armed Forces mechanics. The firm's fame was also spread by Charles Lindbergh who flew the Atlantic equipped only with gasoline, a few sandwiches, and a Crescent wrench and pliers. The company occupied buildings along Harrison Street, just south of the railroad tracks. The major operations of the company were transferred to North Carolina in 1977. In 1984 the company closed its doors. Its Foote Avenue building was taken over by the Chautauqua Hardware Corporation and its other buildings were taken over by the County Industrial Development Agency.³⁰

Weber-Knapp, manufacturers of general hardware, was founded in Jamestown in 1908. The company maintains an operation at Chandler and Allen Streets.

³⁰Ernest D. Leet, ed., *History of Chautauqua County, New York, 1938-1978, A Bicentennial History Project* (Westfield, NY: Chautauqua County Historical Society, 1980,) 313.

Another large, metal-related manufacturing concern in Jamestown was the American Voting Machine Corporation. Formed in 1898, out of a merger of the Empire Voting Machine Company of Jamestown and the Columbia Triumph and U.S. Standard companies, it operated in Jamestown until the 1970s. Its complex of buildings is still standing on Jones & Gifford Avenue. The administration building exhibits elements of the Art Deco.

The American Aristotype Company

The American Aristotype Company was established in 1888 and was incorporated in 1889 for the manufacture of ready-sensitized photographic paper. This new type of photographic paper was developed by Porter Sheldon and Charles S. Abbot, with R. C. Sheldon, Porter's son, involved in the technical side. (Porter Sheldon lived at 70 Prospect Street. In 1970, the home was given to the Daughters of The American Revolution. See inventory form.) American Aristotype was the first major producer of improved photographic paper in the United States. The company had seven buildings. Four of them were factories on the property bounded by Prospect Street, Terrace Place, and McKinley Street. The office was on Prospect, south of Prather Street. In 1893 all the buildings burned and were subsequently replaced. At its peak, the company produced 88,000 square feet of photographic paper per day.³¹ The company was purchased by George Eastman and the technology used for the Eastman Kodak Company of Rochester in establishing its photographic empire. The company's buildings were later demolished. Today, only some foundations remain in the area. Simple rowhouses, which still stand at 20-26 Terrace Place, were occupied by employees of the American Aristotype Company. The E.A. Gilbert Plant, which began business in Jamestown in 1893, also produced photographic paper.

The Jamestown Shale Paving Brick Company

The year 1880 saw no paved streets in the village of Jamestown. By 1900, there were 70 miles of them. The paving material was red brick produced by the Jamestown Shale Paving Brick Company. The company, whose plant was in East Jamestown, was first established by John Mahoney, a paving contractor. Mahoney was unable to provide full funding for the operation, and Almet N. Broadhead, son of William, provided assistance. Mahoney was the first superintendent and director of the plant; Judge Jerome B. Fisher was the first president.

Clay was first used for brick manufacture, and plants were located in towns outside of Jamestown. After the clay pit in the town of Poland proved unworkable, the operation was moved to Allen Street, where shale rock had to be drilled, exploded, moved, crushed, and transported before a finished product was available. The quarry and factory were located along Crescent Street near Buffalo Street. Brick was considered a favorable paving material (fig. 22) because it was quite durable. It was not prone to damage by frost (although it was dangerous when icy) and it was easily repaired and replaced. Many brick streets remain visible in all

³¹*Jamestown and Falconer, New York* (Jamestown, NY: Journal Printing Co., 1895).

sections of the city. Many other brick streets remain, though resurfaced with blacktop. In all, it has been estimated that 1650 miles of brick pavement exist in Jamestown.³² The Jamestown Shale Paving Brick Company operated through the 1930s, producing brick for road and sidewalk surfaces, as well as for building construction. Although the company is no longer in operation a stockpile of bricks remains for street repairs.

Textiles

The textile industry in Jamestown had its beginning in 1816 with the cloth dressing business of Daniel Hazeltine. Hazeltine was joined by Robert Falconer in 1823. The first successful textile mill in Jamestown was established in 1873 by William Broadhead (1819-1910), a manufacturer and capitalist who was referred to as "the father of modern industrial development in Jamestown."³³ Broadhead came to America in 1843 and worked in a variety of occupations before establishing a clothing store with his son Sheldon. Later, William's son, Almet, joined the firm, then known as William Broadhead & Sons, which became one of the largest merchant tailoring establishments in the county.

In 1872 Broadhead visited England, his place of birth, and was impressed by the textile manufacturing undertaken there. He returned to America with the intent to establish a mill for the manufacture of dress goods in Jamestown. Broadhead invited William Hall and Joseph Turner to join his undertaking. Hall provided the major capital. The mill of Broadhead, Hall, and Turner was located at 32-34 Harrison Street and included a total of fifteen buildings on four acres. A twelve-foot square, 80-foot high smokestack easily identified the establishment that was referred to as the Alpaca Mills. In 1875 Broadhead retired from the firm which then became known as Hall and Turner; and when Turner left (to purchase the Lister Manufacturing Company, a Broadhead enterprise) in 1908, it became known as Hall & Co.

Broadhead left the Alpaca Mills to establish a new firm with his sons, Almet and Sheldon. Known as the Broadhead Worsted Mills (fig. 23), it was established in 1875 at 100 East First Street and eventually occupied approximately thirteen buildings (most of which still stand; see Broadhead Mills Historic District inventory form). A brick chimney, approximately 175 feet high, was its identifying feature. At its peak, in 1900, the Broadhead Worsted Mills employed 1200 workers, establishing a significant economic presence in Jamestown. Much of Broadhead's money financed civic improvements in Jamestown. Broadhead later purchased Hall & Co. and formed the Jamestown Worsted Mills. Broadhead's home, which originally overlooked his business operations, still stands at 130 South Main Street (see inventory form). This fashionable Queen Anne brick house (built 1883-85) reflects Broadhead's success and affluence.

³²Fenton Historical Center, Vertical Files.

³³Reed Library, Special Collections, SUNY College at Fredonia, Vertical Files.

Broadhead expanded with several other textile companies, including the Broadhead Alpaca Mill (1880), Jamestown Spinning Company, Terry Mills, Jamestown Cotton Mills, and Goodwill and Ashworth. Other textile operations in Jamestown included the Empire Worsted Mills (which operated through 1955, see Chautauqua Hardware Company inventory form) and the National Worsted Mills (which operated through 1968). The Broadhead Worsted Mills operations were severely reduced in the late 1920s. The decline of the textile industry in Jamestown was due in part to the development of synthetic materials and the increase of manufacturing in the South, which offered cheaper labor and therefore greater productivity. After 1936 the company was no longer listed in city directories.

Business and Commerce in the Boom Years

Brooklyn Square (figs. 24 and 25) has been an industrial and commercial center since at least 1848. The "square," which was really triangular in shape, was located south of the railroad and river where Forest Avenue and Taylor, Harrison, South Main, and Market Streets met. The buildings at Brooklyn Square were razed for urban renewal projects in the late 1960s and early 1970s.

The area was called Brooklyn Square since the mid-1860s and featured small shops, theaters, a public market, taverns, and a covered fountain. The businesses of Brooklyn Square served those who worked in the industrial buildings along the river. Trolley lines passed through the square. The Humphrey House (fig. 26) was a popular hotel that also housed the terminal of the Warren-Jamestown trolley and the Roosevelt Theater. The hotel was erected in the 1880s by J. W. Humphrey, Jr. at the southeast corner of Main and Taylor Streets. Various mercantile shops could be found at Brooklyn Square including clothing and shoe stores, jewelry shops, restaurants and taverns, and a pharmacy.

When Jamestown was incorporated as a city in 1886 the business district extended along Main Street (figs. 27 and 28) from Brooklyn Square north to about Fourth Street. The buildings in this area were typically constructed of brick, rose to a height of three stories, and exhibited the current styles of the day: Italianate, Romanesque Revival, and Classically-inspired styles. Detailing included round-arched windows, window hoods, corbelling, prominent cornices with pinnacles, some cast iron, large glazed storefronts, and recessed entries. (See North Main Street Historic District inventory form.) Office buildings, called "blocks," were constructed by prominent citizens to house their businesses, or were offered for lease. One such building was the Arcade Building, constructed in 1870 at 26-32 Main Street near the Outlet. This five-story building exhibits elements of the Romanesque Revival, and may have been patterned after the Cleveland Arcade building. It originally housed shops and rooms for theater groups and clubs.

Other buildings constructed for business purposes were smaller than the business "blocks." Three of these buildings stand at 304, 306, and 308 North Main Street. Nos. 304 and 306 were erected in 1876; No. 308 in 1910. Designed with storefronts at the ground story, the upper levels were

occupied by office space. Buildings similar to these lined the streets of Jamestown's business district in the late-nineteenth and early-twentieth centuries.

Also located in the downtown section of the city were hotels. The earliest such establishment was erected in 1814 by Jacob Fenton. Known as Fenton's Tavern, it was located on Main Street between Second and Third Streets and was both the drinking and business center of the village.³⁴ There were several other early taverns erected in the vicinity of Fenton's in the early nineteenth century. All frame structures, they were prone to the fires which plagued Jamestown in its early history.

The New Sherman House Hotel (fig. 11) was erected in 1881 by A.M. Sherman and was located at West Third and Cherry Streets, convenient to the trolley system. The Hotel Jamestown, still standing on West Third Street, was erected to accommodate furniture buyers visiting the Furniture Expo at the Jamestown Furniture Mart. It is a ten-story brick structure with a classical cornice and quoins, and is partially faced in stone.

Banks organized in Jamestown encouraged and supported the business interests. The first was the Chautauqua County Bank, established in 1831, with a building on the northwest corner of Main and Second Streets. Judge Elial Foote was the first president. The current building is the fifth on the site, constructed in 1924. Now known as the Marine Midland Bank, it is a Classical Revival stone building with monumental Doric columns flanking the entrance.

The First National Bank was chartered in 1863, although it may have existed as early as 1853. It was founded by Alonzo Kent and was located at the southeast corner of Third and Main Streets. A new building was constructed above and around the original building in 1953. Designed by the Jamestown architectural firm of Beck and Tinkham, it displays Classical elements. The current Key Bank, at the northeast corner of Main and Second Streets, occupies a neo-Classical structure built for the Bank of Jamestown in three stages. It features monumental Ionic columns, and an entrance crowned by a tall entablature and pediment. A drive-in branch of the bank was erected in 1955 at North Main and West Sixth Streets (see inventory form for 517 North Main Street). The design of the diminutive building reflects a simplified "modern classicism" as shown in the hierarchical, three-part composition and simple, fluted pilasters.

Several other banks were established in Jamestown before the turn of the century. They include: City National Bank (chartered in 1864), Jamestown National Bank (organized in 1888), Farmers and Mechanics Bank (incorporated as a state bank in 1891), and the Union Trust Company (established 1894).

The advent of telephone communications in Jamestown dates to 1879, when the Jamestown Telephone Exchange was established at 9 East Third Street. The telephones used by this company were manufactured locally by Clarence E. Gifford. In 1890 Bell Telephone took over

³⁴Hazeltine, 206-233.

the Jamestown Telephone Exchange under the name of the New York and Pennsylvania Telephone and Telegraph Company. The switchboards and central office equipment of the company were located at 113 East Third Street. In 1901 Thaddeus S. Lane began promoting a new independent telephone company. In 1902 this concern incorporated as the Home Telephone Company and built offices at 210 Pine Street (present Town Club; see inventory form). The Home Telephone Company purchased the property of the Bell Telephone Company in Jamestown in 1919. Home Telephone merged the two companies under the new name of The Jamestown Telephone Corporation. The switchboards, central office equipment and engineering offices of the new company were located in the former Bell office (113 East Third Street) and the accounting and commercial offices were in the former Home Telephone Company building (210 Pine).

As the community grew, the Jamestown Telephone Corporation made the decision to build a new, modern facility. A site was acquired at the northeast corner of Spring and East Fourth Streets. The new Jamestown Telephone Corporation Building (present Alltel Building; see inventory form for 201 East Fourth Street) was built in 1929 according to the design of Wilbur Watson & Associates of Cleveland. This four-story, Art Deco brick building features stepped pilasters with herringbone, zigzag, and geometric motifs.

Residences

The period from the second half of the nineteenth century through the early years of the twentieth century was a time of expansion in the residential neighborhoods of Jamestown. As industries grew and people moved to Jamestown, houses were built to accommodate the increase in population. Both high style mansions of wealthy industrialists and modest houses of factory workers sprang up. The majority of Jamestown's surviving housing stock dates from this period.

Highlights of Northside Houses

Many prominent families built their houses on the hill north of the Chadakoin River where Prendergast Avenue and Main, Cherry, Pine and Spring Streets intersect Fourth, Fifth, and Sixth Streets. This neighborhood, situated just north of Jamestown's central business district, provided proximity to shops, business and professional offices, governmental buildings, and churches. The Kent, Marvin, Tew, Ahrens, Broadhead, and Gifford families settled in this fashionable neighborhood.

The Alonzo Kent House (presently the Scottish Rite Temple) at 305 East Fourth Street (see inventory form) is one of the most sophisticated nineteenth-century residences in Jamestown. The house is a designated local historic landmark. The brick house was originally constructed in the Italianate style for Alonzo Kent ca. 1859. Kent was prominent in the banking, real estate, and political life of Jamestown. The house was remodeled in 1888 when Alba Kent, Alonzo's nephew, gained ownership. The remodeling was directed by Charles Wetmore, Alba's stepson and member of the renowned New York City architectural firm of Warren and Wetmore. Wetmore frequently visited the house during his mother and stepfather's residence and later

occupied the house for several years beginning ca. 1916. During the 1890s (the period of Alba and Rose Elena Wetmore Kent's occupancy) this residence was the center of local society and the scene of many lavish parties. The interior remodeling of 1888 included a new grand staircase, new oak and mahogany paneling and trim throughout, ornamental plaster moldings, and ceiling medallions. The house has been owned by the Scottish Rite Temple since 1920.

The Marvin House at 2 West Fifth Street (corner of North Main Street) was built ca. 1890 (see inventory form). This is one of a small number of Shingle Style residences in Jamestown. Features of the Queen Anne and Colonial Revival have also been incorporated into the design. The house was remodelled and enlarged beginning in 1897 by owners Robert N. and Elizabeth Warner Marvin. Mrs. Marvin was the daughter of Lucius Boles Warner, owner of a successful lumber mill in Jamestown. He supplied much of the lumber and woodwork for the renovation of the house.

The prominent Second Empire house across the street from the Marvin House to the south, at 413 North Main Street (fig. 29; see inventory form), was originally built in 1885 for George W. Tew, Jr. Tew was founder and president of the City National Bank of Jamestown. He was active in community and civic affairs, serving as president of the YMCA for many years. His house retains the distinguishing attributes of the Second Empire, including a mansard roof with dormers, a molded cornice at the edges of the roof, and decorative brackets in the eaves.

The brick Italianate house at 100 East Fifth Street (see inventory form) was built ca. 1875 by Joshua Henry Rathbone, a successful physician who used the building as his home and office. Alexander T. and Mary Norton Prendergast later lived there. The James Prendergast Free Library at 509 Cherry Street (built 1889-91; see inventory form) was a gift to the city from the Prendergasts in memory of their son James.

George Ahrens, an affluent oil industrialist, built a Beaux Arts stone house in 1898 at 15 East Fifth Street (corner of Pine Street; see inventory form). The house possesses the identifying characteristics of the style including a symmetrical facade dominated by a full-height, classical portico, and sophisticated, carved classical ornament (frieze with dentils, quoins, Ionic capitals, cartouche, etc.). Built during the period before the institution of the personal income tax, the affluence of Mr. Ahrens was proudly displayed in the elaborate surface ornamentation, the large scale, and the profusion of interior classical details of the house. The house served for many years as the American Legion Hall and presently houses offices.

Almet Broadhead, son of the worsted mill owner William Broadhead, built his house on a lot just west of the Ahrens Mansion in the 1880s. Almet was one of the city's prominent citizens and philanthropists. He had a controlling interest in Jamestown's trolley system, the steamboats on Chautauqua Lake, and Celoron Park. Today the carriage house (506 North Main Street, along Potter's Alley) is all that remains of the Almet Broadhead property. This Queen Anne structure features intricate brickwork, numerous gables, and lattice panels.

Another fashionable residential neighborhood in the northern part of the city was Lakeview Avenue (fig. 30; see inventory form for Lakeview Avenue Historic District), from Sixth Street to Lake View Cemetery. The trolley was extended to Lakeview Avenue by the early 1900s and was partly responsible for the growth of this neighborhood. Professional men, businessmen, and factory owners built their homes in this section of the city in styles ranging from Colonial Revival to Stick. The majority of Lakeview homes were built between 1890 and 1920. William C. Patterson, an oil and gas industrialist, built his house at 3 Lakeview Avenue (corner of East Sixth Street) in 1891. The Patterson House is an eclectic mix of Shingle, Colonial Revival, and Queen Anne elements. The house at 400 East Sixth Street (corner of Lakeview) was built ca. 1886 by local architect Aaron Hall. It features Eastlake and Queen Anne details, including decorative bargeboards, multi-textured wall surfaces, numerous bays, and a picturesque roof. Attorney John Wicks owned the house at 101 Lakeview Avenue. The architect E.G. Dietrick designed 211 Lakeview Avenue in 1896 for Frederick P. Hall, president of the Journal Printing Company. The Gokeys, shoe manufacturers, owned houses at 110 and 114 Lakeview Avenue.

Highlights of Southside Houses

Prosperous families, including the Fentons, the Halls, the Warners, the Broadheads, the Sheldons, and the Grandins, built their homes in a residential neighborhood on the hills south of the Chadakoin River. Many of these houses were placed on large, landscaped lots, creating an almost suburban feeling.

Situated in a commanding location overlooking the river and the industrial corridor stood *Walnut Grove* (fig. 31), the home of Reuben E. Fenton, Governor of New York State from 1865 to 1869. This Italian Villa house was built in 1864 and remained in the Fenton family until 1919, when it was purchased by the city. Leading local architect and builder Aaron Hall designed the mansion, which features an asymmetrical plan, a tower, low pitched roofs, overhanging bracketed eaves, porches, jutting bays, round-headed windows, and a corbelling. The National Register-listed property now houses the Fenton Historical Society (67 Washington Street; see copy of nomination).

Historic photographs (fig. 32) reveal the splendor of the former Lucius B. Warner House (demolished) at 110 Forest Avenue. This elaborate Queen Anne mansion featured a wraparound porch, a tower, a turret, bay windows, and ornamental shingles. Warner came to Jamestown from Connecticut in 1848. In 1854 he established a successful lumber company, producing such items as flooring, shingles, lath, ceiling and siding boards, moldings, and fancy trim.

The house at 97 Forest Avenue (see inventory form for Forest Avenue Historic District) was built in 1885 by William Hall for his daughter and his son-in-law, William Hallock. The house exhibits elements of the Queen Anne style, including an asymmetrical plan with a corner tower, fishscale shingles, an oriel window, a complex roof plan with multiple gables, and prominent chimneys. The exposed cross-bracing of the tower and vertical boards are elements of the Stick style.

The William Broadhead House at 130 South Main Street (see inventory form) was built in 1883-85. Broadhead was one of Jamestown's earliest and most prominent industrialists and founder, in 1875, of the Broadhead Worsted Mills. The two and one-half story, brick mansion was designed in the Queen Anne style by architect Aaron Hall. Characteristics of the style include an asymmetrical plan with numerous towers, turrets, and bays, and a steeply pitched, picturesque slate roof. The house is now owned by Wellman Brothers, an interior decorating firm.

The Porter Sheldon House (a designated local historic landmark; presently the DAR House) at 70 Prospect Street (see inventory form) was built in 1845 and remodelled beginning in 1880 when it became the residence of Sheldon. The eclectic house design features a Second Empire mansard roof with dormers, bay windows, paired brackets in the eaves, and a Classical Revival porch with tall Ionic columns. Sheldon was one of the founders of the American Aristotype Company, whose factory was located just west of the house.

The Daniel H. Grandin House at 44 Allen Street (see inventory form) is Second Empire, as exhibited in its mansard roof and dormers. It was built in 1875 and was occupied by three generations of the Grandins, a prosperous flour and feed milling family. The D.H. Grandin Milling Company was founded in 1833 when Daniel Hunt Grandin assumed ownership of a grist mill on the outlet. The company operated for 123 years.

Middle Class Houses

The impressive, high style mansions of wealthy industrialists provide only a glimpse of Jamestown's historical development. The city's history is also revealed in the large number of simple frame houses located throughout the city, built for mill and factory workers. These houses can be found on Swede and English Hills, and in neighborhoods on the south, west, and north sides of the city. Some of these houses are vernacular and do not reflect any discernable architectural style. One of the common house types found in Jamestown is a two-story, front-gabled, rectangular house with a front porch. It is interesting to note that many of these houses feature an enclosed, projecting vestibule built into the front porch, perhaps an adaptation to the cold Jamestown climate. Another common house type is the two-story, tri-gabled ell, some of which were constructed with porches. Popular styles seen in houses built for the middle class include Queen Anne/Eastlake, American Four-square, Bungalow/Craftsman, and Colonial Revival. (See inventory forms for more information on specific houses and styles.)

Educational Advancements

The Jamestown Academy, first organized in 1827, was officially incorporated in 1836 with Eliel T. Foote as president. The academy occupied a gable-roofed, frame building erected in 1837 at the southeast corner of Fourth and Spring Streets, where the School Administration Building now stands. The academy educated students beyond the primary grades.

In 1853 a law was passed by the New York State Legislature which established Union Free School Districts, the forerunner of the public high schools. In 1863 the Union School was organized on ten acres of land between East Second Street and the river. Calista S. Jones (b. 1823) was instrumental in establishing the school and was the principal of the preparatory department for 22 years. A prominent woman in Jamestown's history, she began teaching in 1841, and is noted for receiving a salary equal to a man's. Jones was also instrumental in establishing the Union Free School District in Jamestown. The Jamestown Union School and Collegiate Institute (fig. 33) was erected in 1867 on East Second Street (site of the present Jamestown High School). In 1887 The Jamestown Union School and Collegiate Institute became the Jamestown High School. In that year, following the incorporation of Jamestown as a city, the boundaries of the school districts were altered to coincide with the city boundaries and The Jamestown Public School System and the Jamestown School District were created.

School No. 5 at 157 McKinley Avenue (see inventory form) was built in 1880 to serve a growing school population on the south side of the city. This Italianate brick building is one of Jamestown's best intact historic schools. The school features twin towers, a low-pitched roof, overhanging eaves with decorative brackets, and tall, round-headed windows with crowns. With the arrival of Samuel Gurley Love as superintendent of the school district in 1865, Jamestown students were given the opportunity to exercise their bodies as well as their minds. Love introduced physical education and manual (vocational) training in the school curriculum. His method of instruction was explained in his book entitled *Industrial Education*. Love resigned in 1890; he later helped establish the James Prendergast Free Library. The brick-faced Renaissance Revival school at 624 Pine Street (inventory form) was constructed in 1927 and was named in his honor. The Love School was designed by the local architecture firm of Beck and Tinkham. Renaissance Revival features include quoins, a rusticated foundation, a three-part Palladian motif with Ionic columns, entablature and round arched windows, and a classical cornice.

The turn of the century saw numerous improvements in Jamestown's educational system, including free textbooks (1892), a full-time high school librarian (1894), night school (1905), summer school (1914), and the first cafeteria (1918). In 1892 Branch School No. 9 was constructed on Newland Avenue between Prospect and Park Streets. It received an addition in 1911. In 1896 School No. 7 (see inventory form, 1101 East Second Street/present JCC Community Education Center) was constructed on the site bounded by Hopkins Avenue and Falconer, East Second and Curtis Streets. It received an addition in 1914. The Euclid Avenue School, a Neo-Classical building, was constructed in 1911 and enlarged in 1920 and 1956. It was built according to the design of Jamestown architect C. C. Pedersen and was intended to accommodate the rapid growth of the residential area on the north side of the city. It suffered from fire in 1918-19, was closed and sold in the 1980s, and is currently listed on the National Register of Historic Places. The Euclid School remains unoccupied. The Classical Revival Lincoln Junior High School was built at 301 Front Street on the city's west side in 1923 (see inventory form).

In 1935 a new Jamestown High School (see inventory form, 350 East Second Street) opened for classes. Financed in part by the Public Works Administration, it is an Art Deco school that occupies the site of the Jamestown Union School and Collegiate Institute on East Second Street. Plans for a new high school had been considered as early as 1920 but problems with cost and siting kept the project from proceeding. The architectural firm of Beck and Tinkham prepared the plans for the main building, and Oliver Johnson designed the industrial arts building, located at the southeast of the main building, in 1934. The general contract was given to the John W. Cowper Company of Buffalo. The high school received additions in 1967 and 1986. Art Deco elements used in the design of the building include low relief, geometrical motifs; parallel vertical lines; stepped pilasters; and grooved, block style, lettering.

The Jamestown Business College was established in 1886 by E. J. Coburn "...to provide, at a small expense, courses of study to prepare young people for practical pursuits in the shortest possible time."³⁵ The college occupied several locations, including the Gokey Building at Third and Cherry Streets (1897-1910), 315-17 Cherry Street (1911-1936), and The Viking Temple (ca. 1936). In the 1950s the Jamestown Business College moved to 7 Fairmount Avenue (its current location), to a Classical Revival residence originally built for Joseph Himebaugh in 1900.

In 1948 Jamestown Community College was organized as the first community college in New York State. It was officially chartered in 1950 but had its beginnings in courses offered by the YWCA in 1933. Its first classrooms were in the Jamestown High School building. In 1953 the Fletcher Goodwill mansion at the southwest corner of Foote and Allen Streets was converted for the use of the school. The building was subsequently demolished; a parking lot of the WCA Hospital now occupies the site. Jamestown Community College moved into new facilities in the northeast part of the city between Falconer and Curtis Streets and James Avenue in 1962.

Civic, Municipal, and Governmental Improvements

By 1893 fire equipment was pulled by horsepower; in 1911 it was motorized, and the department converted to a professional metropolitan system. Surviving firehouses include Fire Station No. 4, built in 1930 at 1010 Allen Street (see inventory form) to house Engine Company No. 4 and Hose Company No. 6; Engine Company No. 5, built in 1913 at 195 Fairmount Avenue (see inventory form); and the Winsor Street Firehouse, constructed in 1900 at the corner of Water Street for Engine Company No. 2.

The 1880s saw many municipal improvements in Jamestown. In 1881 the Jamestown Water Supply Company was established. When still a village, all of Jamestown's water came from the Chadakoin River, wells, and a spring; and Alonzo Kent first established a public water works by drilling 12 wells near Fairmount Avenue and the Erie Railroad. In the 1890s the American

³⁵James Prendergast Free Library, Vertical Files.

Water Works and Guarantee, a Pittsburgh-based company, operated Jamestown's water system, and in 1903 a municipal water system was established. In 1901 the city expanded its sewer system, and in 1912 a sewage disposal plant was constructed.

The 1880s also saw the introduction of electricity to Jamestown. With electricity available as early as 1885, the Jamestown Electric Light and Power Building (now demolished) was erected in Brooklyn Square. In 1891 a municipal power plant was established. Known as the Jamestown Electric Light Company, it was enlarged in 1894 and began to sell electricity commercially. In 1892 Gokey and Sons received a franchise for selling electricity. By the turn of the century, the municipal plant was competing for business with the Pennsylvania Gas Company and Jamestown Electric Light and Power. In 1931 the city of Jamestown purchased nearly all of Niagara Power Company's interests. Niagara was the successor to the Gokey and son operation.

Jamestown received a public library in the late nineteenth century. Constructed at 509 Cherry Street (see inventory form) in 1889-1891, the James Prendergast Free Library was a gift from the parents of James Prendergast, in memory of their son. Prendergast had intended to make provisions for such an institution in his will. The building became the center of literary and cultural life in Jamestown. Designed by noted Rochester architect A. J. Warner, it exemplifies the Richardsonian Romanesque and was based on Richardson's library in Quincy, Massachusetts. Richardsonian features include walls of rock-faced masonry, an entrance with a Syrian arch, a polygonal turret, and the use of contrasting stone to emphasize structural features.

In 1897 a new city hall (fig. 34) was constructed. A four-story masonry structure, it featured Richardsonian Romanesque-inspired towers, a hipped roof, round-arched windows and doors, and decorative corbelling. It was demolished and replaced by the current municipal building (on East Third Street between Pine and Spring Streets) in 1971.

In 1933 a new armory opened on Porter Avenue, replacing the original one (built 1892; later destroyed by fire in 1942) at the corner of South Main Street and Fenton Place. The present New York State Armory (see inventory form for 34 Porter Avenue) is a French Eclectic structure with an imposing slate roof, brick non-load-bearing walls, and corner towers. The armory is the headquarters and training facility for Co. B., First Battalion, 127th Armor, New York Army National Guard. Jamestown's first company of guardsmen dates back to 1875. This company was popularly known as the Fenton Guard and was Jamestown's unit of the Army National Guard. The early members were mainly Swedish-Americans.

Charitable and Social Organizations

By the late nineteenth century Jamestown boasted numerous charitable, cultural, social, and recreational organizations from the Gustavus Adolphus Orphans' Home and the Mozart Club to the YMCA. Many of Jamestown's ethnic groups, including the Swedes and the Italians, formed their own organizations and clubs to promote cultural unity and educational enrichment. As Jamestown grew and became more industrialized, it experienced many of the social problems

typical of urban areas of the late nineteenth century. Many people joined political reform groups such as the Knights of Labor, the Women's Christian Temperance Union, and the women's suffrage movement.

In 1887 the Political Equality Club was organized by a group of Jamestown women interested in women's equality. Mrs D.H. Grandin was president of the club and Elizabeth Fenton (second wife of the governor) and her daughters, Jeannette and Josephine, were strong supporters of the cause. In 1888 this group and others from throughout Chautauqua County met at Allen's Opera House on East Second Street. This meeting resulted in the founding of the Chautauqua County Political Equality Club, which was the first county organization for women's suffrage in New York State. The keynote speakers at this meeting were Elizabeth Cady Stanton and Susan B. Anthony, and this proved to be only the first of several visits that national leaders of the suffrage movement would make to the Jamestown area in the late nineteenth century. (Many of these women were house guests at Walnut Grove, the Fenton home.) Another prominent Jamestown woman was Edith Ainge, who was a member of the National Council of the National Women's Party. She helped organize demonstrations for equal voting rights for women in Jamestown.

In the early 1880s, a group of Christian women joined efforts to operate a city mission. This group was formally organized as the Women's Christian Association (WCA) of Jamestown in 1885, a local chapter of the national charitable organization. The WCA helped establish boarding houses (the YWCA and the Agnes Home) for women who came to Jamestown to work in the mills and factories.

Jamestown's Young Women's Christian Association was organized in 1888. Its purpose was "...the promotion of the spiritual, intellectual, social and physical welfare of young women."³⁶ The YWCA building was erected in 1908-1909 at the corner of Main and West Fourth Streets (see inventory form, 401 North Main Street). The three-story brick building features classically-inspired details including quoins, a cornice with dentils and modillions, Palladian windows, and an arched entrance with Doric columns. An early description of the building indicates that it contained "...commodious offices, parlor, rest rooms, lunch room, bowling alleys, gymnasium, various classrooms and a fine assembly hall."³⁷

The Agnes Home was opened in 1906 in a brick, Italianate two-story house at 6 Broadhead Avenue (see inventory form). In July 1905, Agnes R. Whitney donated her residence as a boarding home to the Boarding Association of the Women's Christian Association "...to give self-supporting girls, the protecting influence of a Christian home, and to furnish them with substantial board at reasonable price."³⁸ Known since that time as the Agnes Home, the house

³⁶*Jamestown Past and Present* (Jamestown, NY: A history handbook prepared by the Senior Class of Jamestown High School, 1913) 120.

³⁷*Jamestown Past and Present*, 120.

³⁸*Jamestown Past and Present*, 124

is significant in Jamestown's social history for its association with the philanthropic efforts of many prominent families and for providing a "home away from home" for young women who came to the city to work in the mills and factories.

The first Board of Health was organized in 1866, but it was not until 1885 that the first hospital, run by the Women's Christian Association, was chartered. In 1887 the association of energetic women established the WCA Hospital in the Kimball House, a brick Italianate residence at the southeast corner of Foote Avenue and Allen Street (fig. 35). At that time the nearest hospital was 70 miles away. The women raised funds for the hospital from churches, organizations, and private donations. The management of the hospital consisted of a ten-member board, all of whom were women. In 1907 the hospital separated from the other WCA activities and was incorporated. The building at 111 East Fifth Street was occupied by the medical offices of Dr. Jane Greely, Jamestown's first female physician, who established her practice in 1898. The O. E. Jones Hospital was erected in 1911. The Jones Memorial Health Center currently occupies a large site bounded by Steele, William, and Baker Streets.

The Jamestown branch of the Young Men's Christian Association was organized in 1858 "...for the up-building of young men and boys through its physical, religious, industrial and social departments."³⁹ The former YMCA building, erected in 1900, was located on the corner of Second Street and Prendergast Avenue. The building was later occupied by the Nordic Temple, a Swedish organization that offered cultural and social activities. (This building was razed when the new City Hall was built.) The present YMCA building was erected at 101 East Fourth Street in 1929 (see inventory form). The brick, four-story building shows influences of the Renaissance Revival in its cubic massing, classical pedimented entrances, and cornice with dentils and modillions.

The Gustavus Adolphus Orphans' Home (fig. 36) was built in 1884-88 at Falconer Street and Aldren Avenue, the present site of the Lutheran Social Services campus, in the eastern section of the city. The orphanage, which is no longer extant, was operated by the New York Conference of the Swedish Lutheran Church with contributions from private benefactors. Swedish orphans from throughout the northeast United States were raised there.

Various cultural organizations were formed to promote the arts in Jamestown, including the Mozart Club (1879), the Sketch Club (1890), the Jamestown Choral Society (1910), and the Civic Music Association (1928). Other organizations were more purely social or fraternal; examples include ethnic clubs, the Jamestown Club, the Scottish Rite Temple, and the Masonic Temple. The first women's club in Jamestown was established in 1879 as the Mozart Club. Under the guidance of Josephine Fenton Gifford (daughter of the governor and wife of the banker), who acted as the club's president for forty years, the Mozart Club invited celebrated concert artists to perform in Jamestown and offered local musicians the opportunity to perform, as well.

³⁹*Jamestown Past and Present*, 119.

It is interesting to note that many groups acquired former residences and converted them to accommodate club facilities. The George W. Tew, Jr. House at 413 North Main Street (see inventory form), built in 1880-85, is an example of the reuse of a residence for club purposes. Tew was a leading banker in Jamestown and a prominent citizen. His Second Empire brick house with a prominent mansard roof became the property of the Jamestown Club, an exclusive men's social club, in 1895. The property now houses the United Way.

The Scottish Rite Temple, an advanced branch of Freemasonry, has occupied the former Alonzo Kent House at 305 East Fourth Street (see inventory form) since 1920. The mansion, designed in the Italianate style, was built in 1859-60 by prominent banker, Alonzo Kent. The Scottish Rite renovated the property between 1920 and 1924 to accommodate the elaborate rituals of its secret society.

Prior to 1921, all the Masonic bodies of Jamestown met in the Masonic rooms that were located on the third floor of the former Prendergast Building, on the northwest corner of Main and Third Streets. With several organizations sharing this building, the facilities proved inadequate. The site at 17-23 East Third Street, (northwest corner of Pine Street; see inventory form), was selected for construction of the present Masonic Temple. The building was erected in 1922 by architects Johnson and Ford in the Georgian Revival style. The building is historically significant for its association with the Mt. Moriah Lodge, No. 145, founded in 1817. The Lodge Room on the fourth floor retains the original paneled walls (beneath the balcony), classical beamed ceiling, balustraded balcony, and light fixtures. In 1977-78 the building was renovated into the Commons Mall.

Entertainment and Recreation

Entertainment in Jamestown by the early-twentieth century was furnished in large part by vaudeville and motion picture theaters. By the early 1920s Jamestown had 13 theaters. Three of the buildings that were constructed exclusively as theater facilities and which still stand are: Allen's Opera House, the Winter Garden Theater, and the Palace Theater. The former Royal Theater was located on the first floor of the Arcade Building, a late-nineteenth century commercial structure that still stands at 22-24 North Main Street.⁴⁰

Jamestown's first theater building, Allen's Opera House (fig. 37), still stands at 18-24 East Second Street (see North Main Street Historic District inventory form). It was built by Abner E. Allen in 1881. The High Victorian Gothic, brick, four-story building was originally used for vaudeville shows and later as a movie house. The building, originally crowned by a tall, central pinnacle, has undergone many name and ownership changes through the years. In 1898, Moses Samuel bought the opera house and renamed it Samuel's Opera House. It became Shea's Opera House in 1919. The interior of Shea's was remodeled in 1927 in the Italian Renaissance style

⁴⁰Four of Jamestown's early twentieth century theaters, the Roosevelt Theater, the Strand, the Royal, and the Majestic, were located in Brooklyn Square and were razed by urban renewal in the 1970s.

and reopened as a movie and vaudeville theater. Shea's closed its doors in 1961 and the interior was stripped. After standing vacant for several years, it reopened in 1968 as a community theater, named the Lucille Ball Little Theater of Jamestown, commemorating Lucille Ball.

The Winter Garden Theater was erected at 313 North Main Street in 1913 (see North Main Street Historic District inventory form). This theater was drastically remodelled in 1950, at which time the original interior decor was removed. The Winter Garden closed its doors in 1976.

The Palace Theater at 116 East Third Street (see inventory form) opened its doors in 1923 as a vaudeville and movie theater. Like many early movie houses, the Palace was designed as an elaborate showplace with all the trappings of the rich, but accessible to all people. The interior has outstanding classical ornamentation. After a major fundraising campaign by the Arts Council for Chautauqua County, the theater was restored to its former glory in 1989-1990 as the Reg Lenna Civic Center.

Other types of entertainment were available for the residents of Jamestown. Parks within the city included Allen, Dow, and Baker Parks. Celeron Park, an amusement park located just west of Jamestown, opened in 1893 and was operated by Almet Broadhead. By the 1880s Chautauqua Lake had developed into a popular resort. Numerous hotels were constructed on the shore, and steamboats provided transportation for the tourists arriving on the railroads.

TWENTIETH CENTURY DEVELOPMENT AND RECENT HISTORY

Following World War II there was still much open land in Jamestown. The population of the city continued to increase and residential development continued accordingly. New development was concentrated near the city line in all quadrants of the city. Houses from this period include Cape Cods, ranches, split levels, and neo-Colonials. Some of the more historic buildings of the city were lost to urban renewal projects in the 1960s and 1970s. Brooklyn Square and the area to its south are prime examples. While many of the historic industrial and manufacturing companies that spurred the development of Jamestown ceased to operate by the mid-twentieth century, other companies (though fewer in number) continued to produce the traditional Jamestown products; and metal furniture, tools, and hardware (among other products) are manufactured in Jamestown today. The city of Jamestown continues to display a wealth of historically and architecturally significant buildings in which the rich development of the city can be read. For a more detailed account of the existing conditions of the city, see the **Existing Conditions Overview**.



Fig. 1 James Prendergast, founder of Jamestown. (Obed Edson, *History of Chautauqua, New York*. Boston: W.A. Fergusson and Co., 1894, p. 673.)

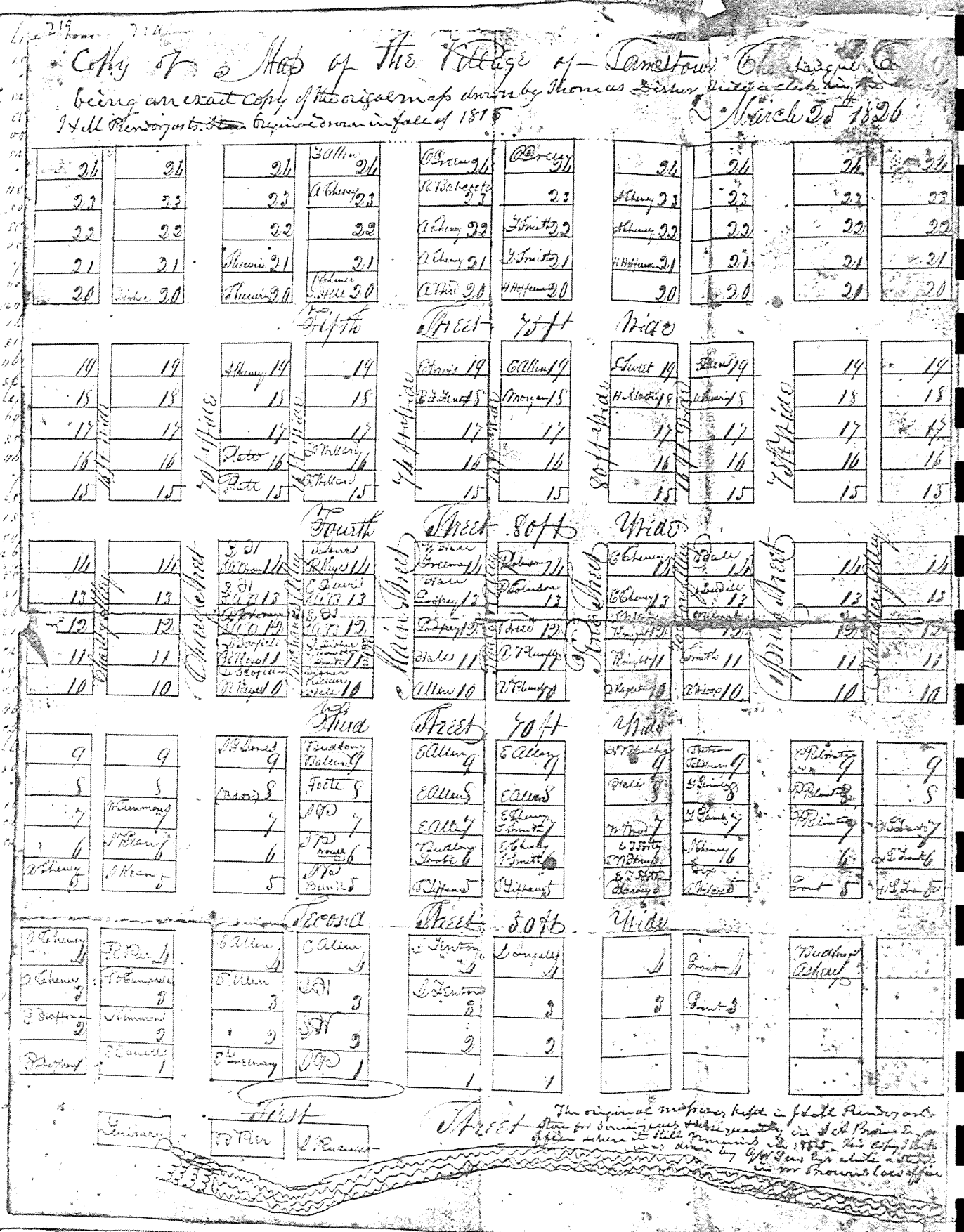


Fig. 2

"Copy of Map of the Village of Jamestown, Chautauque County being an exact copy of the original drawn by Thomas Disher...in fall of 1815." (Reed Library, Special Collections, SUNY College at Fredonia.)

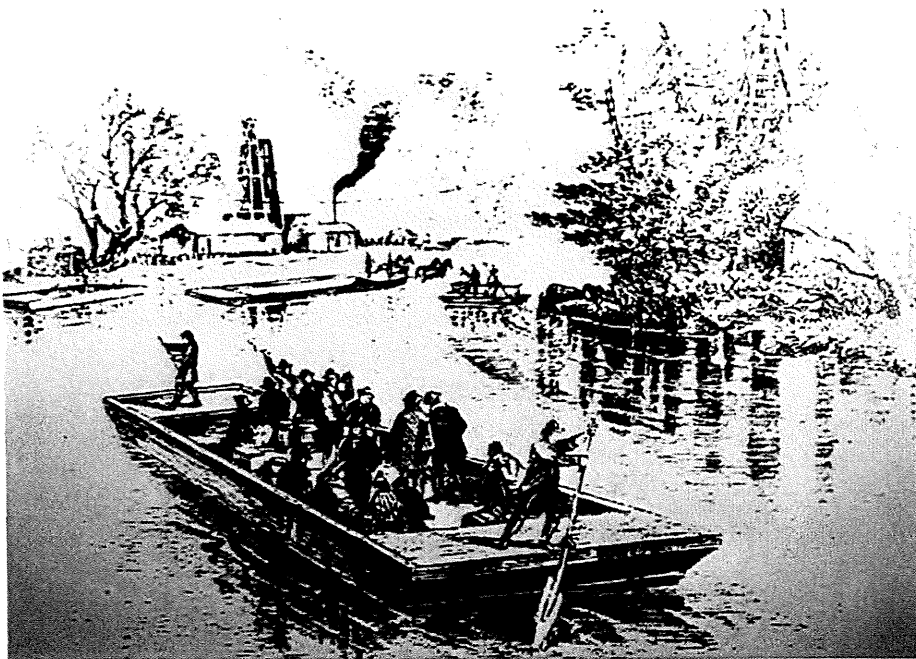


Fig. 3 Flatboat used for down-river transport only, moved by the river's current. (Fenton Historical Society. Vertical files.)

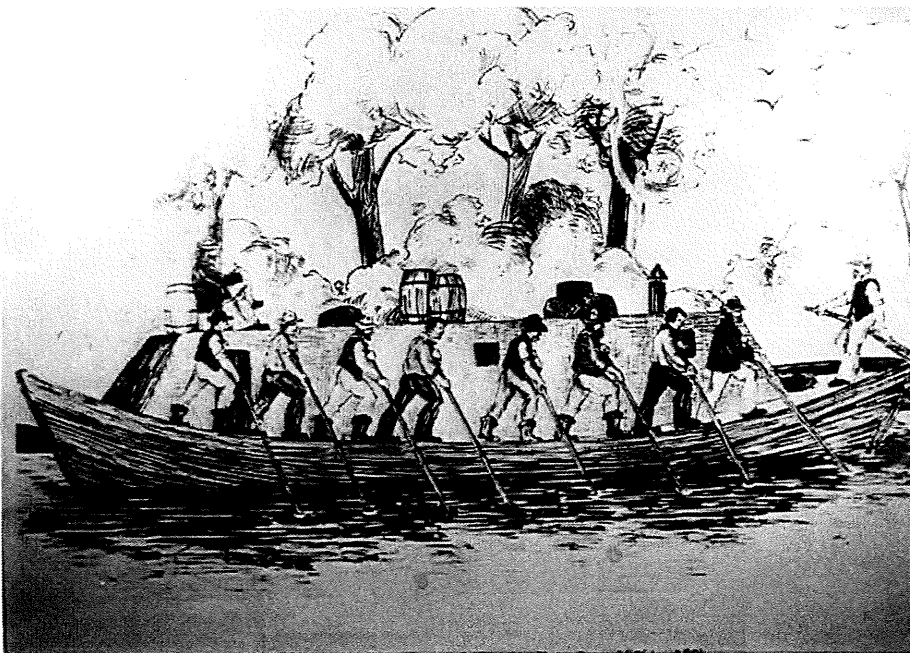


Fig. 4 Keelboat powered by several men pushing poles on the bottom of the river bed. (Fenton Historical Society. Vertical files.)

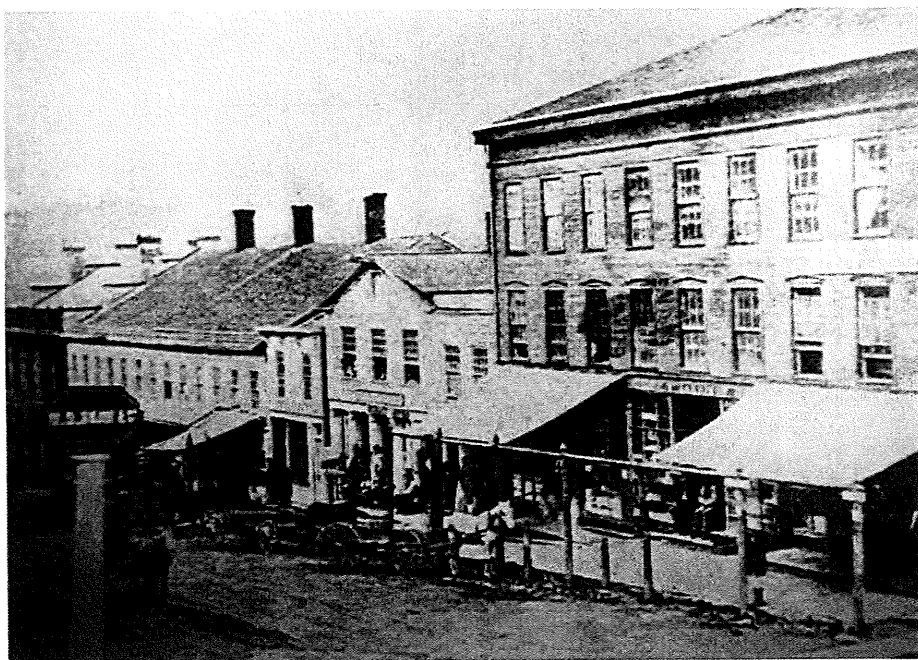


Fig. 5 West side of North Main Street, looking southwest, ca. 1861. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 7 Ca. 1885 photograph of train station (built 1881) at West First and Cherry Streets.
(Photograph by permission of Fenton Historical Society, Jamestown, NY.)

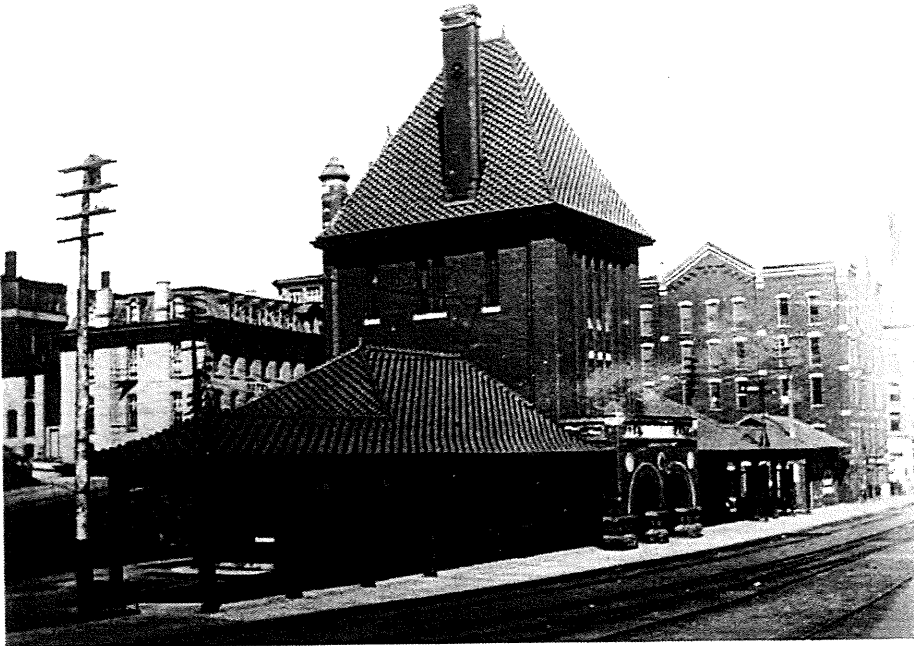


Fig. 8 Ca. 1910 photograph of the former Erie passenger station (built 1897) at West First and Cherry Streets. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

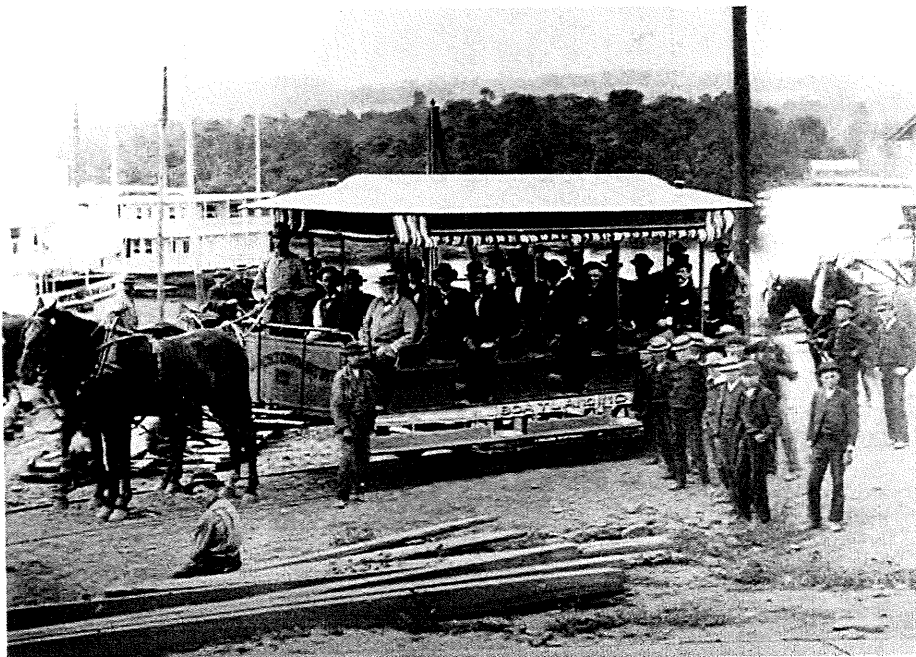


Fig. 9 First horse-trolley car of the Jamestown Street Railway with Directors of the Road, June 19, 1884. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

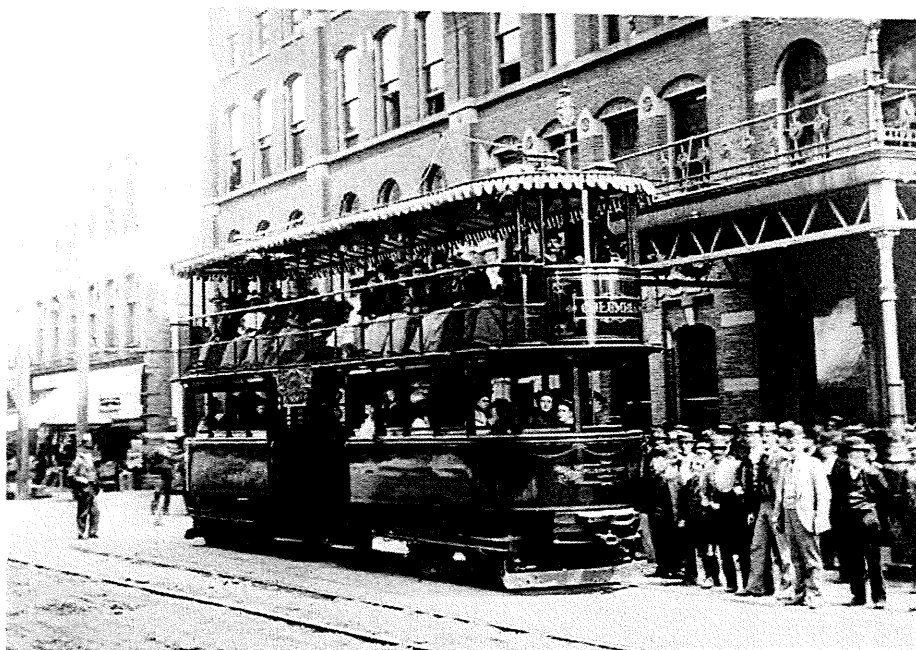


Fig. 10 "The Columbia" double-decker Jamestown Street Railway car on the Celeron-Jamestown line, 1895. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 11 Historic view (n.d.) of the New Sherman House Hotel on West Third Street, built ca. 1881. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

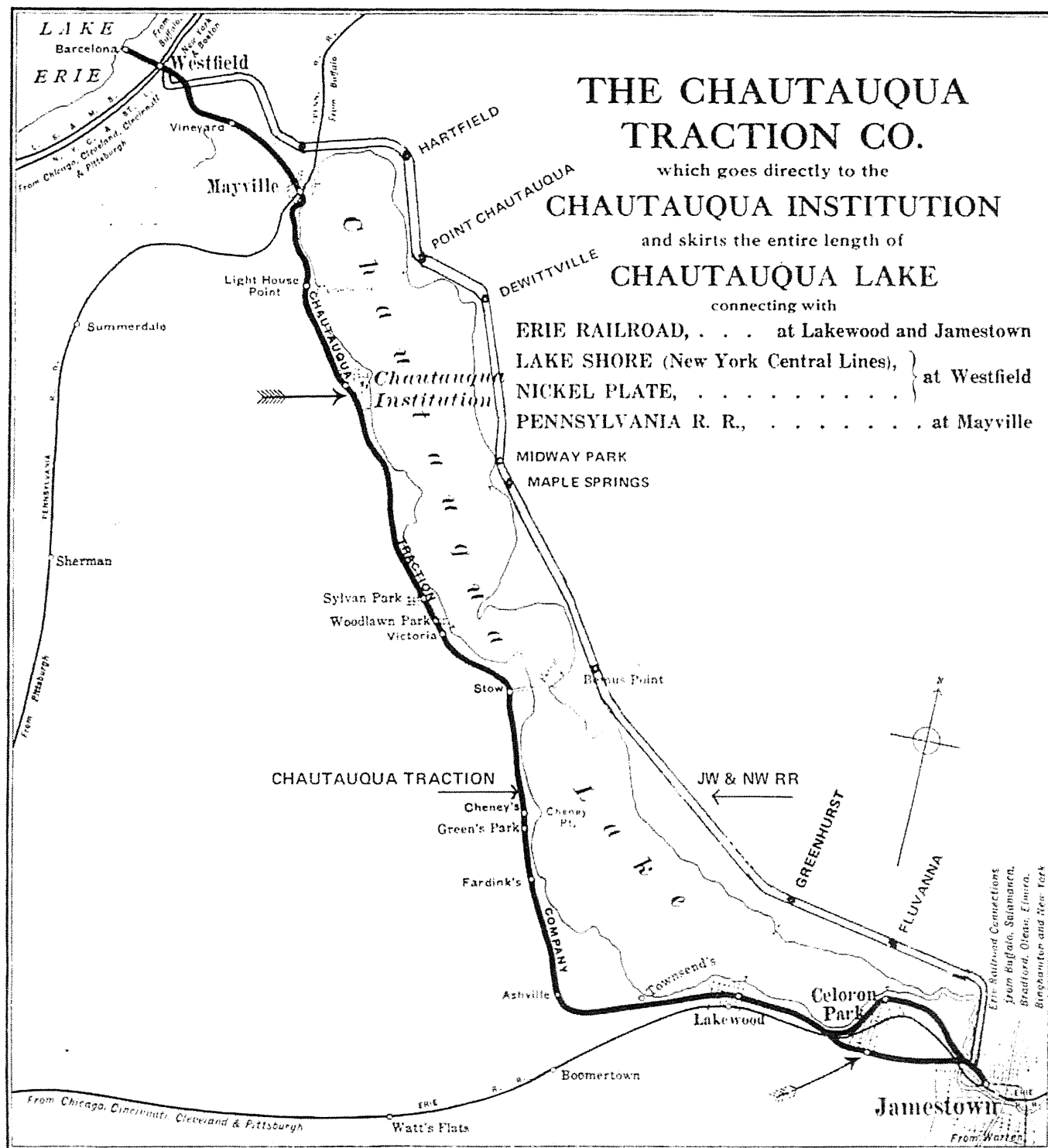
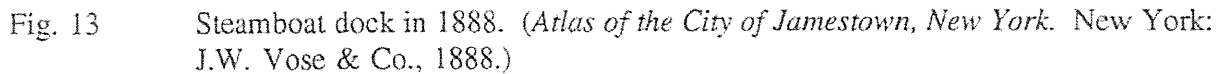


Fig. 12 Map from promotional literature showing the routes of the Chautauqua Traction Company and the JW & NW Railroad. (Reprinted in *Jamestown and Chautauqua Lake Trolleys*. Jamestown: Fenton Historical Society, 1974. Back cover.)

Scale, 250 Feet to the Inch.



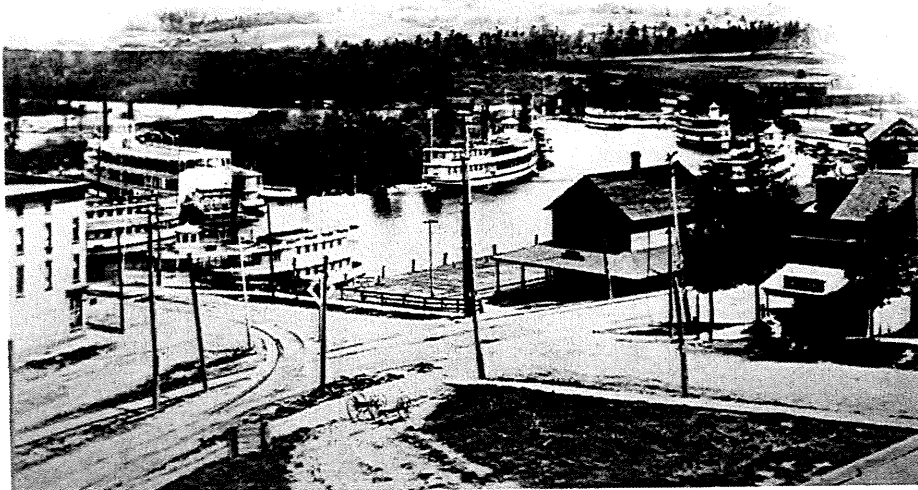


Fig. 14 The Jamestown boatlanding, ca. 1890. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 15 The "Jamestown" steamboat at boatlanding, ca. 1885. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

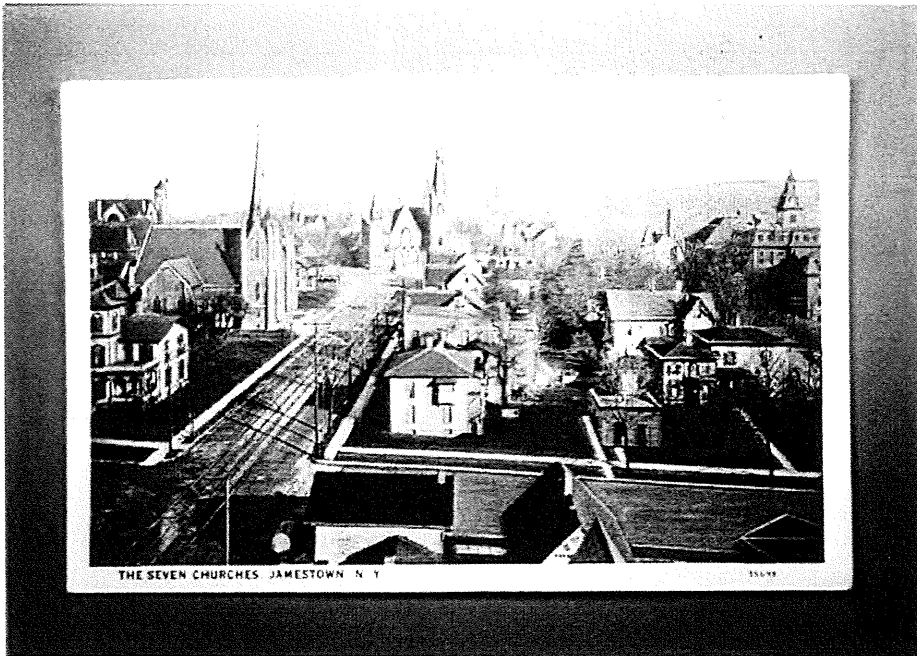


Fig. 16 "The Seven Churches," historic post card (n.d.). Looking east on East Third Street. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

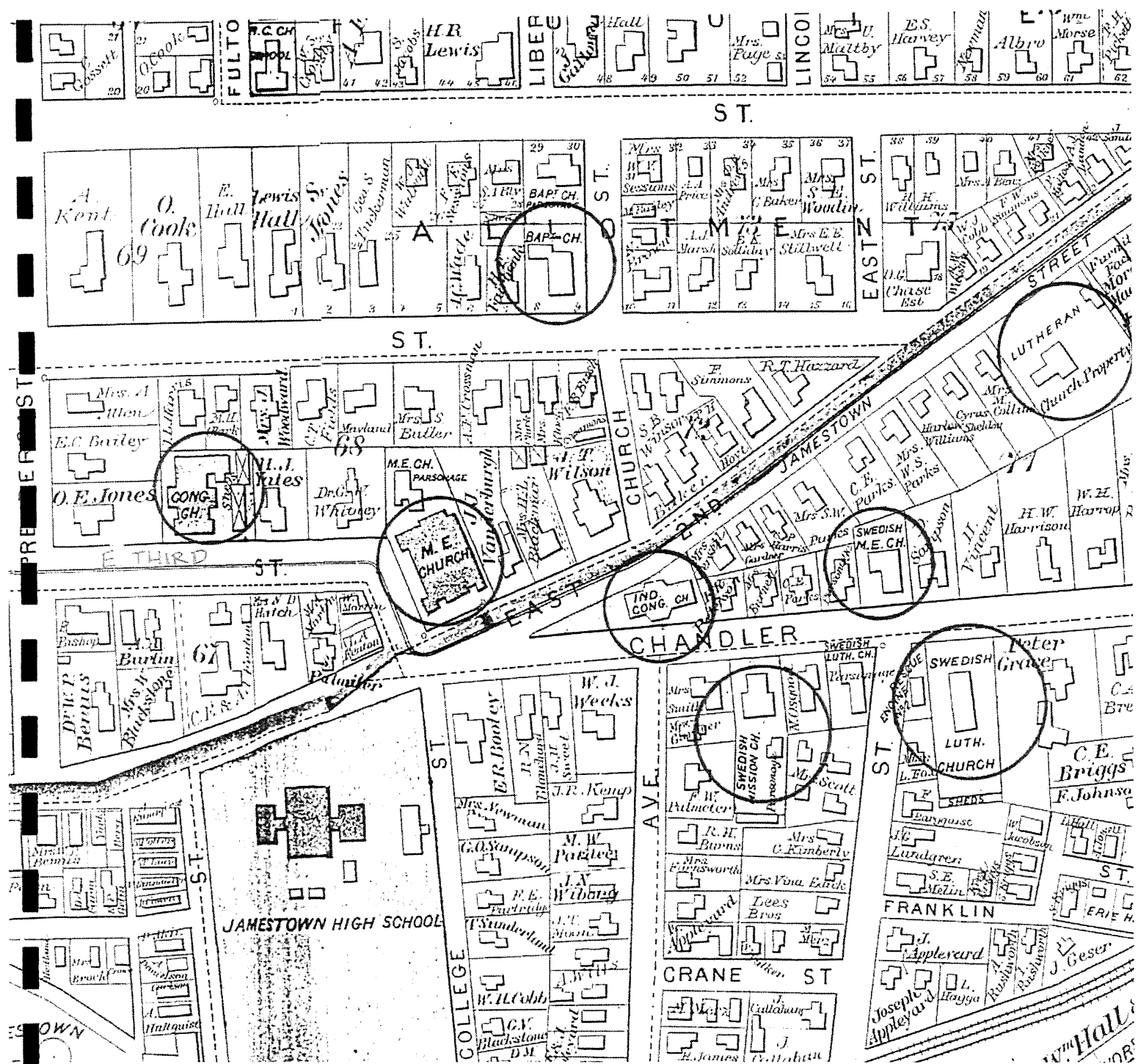


Fig. 17

1888 map of Jamestown showing area east of Prendergast Avenue with numerous churches. (*Atlas of the City of Jamestown, New York*. New York: J.W. Vose & Co., 1888.)

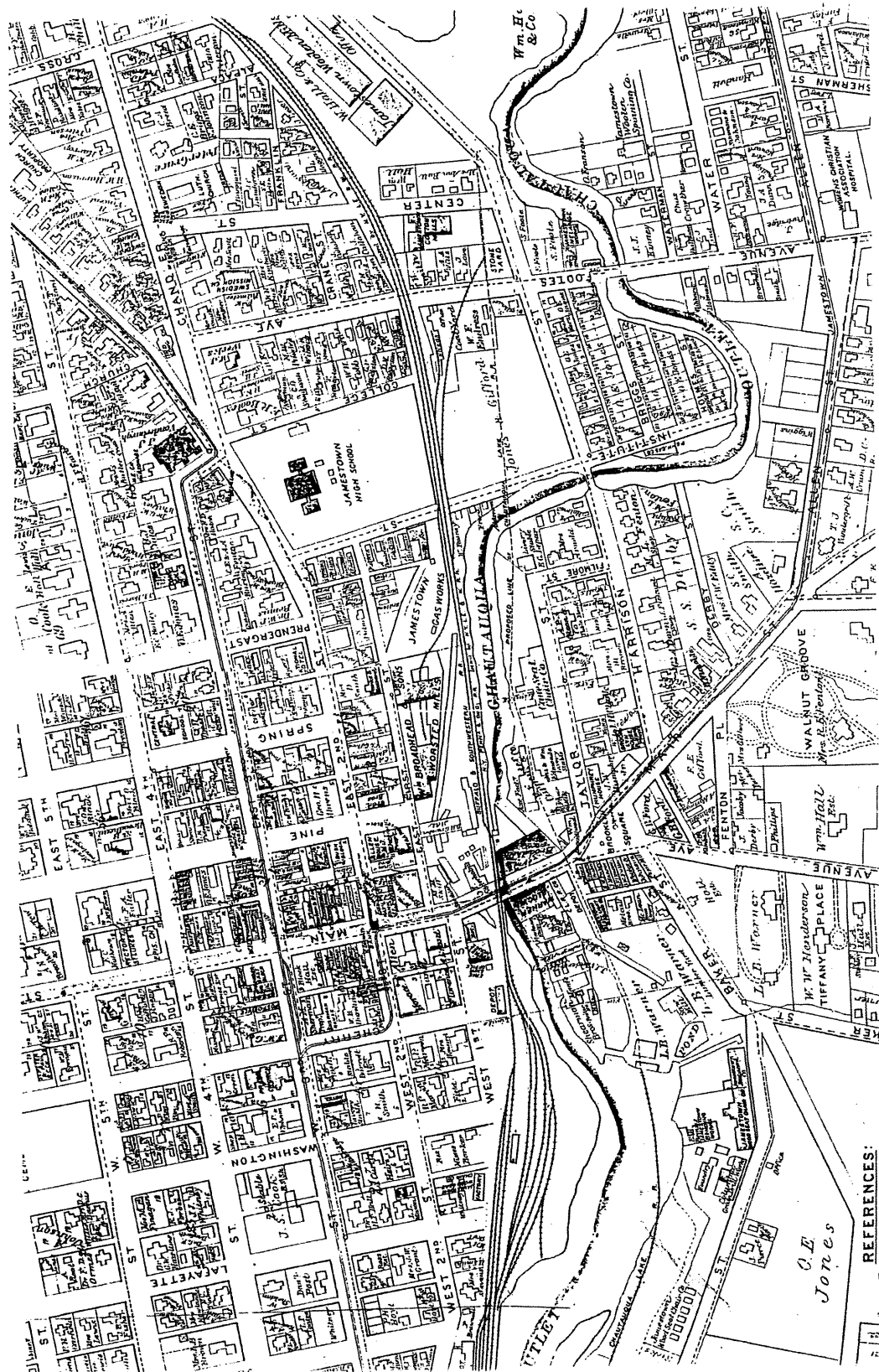


Fig. 20
Industrial development along the
Chadakoin River in 1888.
(Atlas of the City of Jamestown,
New York. New York: J.W. Vose
& Co., 1888.)



Fig. 21 Historic view (n.d.) of the Art Metal Construction Company, manufacturers of metal office equipment. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 22 Historic photograph (n.d.) of brick layers constructing city streets. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

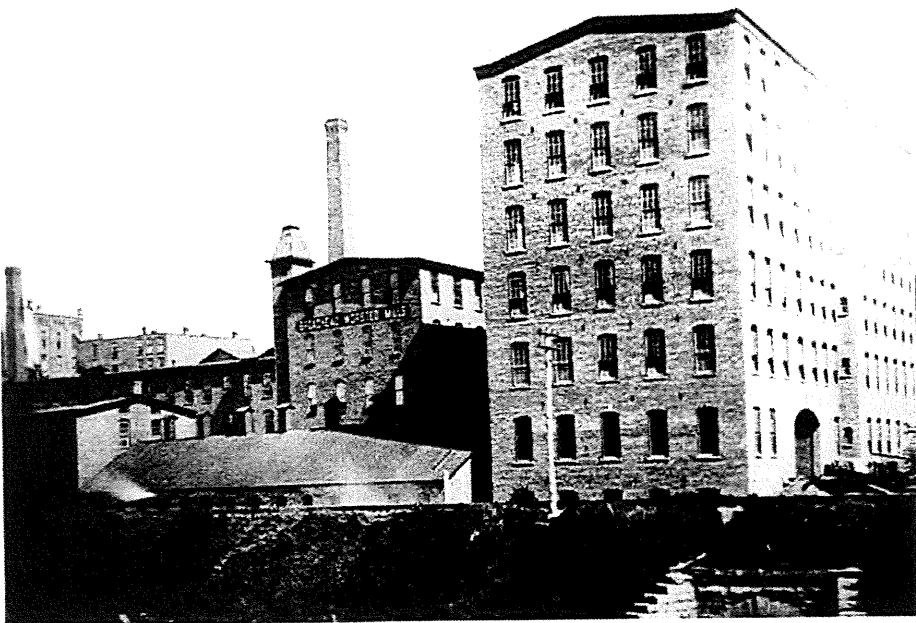


Fig. 23 Historic view (n.d.) of the Broadhead Worsted Mills. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)

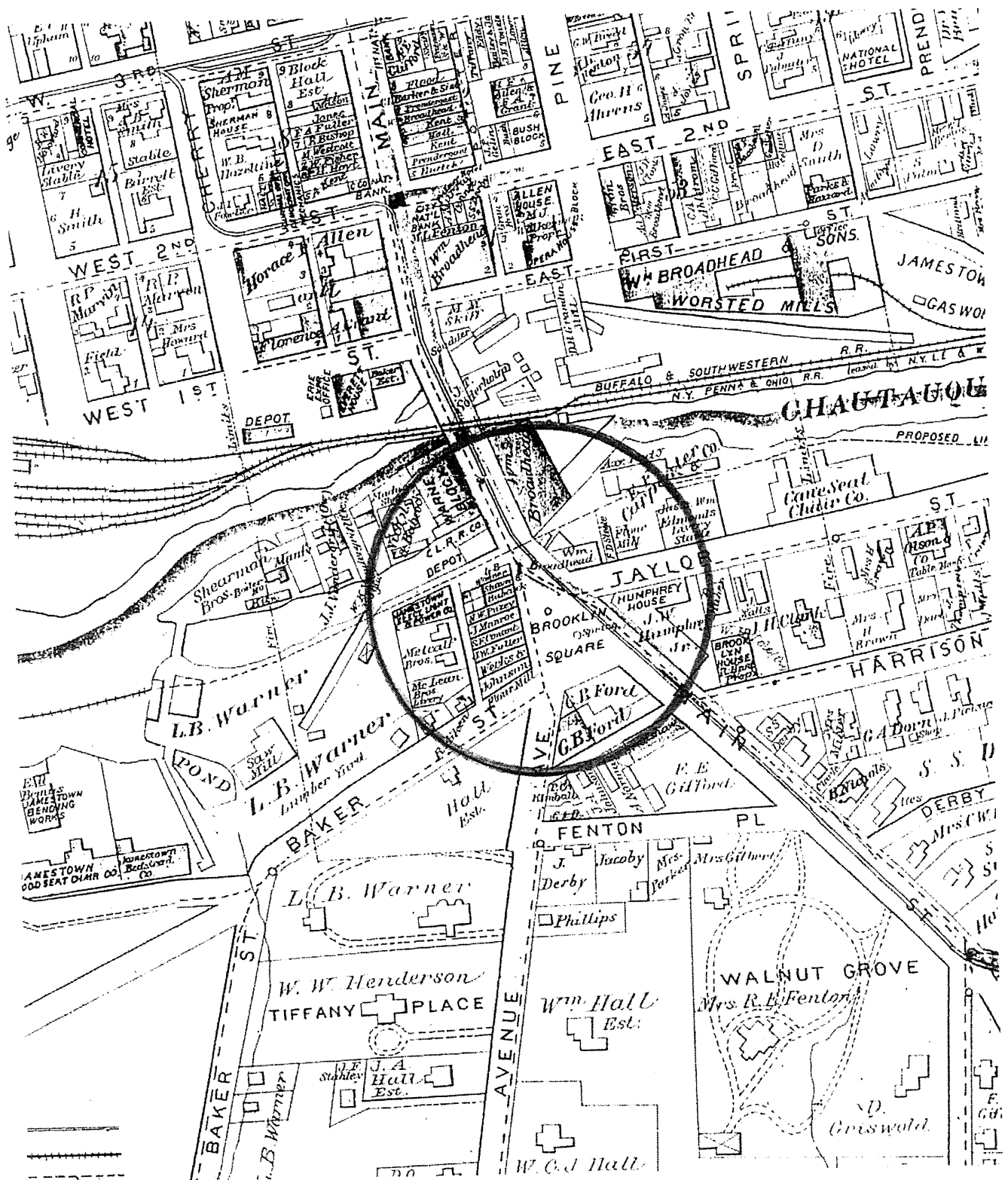


Fig. 24

The Brooklyn Square area in 1888. (Atlas of the City of Jamestown, New York. New York: J.W. Vose & Co., 1888.)



Fig. 25 Historic view (n.d.) of Brooklyn Square. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 26 Ca. 1925 view of the Humphrey House at Main and Taylor Streets. This hotel was built in the 1880s. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 27 North Main Street in the 1890s. Looking north from Brooklyn Square. Construction at left. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 28 North Main Street, looking north from around Second Street, ca. 1907. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 29 Historic view (n.d.) of the George W. Tew House (built 1885) at 413 North Main Street. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 30 Historic view (n.d.) of Lakeview Avenue. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 31 Historic photograph (n.d.) of Walnut Grove, home of Governor Reuben E. Fenton, built 1864. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 32 Historic photograph (n.d.) of Lucius B. Warner Home (demolished) on Forest Avenue. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 33 Historic photograph (n.d.) of the Jamestown Union School and Collegiate Institute, East Second Street, built 1867. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 34 Historic view (n.d.) of former Jamestown City Hall, built 1897. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 35 Historic view (n.d.) of the original WCA Hospital in the Kimball House, corner of Foote and Allen Streets. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 36 Historic view (n.d.) of the Gustavus Adolphus Orphan's Home, Falconer Street and Aldren Avenue, built in 1884-1888. (Photograph by permission of Fenton Historical Society, Jamestown, NY.)



Fig. 37 Historic view (n.d.) of Allen's Opera House, 18-24 East Second Street, built 1881.
(Photograph by permission of Fenton Historical Society, Jamestown, NY.)

SECTION III
EXISTING CONDITIONS OVERVIEW

EXISTING CONDITIONS OVERVIEW

Following is an overview of the current condition of the historic architectural resources of the city of Jamestown. Driving and walking tours were conducted of every section of the city to determine the number, distribution, and architectural integrity of potentially significant buildings and districts to determine National Register and local landmark potential. The historic resources discussed in this chapter are all significant. For specific recommendations on proposed local landmark and/or National Register-eligible buildings and districts refer to **Section V - Lists of Historic Resources**.

Within each geographic area, the building types, periods of construction, building materials, styles, and the character of the surrounding landscape were examined. This overview provides a "broad brush" view of the city, designed to highlight a **representative sampling** of Jamestown's historic resources, ranging from factories and commercial buildings to houses and churches. The city of Jamestown presents an extensive collection of historically and architecturally significant late-nineteenth and early-twentieth century commercial, industrial, institutional, cultural, and residential buildings.

To assist in explaining the findings, the city has been divided into eight geographic areas (See Geographic Boundaries Map after this chapter). The boundaries of the areas are based on major roads, prominent institutions occupying particularly large sites, the location of railroad tracks, the presence of the Chadakoin River, predominant building types, and/or historic settlement patterns. Annotated maps of each geographic area are provided for illustrative purposes. (See Area Maps 1-8 after this chapter.) These maps indicate locations of proposed National Register buildings and districts, and proposed local landmarks and districts.

Jamestown is located in Chautauqua County in southwestern New York state. The city occupies 5,864 acres of land and has a population of 34,681. The Chadakoin River drains from Lake Chautauqua, entering the city at the northwest corner, then traveling south until it turns eastward near the center of the city, then continuing northeast and exiting the city at its northeast corner. The river has a strong visual presence and was crucial to the historic development of Jamestown. Railroads generally follow the river, crossing it at points and remaining well south of the river in the northwest corner of the city.

The commercial and business district of Jamestown is situated on a hill north of the river in the city's geographic center and is the location of the earliest settlement, dating from the 1810s. The business district has a gridiron street plan and centers around North Main Street and the east-west streets of First, Second, Third, and Fourth. Residential neighborhoods fan out from this central district and major traffic routes radiate from the city center through the outlying, extremely hilly, areas. Generally, the earliest buildings are located nearer the city center, and the areas nearest the city boundaries have been more recently developed.

The architectural resources of the city of Jamestown are a mixture of building types and styles. Most of the significant commercial buildings are located on or adjacent to North Main Street in the central business district. These are predominantly masonry buildings ranging in height from two to four stories, standing in generally continuous rows along both sides of the street. Many date from the late nineteenth century and exhibit Italianate stylistic influences. Other styles represented by commercial buildings include: Classical Revival, Renaissance Revival, Moderne, and commercial vernacular. Jamestown's industrial buildings are located along the river/railroad corridor and are generally three- to four-story masonry structures with utilitarian designs. A number of buildings serving institutional and cultural functions are located throughout the city, including schools, churches, government buildings, and theaters. These represent a great range of styles and construction types, from a Shingle style church to a High Victorian Gothic theater building. The majority of houses in Jamestown were built during the boom years of the city's development in the late 1800s and early 1900s. Small numbers of early- to mid-nineteenth century houses survive intact. Most of the late-nineteenth and early twentieth century residences are of balloon frame construction, clad in wood shingles or clapboards (or modern vinyl and aluminum). A small number of brick-faced and stucco houses can also be found. The residences are generally one to two and one-half stories high. A number of styles are represented, including Federal, Greek Revival, Italianate, Second Empire, Queen Anne, Stick/Eastlake, Shingle, Beaux Arts, Classical Revival, Colonial Revival, Dutch Colonial, English Tudor Revival, French Eclectic, American Four-square, Bungalow/Craftsman, and International. There are also numerous vernacular houses devoid of any stylistic references, including two-story, front-gabled, rectangular houses with front porches; and two-story, tri-gabled ell-plan houses. Many of these vernacular houses feature an enclosed vestibule that projects into the front porch.

Many of Jamestown's streets are paved with bricks made from local clay deposits in the late nineteenth and early twentieth century (ca. 1890s-1930s). These streets are significant historic features.

AREA 1

Area 1 is bounded by the Chadakoin River on the west, Eighth Street on the south, Lakeview Avenue on the east, and the city line at the north; and includes Lakeview and the Holy Cross Cemeteries. (See Area 1 Map). The Chadakoin River runs predominantly south through this area, with the open land of the Chadakoin Park east of the river. The main north-south routes through the area are Washington Street, North Main Street, Prendergast Avenue, and Lakeview Avenue. The cross streets between Washington Street and North Main Street slope steeply up to the east. Area 1 was extensively developed as a residential neighborhood beginning in the 1880s. While the area is primarily residential, consisting of late-nineteenth and early-twentieth century frame dwellings, Washington Street is characterized by mid- to late-twentieth century commercial strip development. Late-nineteenth and early-twentieth century vernacular frame houses (both the front gable rectangular type and the tri-gabled ell type) and Bungalow/Craftsman houses are prevalent in this area. The houses were built for working-class families and many have undergone significant additions and alterations, such as the replacement of materials and historic features (windows, doors, porches) with their modern counterparts and/or the installation of vinyl or

aluminum siding. The SS. Peter and Paul Parochial School (a post-World War II structure) occupies a large site south of Twenty-Second Street. On the west side of North Main Street stand two historic brick buildings: Emmanuel Temple Church at No. 1015 (a cross plan church with a corner tower, fig. 38), and a Queen Anne residence at No. 901 (fig. 39).

Cross streets in the residential area between North Main Street and Lakeview Avenue continue to slope up to the east and are similar in character to the area to the west with a mixture of late-nineteenth and early-twentieth century architectural styles and some buildings constructed after World War II. Many of the buildings in this area lack architectural integrity due to numerous alterations and additions.

Several examples of buildings that retain their historic architectural character remain on the north-south streets in Area 1. These include a Federal frame residence at 862 North Main Street (fig. 40); a Classical Revival residence at 1243 Prendergast Avenue (fig. 41); a Tudor Revival residence at 1235 Prendergast Avenue (fig. 42); and an Eastlake residence at 830 Prendergast Avenue (fig. 43). The northern end of Prendergast Avenue features a median consisting of a landscaped island creating a formal appearance. The Euclid Avenue School is a three-story brick building (presently vacant) on a large lot east of Prendergast Avenue, between Euclid and Newton Avenues (fig. 44). Built in 1911 and 1920, this National Register-listed building is predominantly Classical Revival in style, with Mission and Craftsman features. Prendergast Avenue ends at Buffalo Street where there is an entrance to Lakeview Cemetery. The cemetery (fig. 45), bounded by North Main Street and Lakeview Avenue and extending north to the city line, is characterized by rolling topography, mature trees, and winding lanes. Originally it provided views of Chautauqua Lake. The cemetery was established in 1859, and is historically significant, as the headstones and monuments document much of the city's history. Another, much smaller, cemetery is located west of Lakeview. Established in 1910 by SS. Peter and Paul Roman Catholic Church, Holy Cross Cemetery is similar to Lakeview with its hills and curving lanes and is entered from West Oak Hill Road (fig. 46).

Lakeview Avenue (fig. 47) developed as a fashionable residential area where the successful industrial and professional men of Jamestown built their homes. Trolley service was extended to Lakeview Avenue by the turn of the century and was largely responsible for the growth of this residential area. Most of the historic houses remain and exhibit strong architectural qualities and period integrity suggesting the presence of a historic district. In comparison to other residential streets in this area, Lakeview Avenue homes are of a larger scale and occupy larger sites. They exhibit fully-developed styles such as Italianate, Eastlake, Queen Anne, Colonial Revival, Tudor Revival, Bungalow, and American Four-square that were popular in sophisticated urban areas throughout the United States. The potential district encompasses both sides of Lakeview Avenue, extending from Sixth Street north to Buffalo Street. It includes the north end of Winsor Street (in Area 2) where there is a group of Colonial Revival, Tudor Revival, and Bungalow/Craftsman houses of good architectural integrity.

AREA 2

The area bounded by Curtis Street, the northern city line, Lakeview Avenue, the eastern end of Sixth Street, and East Second Street, designated Area 2, is mainly residential, with interspersed institutional buildings. (See Area 2 Map.) The oldest portion of this area is south of Falconer Street and was developed in the 1880s. From Lakeview Avenue, the area slopes downward to the east. The majority of the houses are of frame construction, were built beginning in the 1910s, and include Dutch Colonial Revival, Craftsman, Bungalow, American Four-square, Colonial Revival, and vernacular (rectangular front gabled type and tri-gabled ell type) examples, as well as some post-World War II neo-Colonials and ranches.

The northern section of the area, including parts of Pleasantview Drive, Weeks Street, and East Centennial Street, have recently been developed. Institutional buildings in this area include: Washington Junior High School between Beechview and Pleasantview Avenues; the Buffalo Street School; the B.P.U. Water Building at Buffalo Street and Newton Avenue; St. John's Roman Catholic Church at Newton Avenue; and the First Church of God on Falconer Street. All of these institutional buildings were built after World War II. Park land in this area includes Emory Park, at the northern city line between Emory Drive and Arlington Avenue; the Roger Tory Peterson Institute for the Study of Natural History, between Hotchkiss Street, Curtis Avenue, and the northern city line; and a playground north of Falconer Street between Sturges and Bowen Streets.

In general, the historic houses in Area 2 are of good architectural quality and good integrity, and are of similar scale and construction. The consistency of these characteristics suggests the potential for a large historic district bounded by Blanchard Street at the south, Towner Avenue at the north, Sturges Street and Beechview Avenue on the east, and the rear property boundaries of Lakeview Avenue to the west. The character of the district is generally defined by intact, early-twentieth century, middle-class housing stock with Craftsman, Bungalow, American Four-square, Colonial Revival, Tudor Revival, and vernacular types. This potential district is strengthened by special landscape features. Beechview Avenue (fig. 48) and Chestnut Street, for example, have mature deciduous trees that form a canopy above the street and create a sense of place. Clyde Street is noted for its landscaped median, as well as its bordering trees (fig. 49). This street is particularly cohesive with its Craftsman, Bungalow, and Colonial Revival houses, all of similar scale and setback.

Located within this area is Beverly Place, which is especially significant for its grouping of ca. 1915 bungalows of high architectural quality and integrity (fig. 50).

Also located within this area of the city is Ridgley Terrace (fig. 51), a small winding street that features a special group of English Tudor and Colonial Revival residences that are larger in scale and occupy larger lots than those of the surrounding neighborhood. These houses represent Jamestown's early-twentieth century prosperity.

The Buffalo Street United Methodist Church at Buffalo and Falconer Streets is an interesting example of a cross plan church of rusticated concrete block construction (fig. 52).

Second Street, which runs through the southern part of this geographic area, is commercial in character, with predominantly mid- to late-twentieth century development. While most of the buildings are of recent vintage, one building of special local significance stands at the northwest corner of East Second and Buffalo Streets. Known as the Dexterville Tavern, and originally constructed in 1826 by the Dexter Brothers as a stagecoach stop, it may be one of the oldest buildings standing in its original location in Jamestown.

AREA 3

Area 3 is located at the northeast corner of the city north of the Chadakoin River and east of Curtis Street. (See Area 3 Map.) This area generally slopes downward toward the river at the southeast. It is dominated by two major institutions that occupy much of this area. Jamestown Community College borders Curtis Street and is composed of numerous late-twentieth century educational buildings. The former School No. 7, constructed in 1896 and 1914 on East Second Street (between Curtis and Hopkins), is now owned by the College (fig. 53). Lutheran Social Services occupies a complex of buildings along Aldren Avenue, north of Falconer Street. This prominent site was previously occupied by The Gustavus Adolphus Children's Home, constructed in 1888-89 and demolished in the late twentieth century. An early-twentieth century brick building currently stands at the entrance to the complex. Mid- to late-twentieth century buildings, which house various services of the Lutheran Social Services, are located to the north.

Streets that travel north-south between Jamestown Community College and the Lutheran Social Services complex are residential, featuring frame bungalows and vernacular houses (front gable, rectangular type) of the 1900s-1910s, and split levels and ranch houses of the post-World War II period. Falconer Street has a mixture of industrial, commercial, and residential buildings of the mid-to late-twentieth century. East Second Street, at points, borders the river and is primarily commercial.

AREA 4

Area 4 is the central commercial and business district of Jamestown. It includes many of the historic sites of the city, including the location of James Prendergast's initial settlement. This area is bounded by Sixth and Eighth Streets at the north, the railroad tracks at the south and west, and Winsor Street at the east. (See Area 4 Map.) Main Street runs north-south through the area and is intersected by numbered cross streets in a gridiron plan.

The downtown area is characterized by a central core of commercial buildings, which developed along North Main Street from First Street northward. Most of the surviving buildings were constructed from the late nineteenth century through the present time. Fires occurring in the years 1852, 1861, 1862, and 1871 destroyed many of the earlier commercial buildings in this area. (See fig. 54 for historic map showing the downtown area.) The instability of the swampy

land in the area was responsible for additional losses, as foundations crumbled beneath historic structures. Structures serving civic, social, and religious functions are adjacent to and interspersed throughout the commercial core. Surrounding this central core are residences that date from the same time period and represent a variety of styles.

North Main Street, from the railroad bridge north to Sixth Street, while including some recent construction and alterations, retains a cohesive grouping of late-nineteenth and early-twentieth century commercial, religious, social, and residential structures with good integrity, and marks a significant historic area of the city.

Commercial buildings, most three stories tall, line North Main Street to Fourth Street (figs. 55-59). Most of the buildings are faced with brick; many have stone trim. Ornament on the buildings is typically concentrated at the storefront cornice, window surrounds, and terminal cornice. Most were built in the late nineteenth and early twentieth centuries and represent a variety of styles, including Italianate (No. 306 North Main Street), Romanesque Revival (The Arcade Building, 26-32 North Main Street), Renaissance Revival (The Fenton Building, 110-116 North Main Street), Classical Revival (Key Bank, 202-206 North Main Street), and Moderne (Rite Aid, 301-307 North Main Street). Some of the buildings have undergone ground story facade alterations, such as the Winter Garden Theater (313 North Main Street). Other buildings have been faced with materials that may cover historic fabric, such as No. 208 North Main Street, which was undergoing renovation at the writing of this report. A few of the historic commercial buildings have been demolished, and new buildings have been built in their place; for example, the parking garage between First and Second Streets on the west side of Main Street. This commercial core in and directly adjacent to North Main Street suggests the potential for a historic district.

Other building types appear on or near Main Street, north of Fourth Street, including residences, religious buildings, and social organizations (figs. 60-64). St. Luke's Episcopal Church (fig. 60) is located between Fourth and Fifth Streets on the east side of Main Street, and the YWCA (fig. 61), a Renaissance Revival building constructed in 1908, is located at the northwest corner of Fourth and Main. Grand residences constructed for prominent citizens and now converted to professional offices and a social club are found at this end of the street including: the George W. Tew House at 413 North Main Street (Second Empire; fig. 62), the Marvin House at 2 West Fifth Street (Shingle; fig. 63), and the Alden House at 509 North Main Street (Classical Revival). Located just east of this grouping at 15 East Fifth Street is the Ahrens Mansion (fig. 64), another grand residence designed in the Beaux Arts style. Between Sixth and Eighth Streets, Main Street turns to the northeast and is generally commercial in character.

Cherry Street (fig. 65), located west of North Main Street, is similar to Main in its mix of building types and styles. Buildings especially significant to the history of the city are found there, including: The Furniture Mart at Second and Cherry; the Richardsonian Romanesque James Prendergast Free Library at 509 Cherry Street, between Fifth and Sixth (fig. 66); Saints Peter and Paul Roman Catholic Church, opposite the library on the east side of Cherry (fig. 67); and The Hotel Jamestown at the northwest corner of Third and Cherry (fig. 68). The commercial

building at 215 Cherry Street is significant, because it retains a historic storefront that is mostly intact (fig. 69). Second and Third Streets west of Cherry Street are generally commercial in character. With the exception of the classically-inspired Erie Railroad Station at 211 West Second Street (fig. 70), the High Victorian Eclectic H.P. Hall Building at 217-221 West Third Street, and the Jamestown Street Car Generating Plant at 117 Fairmount Avenue (fig. 71), which are historically significant and of good to fair integrity, most of the buildings in the southwestern part of this geographic area do not equal the higher levels of architectural and historical integrity of the buildings on Main Street.

The area north of Fourth Street and west of Main Street is generally residential in character. The residents of this area benefit from two parks: Dow Park, which is bounded by Sixth, Seventh, Cherry, and Washington Streets, and Baker Park, bounded by Fourth, Fifth, Clinton, and Jefferson Streets. Most of the residences in this area were built in the mid- to late nineteenth or early twentieth century. Most are of frame construction, but some are brick. Styles include Italianate, Queen Anne, Colonial Revival, and American Four-square, as well as front gable and ell-plan vernacular houses. Most of the buildings in this area retain fair to good levels of architectural integrity, but four very good examples of nineteenth and early twentieth century residential architecture stand on West Fifth Street at Nos. 308, 314, 406, and 408 (figs. 72, 73, 74, 75). They represent the Colonial Revival, Queen Anne, and Italianate styles. A site of local importance is at 12 West Seventh Street at the corner of North Main. An historic marker identifies this as the site of a station of the underground railroad operated by Catherine Harris, one of the first African American citizens of Jamestown, who arrived in 1831. It is possible that parts of the foundations and walls of the original building remain beneath the current construction.

The commercial area directly east of North Main Street generally extends from Second to Fourth Streets and is bounded by Spring Street on the east. The architectural styles and building types are similar to those found along Main Street. Blocks of three-story Italianate and vernacular commercial buildings with fair to good architectural integrity are found on the south sides of Second and Third Streets (figs. 76, 77, 78). Of special architectural interest in this area is the Second Empire Thurston House and Rowhouse Block at 8-18 East Fourth Street, now used for commercial purposes (fig. 79). The rowhouse is a rare building type in Jamestown. Examples of buildings constructed for social and institutional use in this section include the High Victorian Gothic Little Theater at 18-24 East Second Street, the Georgian Revival Masonic Temple at 17-23 East Third Street (fig. 80), and the Classical Revival County Office Building at 110 East Fourth Street (fig. 81).

The eastern part of Area 4 is characterized by a mixture of residential, religious, and commercial structures. Particularly good examples of residential buildings in this area include 117 East Sixth Street, an early-twentieth century Tudor Revival residence (fig. 82); 639 Prendergast Avenue, a Queen Anne/Colonial Revival brick residence (fig. 83); and No. 119 Fulton Street, a residence in the Queen Anne/Eastlake style (fig. 84). The Lombard Romanesque Revival First Presbyterian Church (fig. 85) is located at the northwest corner of East Fifth Street and Prendergast Avenue. Fourth Street, between Prendergast and Foote Avenues, retains several examples of residences

of high architectural and historic integrity, some of which are currently used for business or social purposes. Among these are the original Alonzo Kent Mansion (fig. 86), now the Scottish Rite Temple, at the northeast corner of Fourth and Prendergast; the Elks Club at 339 East Fourth; two brick Italianate residences at 358 and 362 East Fourth; and a Shingle/Craftsman house at 332 East Fourth (fig. 87, right side of photo). The high quality of the buildings on this block suggests the potential for a historic district.

South of the neighborhood just described stand five late-nineteenth and early-twentieth century religious buildings: the First Church of Christ, Scientist (321 Prendergast Avenue; fig. 88); the First Congregational Church (319 East Third Street; fig. 89); the Epworth Methodist Church (10 Foote Avenue, fig. 90, right side); First Lutheran Church and rectory (120 Chandler St., fig. 90, left side); and the Church of God (123 Chandler Street; fig. 91). These churches are fine examples of Jamestown's religious architecture and include Gothic Revival, Romanesque Revival, and Shingle styles.

Educational buildings are also represented in this area. Jamestown High School, situated on Second Street between Institute Street and Foote Avenue, is a Public Works Administration project and a fine example of Art Deco architecture (fig. 92). The Samuel G. Love School, on Eighth Street between Pine and Spring Streets, is a Renaissance Revival school which commemorates one of the superintendents of the public school system. Both of these schools retain good levels of architectural integrity and historic significance.

A group of 12 industrial buildings, originally built as the Broadhead Worsted Mills in the late nineteenth and early twentieth centuries, are located on East First Street, just east of the North Main Street central business district. These brick industrial buildings (fig. 93) continue to convey their historic character and retain a high level of architectural integrity.

AREA 5

Area 5 encompasses the westernmost part of the city of Jamestown. It is bounded on the northeast by the railroad tracks and Steele Street, on the southeast by Baker Street, and on the west by the city line. (See Area 5 Map.) West Third Street runs east-west through the center of this area and into the heart of the downtown business district to the east. The north-south streets north of West Third Street rise to the north, and there is a very steep decline from Livingston Avenue to the railroad tracks just to the north. While industrial buildings border the railroad tracks and Steele Street, this area is mainly residential in character, with some institutional, religious, and educational buildings interspersed. The neighborhoods closest to the center of the city were not developed until the late nineteenth and early twentieth century. West of Hallock Street and south of Palmer Street more recent neighborhoods, located nearer to the city line, are characterized by mid- to late-twentieth century development with split levels, ranches, and capes.

In the eastern section of this area is found the Jones Memorial Health Center, a large complex of brick buildings on a hilly site between Barrett Avenue, and Steele, William, and Baker Streets. The French Eclectic New York State Armory at 34 Porter Avenue (fig. 94) and the Renaissance

Revival Lincoln School at 301 Front Street are other major institutions in this residential area. On West Third Street are located three churches: Westminster Presbyterian, Bethel Lutheran (fig. 95), and the Jamestown Alliance Church. These churches were built in the early twentieth century to minister to this growing section of the city and are located amidst a residential neighborhood of good integrity with tree-lined streets. Near the churches is the Warner Home at 1103 West Third Street, an outstanding blend of English Tudor Revival and French Eclectic styles (fig. 96).

The residential area between Livingston Avenue, West Third Street, and Hallock Street is characterized by a mixture of late-nineteenth and early-twentieth century buildings, with styles including Queen Anne, Eastlake, Bungalow, Craftsman, and American Four-square. Vernacular front gable forms are predominant. This area has good architectural integrity. Exceptionally good examples include: 108 Cook Avenue (fig. 97) and 110 Hall Avenue (fig. 98), both simple versions of the Queen Anne/Eastlake styles. The house at No. 4 Woodworth Avenue is a rare Jamestown example of the Spanish Colonial Revival (fig. 99).

Engine Company No. 5 at 195 Fairmount Avenue is a two-story brick firehouse with decorative geometric brick and stone motifs (fig. 100). This is one of three surviving historic firehouses in Jamestown.

The former Brooklyn Heights Methodist Church (present St. Elia Albanian Orthodox Church) at 103 Palmer Street (fig. 101) is architecturally significant as an example of late nineteenth century "Carpenter Gothic" religious architecture.

AREA 6

Area 6 is the central southern section of the city. It is bounded by railroad tracks on the north, Foote Avenue on the east, Baker Street on the west, and the city line at South Street on the south. (See Area 6 Map.) The area is primarily residential, with some educational, institutional, and religious buildings interspersed. It is bisected by Forest Avenue, which runs north-south. The area is hilly, with an especially steep incline rising to the south toward the intersection of Barrett and Forest Avenues.

The residential neighborhood at the northern part of this area, between Forest Avenue, South Main Street, and McKinley Avenue, is particularly important to the historic development of Jamestown. Still standing there are the homes of Governor Reuben E. Fenton, William Broadhead, Porter Sheldon, John J. Whitney, and William Hall -- men who shaped the city in its early days.

A group of nine residences on the east side of Forest Avenue has potential as a historic district. The group includes high style structures including Greek Revival (73 Forest Avenue, fig. 102, left side), Queen Anne (81 and 97 Forest Avenue, figs. 102, right side and 103), and Italian Villa (131 Forest Avenue).

Adjacent to the Forest Avenue neighborhood is the Italian Villa style Fenton Mansion at 67 Washington Street (fig. 104). Built for Civil War Governor Reuben Fenton in 1864, it is individually listed on the National Register. Architecturally and historically significant houses to the east include the Queen Anne Broadhead Mansion and carriage house at 130 South Main Street (fig. 105); the Agnes Home, an Italianate brick building at 6 Broadhead Avenue (fig. 106); and the Second Empire Porter Sheldon House at 70 Prospect Street (fig. 107). Sheldon was one of the founders of the former American Aristotype Company, producers of photographic paper. The factories of this company were once located behind Sheldon's house in the area between Prospect Street, McKinley Avenue, Prather Avenue, and Terrace Place. Overlooking this site are workers' row houses at 20-26 Terrace Place.

Several buildings of historic significance in Area 6 were lost when the New York State arterial highway was constructed, and with the completion of other urban renewal projects in the 1970s. (See fig. 108.) The Second Empire D.H. Grandin House at 44 Allen Street was narrowly spared from demolition when the arterial highway was built. Urban renewal destroyed the triangular area south of the railroad bridge at Main Street, which was known as Brooklyn Square from the 1860s when it was a busy commercial center. (See figs. 24 and 25 in Historic Overview chapter.) Important buildings that were located there included The Broadhead Block and The Humphrey House Hotel.

Another significant group of buildings in this area is found on Howard Street between Barker Street and Cole Avenue. Remaining there are seven bungalows in very good condition. Bungalows are found in every section of the city, and this grouping is a fine representative selection of this style of building in Jamestown. In general, the neighborhoods of this area of the city are composed of a mixture of late-nineteenth and early-twentieth century styles, including Dutch Colonial, Queen Anne, Craftsman, Bungalow, American Four-square, and an occasional Tudor Revival. Vernacular front gable and ell-plan forms are also prevalent. Some mid- to late-twentieth century development is interspersed throughout, and this later development becomes predominant toward the south.

Educational buildings of local architectural interest in this area include the Branch School No. 9 (150 Prospect Street) and the Fletcher School (301 Cole Avenue, between Myrtle Street and Whitehill Avenue). The Leonard A. Bergman Park occupies a vast site at the southwest corner of this area.

AREA 7

Area 7 is bounded by Foote Avenue, Harrison and Allen Streets on the west, Buffalo Street on the north, and the city line on the south and east. (See Area 7 Map.) The hills in the northern and western parts of the area are especially steep. Industry developed along the river and railroad tracks toward the west and north of Buffalo Street. South and east of this industrial border the area is primarily residential. It attracted a majority of the immigrants who arrived in Jamestown in the late nineteenth and early twentieth centuries and who worked in the many factories that operated at that time.

Swedes arrived in Jamestown beginning in 1849 and settled in the vicinity of Willard Street in the area that came to be known as Swede Hill. Residences in this area include a mixture of styles and forms seen elsewhere in the city -- vernacular front gable and ell-plan forms, Eastlake, Queen Anne, Bungalow, and American Four-square. Houses are generally smaller in scale, closer together, and have less of a setback than those in other sections of the city and are of low to fair integrity. A small group of four bungalows on Johnson Street, built in the 1910s-20s, is representative of working class housing of the early twentieth century and merits consideration as a historic district.

English immigrants settled the area immediately south of the Swedes and north of English Street, beginning in the 1870s. The area became known as English Hill. Of special note in this area is an intact vernacular residence with a nicely detailed Eastlake porch and trusswork at 20 Cedar Avenue (fig. 109). Late-twentieth century development is typical east of Maltby Street. Older residences that remain are typically of frame construction and exhibit a mixture of styles typical to Jamestown.

The residential area south of English Hill is similar in character to that just described, but the sections east of Hebner Street and south of Allendale Avenue are characterized by mid- to late-twentieth century development. Many early-twentieth century bungalows are found along the western edge of this geographic area. Three modern educational buildings are located here: The Rogers School, the Jefferson School, and the Bush School. Allen Park is located toward the south. No. 100 West Virginia Boulevard, across from Allen Park, is a particularly good example of the English Tudor/French Eclectic styles with a slate roof (fig. 110). The American Four-square/Prairie house around the corner at 3 Barker Place is also of architectural significance (fig. 111). This house was built for Karl Peterson, president of the Crescent Tool Company. A residence on Willow Avenue, near the city's eastern boundary, is a rare example of the International style in Jamestown (fig. 112). Most of the other residences in this general area are of fair integrity. Many have undergone significant alterations, typically to the windows and porches, and modern siding has been added in several cases. A building of local significance is 738 Buffalo Street, an Eastlake-inspired residence with intact details.

Located near the western edge of Area 7 are several properties of architectural significance including: the Chautauqua Hardware Company (former Empire Worsted Mills) at 31 Water Street (fig. 113), a Queen Anne residence at 14 Arnold Street, a bungalow at 10 Arnold Street (fig. 114), and a Mission gas station at 411 Foote Avenue (fig. 115).

AREA 8

Area 8 is the industrial corridor of Jamestown. It generally follows the line of the Chadakoin River and the railroad tracks. It extends westward near Jones and Gifford Avenue, south as far as Steele and Harrison Streets, and includes Allen and Buffalo Streets toward the east and Crescent Street at the north. (See Area 8 Map.) The industrial corridor borders every geographic area previously discussed. Jamestown's industries were located to use the power offered by the Chadakoin River. (See figs. 18, 19, 20 in **Historic Overview** chapter for historic maps showing

the industrial corridor.) Many of the factories were originally constructed over the water, and the river is an integral part Jamestown's industrial corridor. The railroad, which provided ample opportunity for the sale and distribution of goods produced in Jamestown, is equally important. The industrial corridor represents an extremely important historic and architectural presence in Jamestown.

Industrial buildings found in this corridor were constructed in the late nineteenth and early twentieth centuries, have brick facades, typically with segmental or round-arched windows, and feature brick detailing including corbelling at the cornice line. Some of the buildings have undergone window changes or have received modern additions. Many of the remaining factory buildings originally housed companies that helped establish Jamestown as an economic and industrial center of Western New York and still house industrial functions.

Historically and architecturally significant industrial buildings include the following: Broadhead Mills on East First Street (on Area 4 Map, fig. 93); Empire Mills (present Chautauqua Hardware Co.) on Water Street (on Area 7 Map, fig. 113); the Dahlstrom Metallic Door Company factory and administration building at 443 Buffalo Street (fig. 116); and Jamestown Metal Company at 104 Blackstone Avenue (fig. 117).

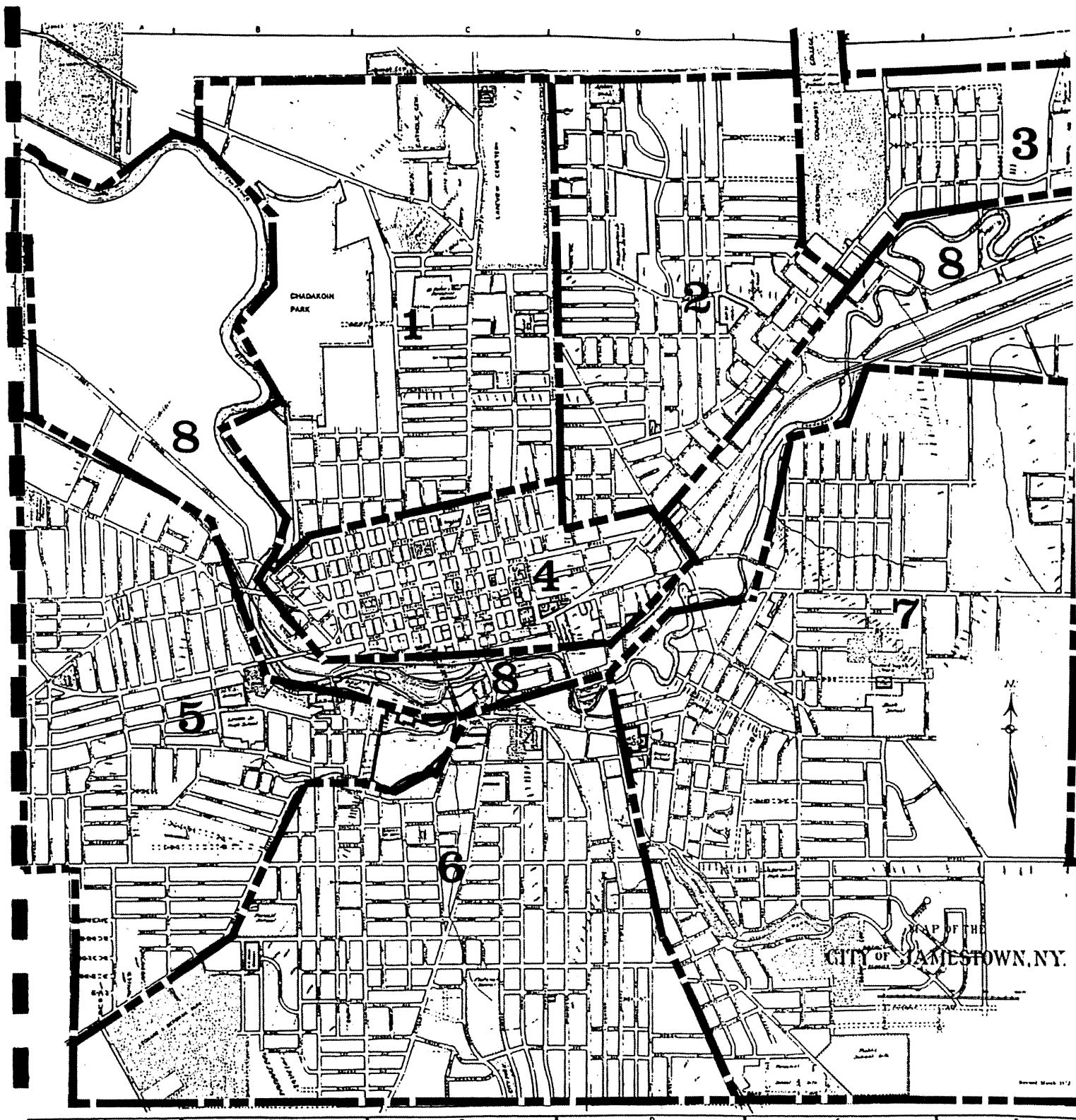
The Broadhead Mills and Empire Mills were built as worsted mills and are historically significant for their association with Jamestown's textile industry.

Charles Dahlstrom was the inventor of the first hollow metal door. Dahlstrom doors were used in buildings throughout the nation.

The Jamestown Metal Company complex represents the historic significance of the metal manufacturing industry in Jamestown. Jamestown Metal was originally established as the Jamestown Metal Desk company. The company became Jamestown Metal Manufacturing Corporation in 1923 and made metal furniture and other metal products.

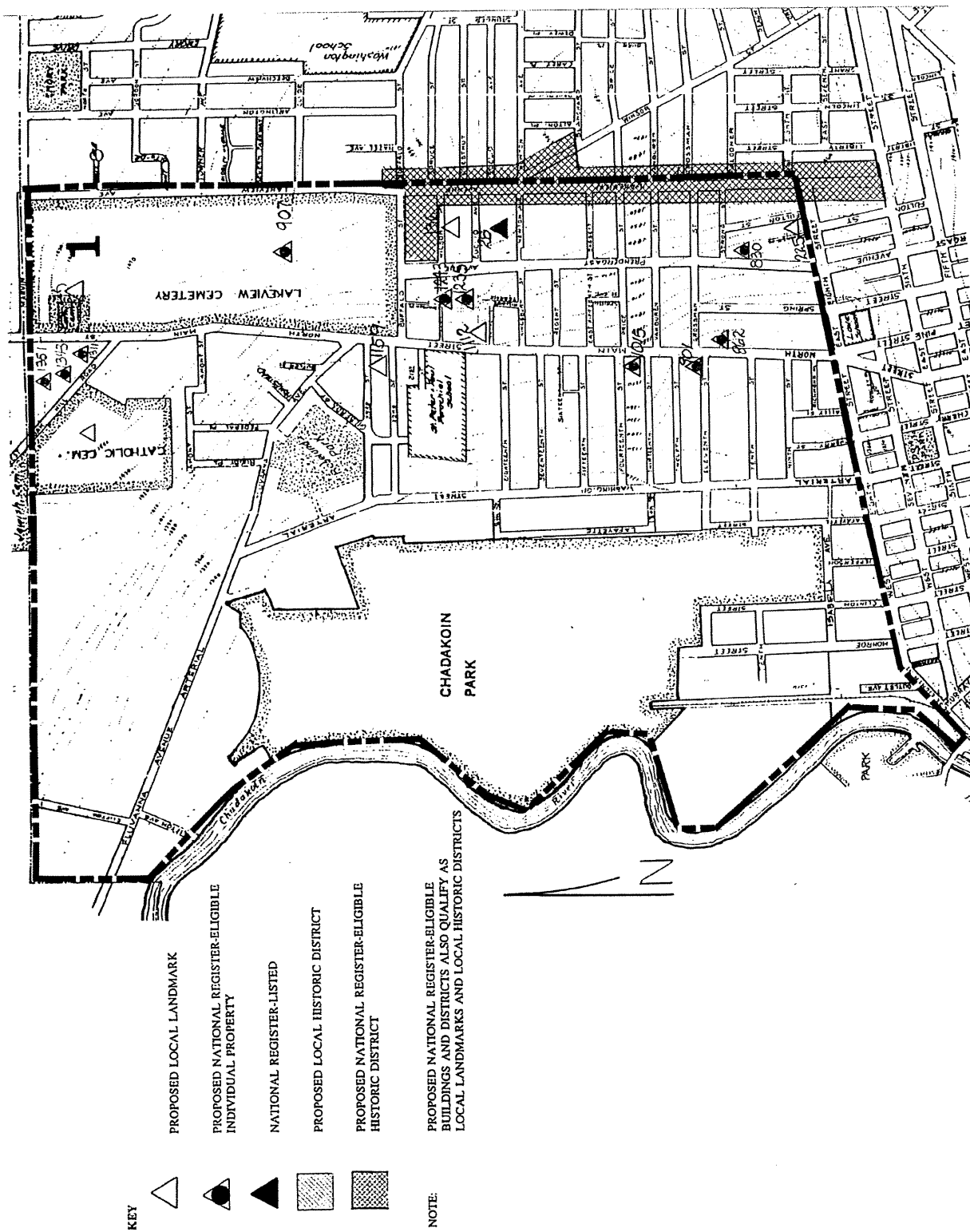
The industrial buildings along Crescent Street suggest the presence of a historic district. These include the Schulze & Van Stee/Davis Bedroom Suites complex, the Union National Furniture complex, and the Jamestown Royal Upholstery Inc. Corporation building. Together these buildings represent the importance of the wood furniture industry in the city.

Other significant industrial include the Automatic Voting Machine Company buildings at 488 Hallock Street (fig. 118) and 153 Jones and Gifford Avenue; the Hope Architectural Products administration building at 84 Hopkins Avenue; and the Atlas/Jamestown Lounge Company at 40 Winsor Street. (See Area 7 Map.)

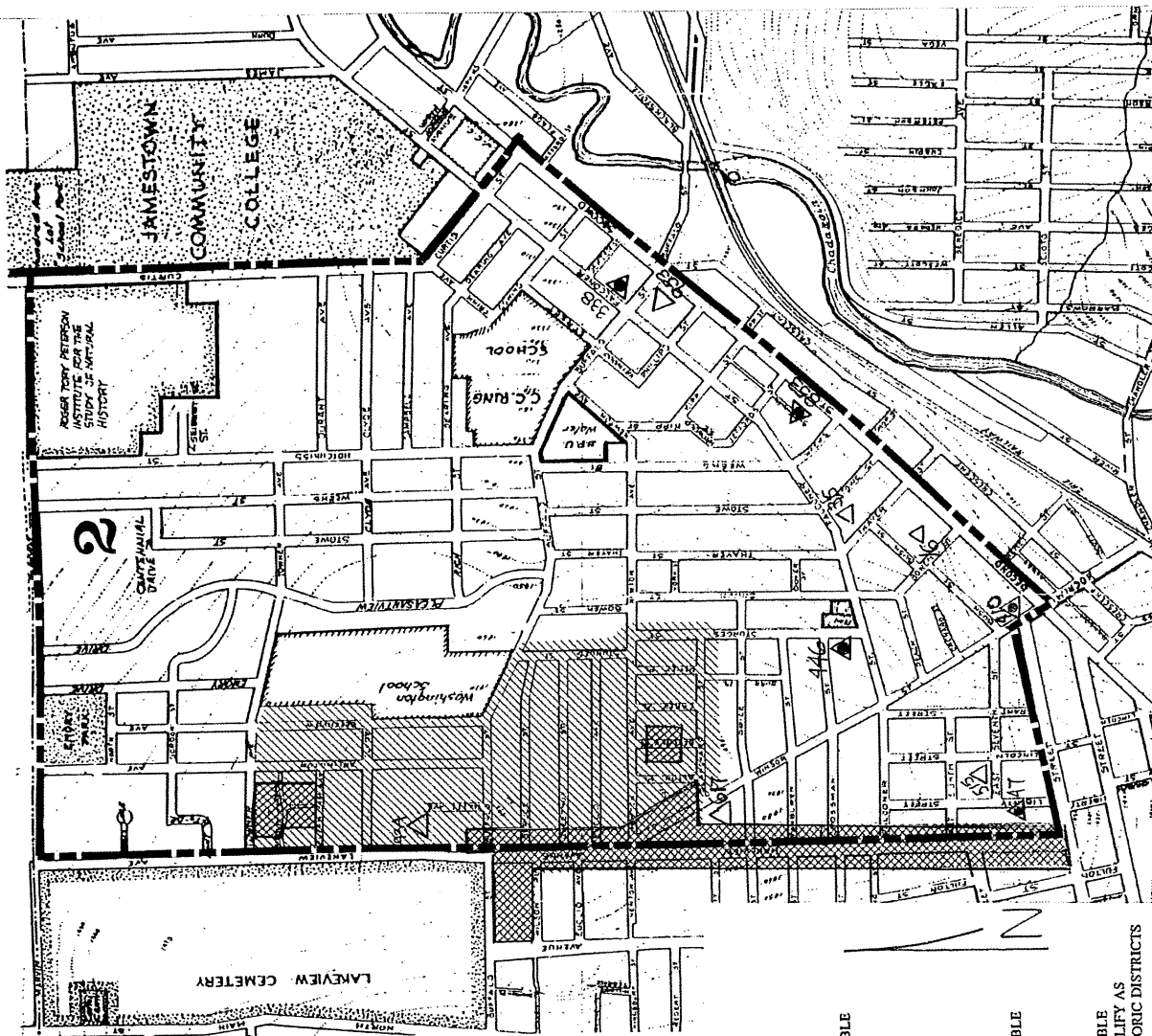


GEOGRAPHIC BOUNDARIES MAP

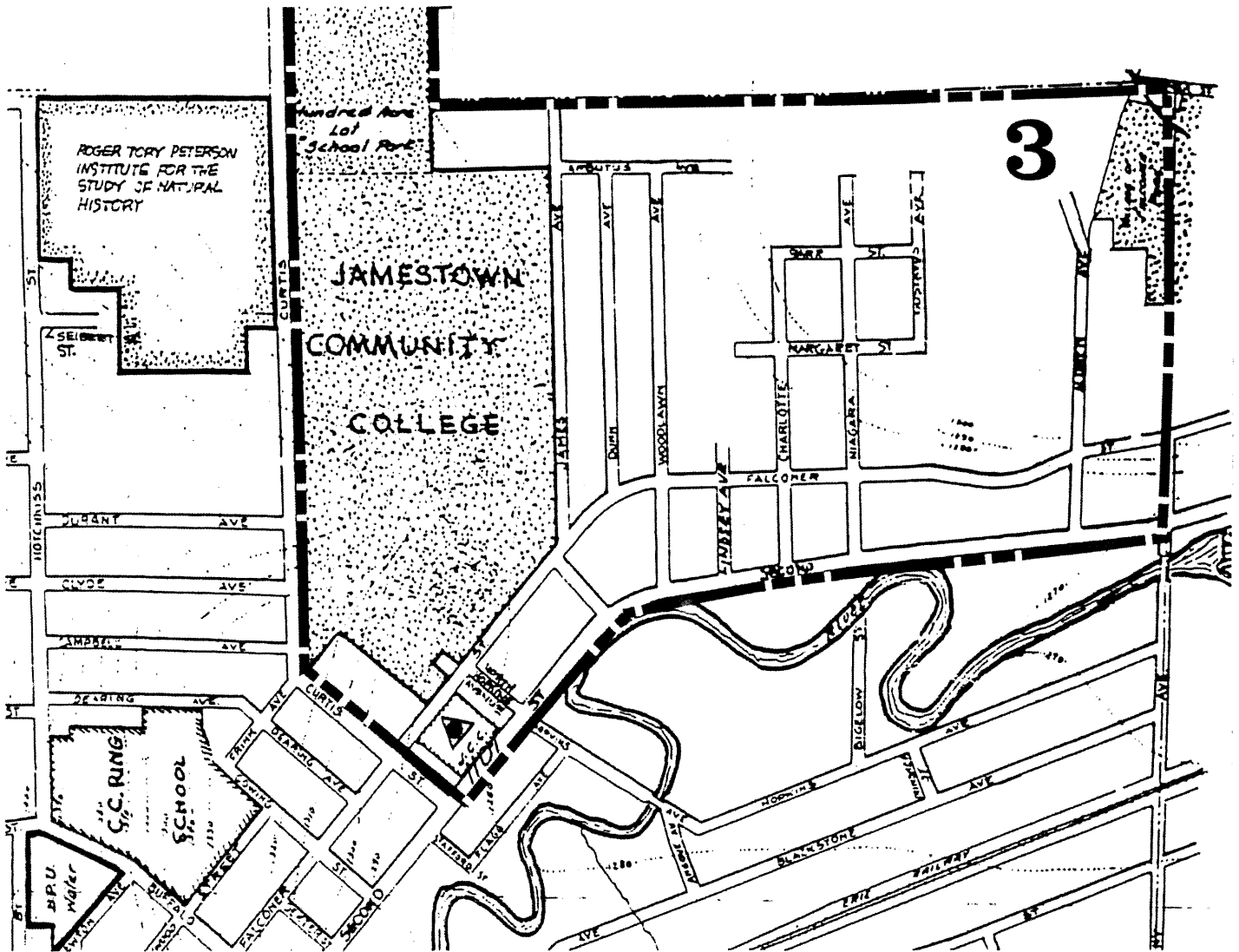
AREA 1 MAP



AREA 2 MAP



- KEY
- △ PROPOSED LOCAL LANDMARK
 - ▲ PROPOSED NATIONAL REGISTER-ELIGIBLE INDIVIDUAL PROPERTY
 - ▲ NATIONAL REGISTER-LISTED
 - ▨ PROPOSED LOCAL HISTORIC DISTRICT
 - ▩ PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT
- NOTE: PROPOSED NATIONAL REGISTER-ELIGIBLE BUILDINGS AND DISTRICTS ALSO QUALIFY AS LOCAL LANDMARKS AND LOCAL HISTORIC DISTRICTS



KEY



PROPOSED LOCAL LANDMARK



PROPOSED NATIONAL REGISTER-ELIGIBLE
INDIVIDUAL PROPERTY



NATIONAL REGISTER-LISTED



PROPOSED LOCAL HISTORIC DISTRICT



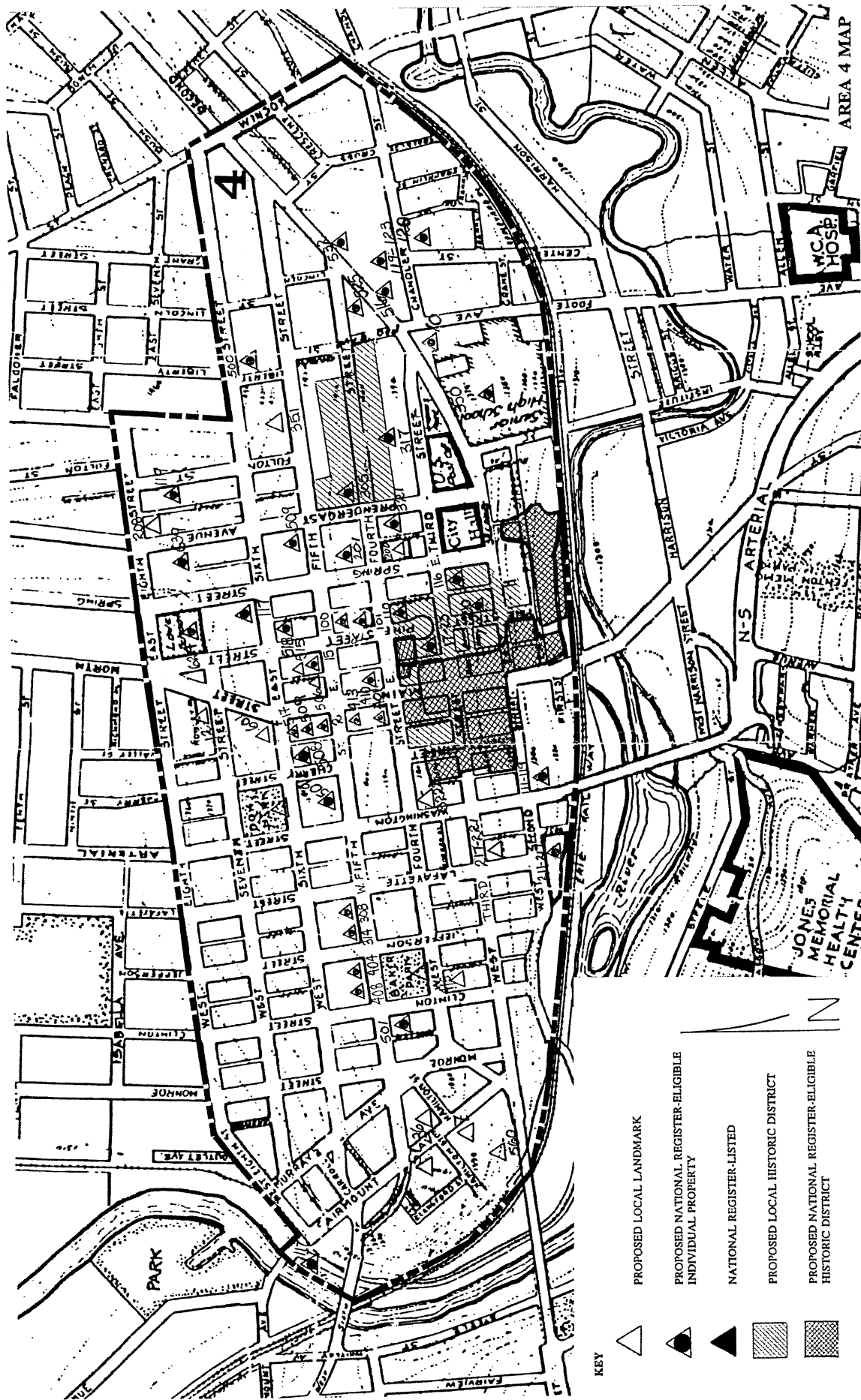
PROPOSED NATIONAL REGISTER-ELIGIBLE
HISTORIC DISTRICT

NOTE:

PROPOSED NATIONAL REGISTER-ELIGIBLE
BUILDINGS AND DISTRICTS ALSO QUALIFY AS
LOCAL LANDMARKS AND LOCAL HISTORIC DISTRICTS

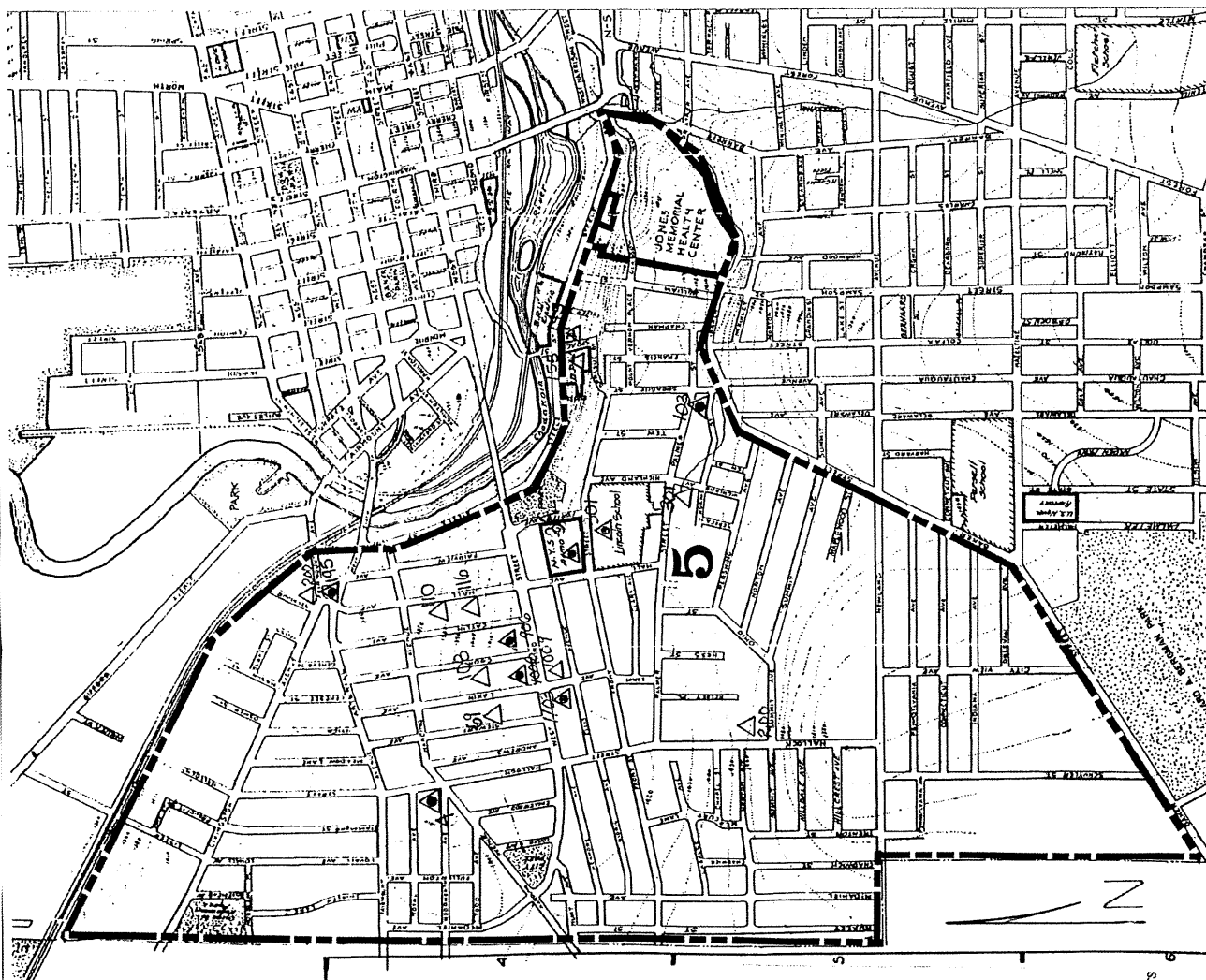
AREA 3 MAP





NOTE:
PROPOSED NATIONAL REGISTER-ELIGIBLE
BUILDINGS AND DISTRICTS ALSO QUALIFY AS
LOCAL LANDMARKS AND LOCAL HISTORIC DISTRICTS

AREA 5 MAP



KEY

- PROPOSED LOCAL LANDMARK
- PROPOSED NATIONAL REGISTER-ELIGIBLE INDIVIDUAL PROPERTY
- NATIONAL REGISTER-LISTED
- PROPOSED LOCAL HISTORIC DISTRICT
- PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT

NOTE:

PROPOSED NATIONAL REGISTER-ELIGIBLE BUILDINGS AND DISTRICTS ALSO QUALIFY AS LOCAL LANDMARKS AND LOCAL HISTORIC DISTRICTS

KEY



PROPOSED LOCAL LANDMARK



PROPOSED NATIONAL REGISTER-ELIGIBLE INDIVIDUAL PROPERTY



NATIONAL REGISTER-LISTED



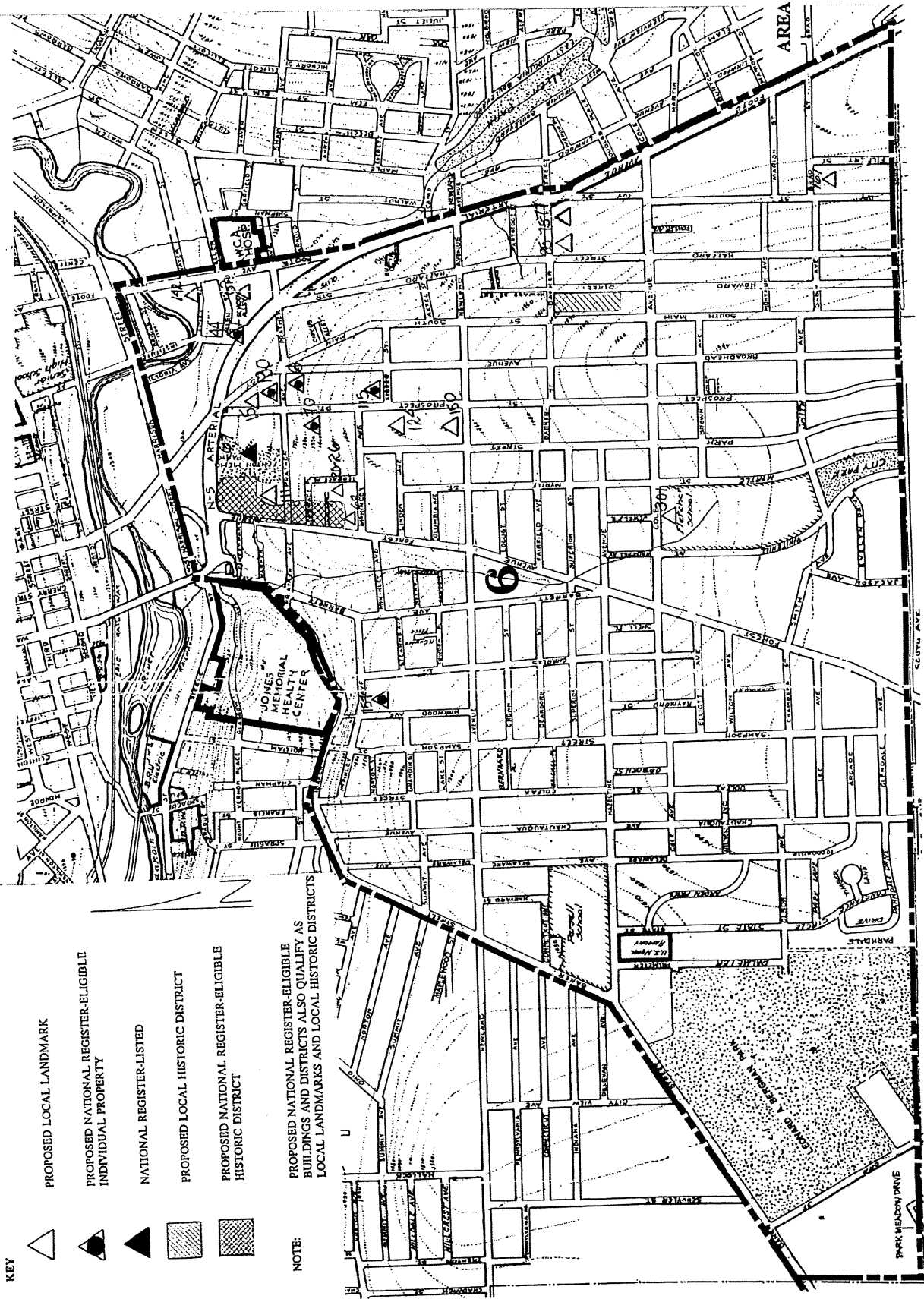
PROPOSED LOCAL HISTORIC DISTRICT



PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT

NOTE:

PROPOSED NATIONAL REGISTER-ELIGIBLE BUILDINGS AND DISTRICTS ALSO QUALIFY AS LOCAL LANDMARKS AND LOCAL HISTORIC DISTRICTS



AREA 7 MAP

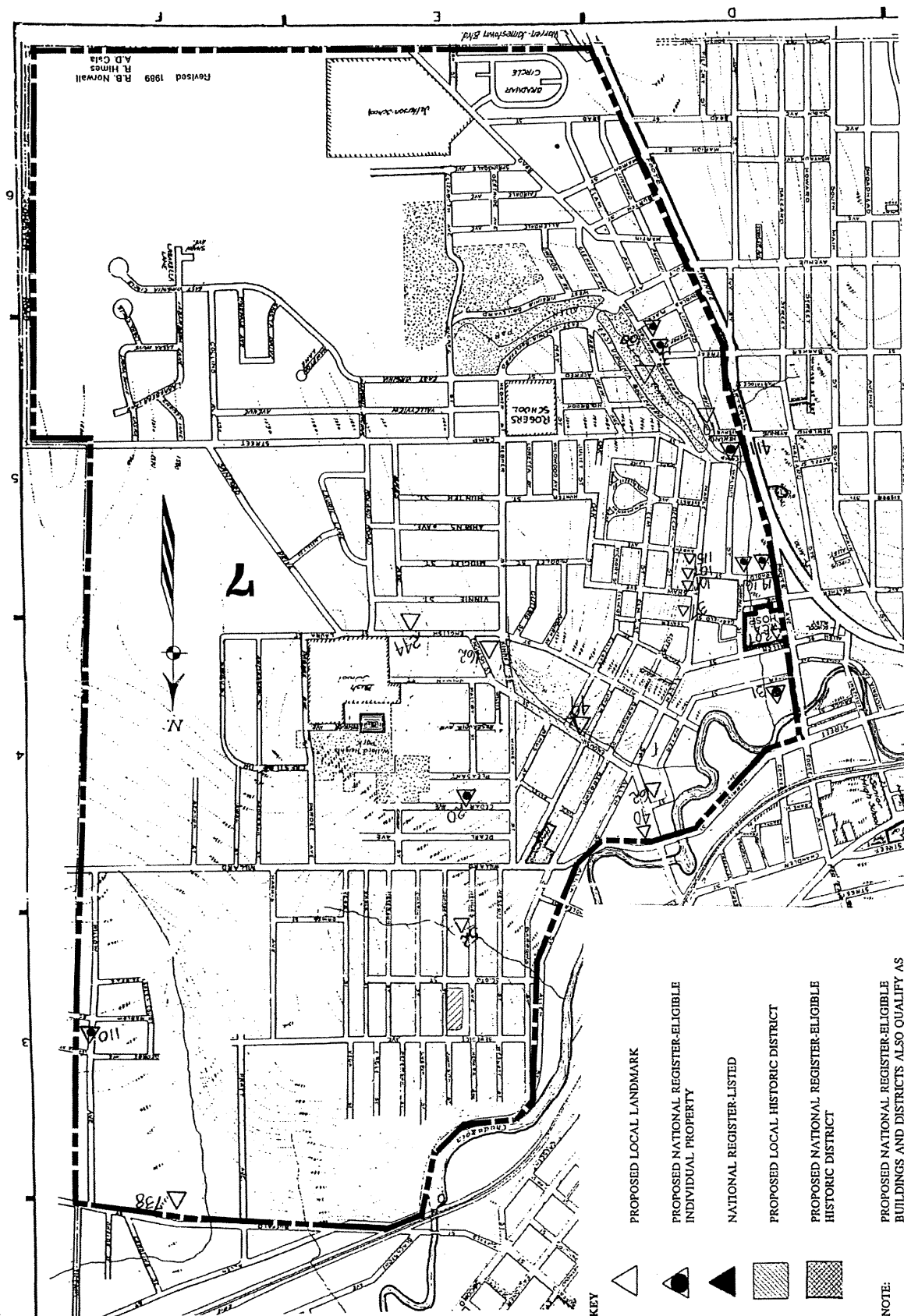






Fig. 38 Emmanuel Temple Church, 1015 North Main Street.



Fig. 39 Queen Anne house, 901 North Main Street.



Fig. 40 Federal house, 862 North Main Street.



Fig. 41 Classical Revival house, 1243 Prendergast Avenue.



Fig. 42 English Tudor house, 1235 Prendergast Avenue.



Fig. 43 Queen Anne/Eastlake house, 830 Prendergast Avenue.



Fig. 44 The Euclid Avenue School, Prendergast Avenue (between Euclid Avenue and Newton Avenues), individually listed on the National Register of Historic Places.



Fig. 45 Lakeview Cemetery.



Fig. 46 Holy Cross Cemetery.



Fig. 47 East side of Lakeview Avenue, south from Falconer Street.



Fig. 48 Canopy of trees on Beechview Avenue.



Fig. 49 Clyde Street, looking west from No. 26.



Fig. 50 Bungalows on Beverly Place.



Fig. 51 Ridgley Terrace.

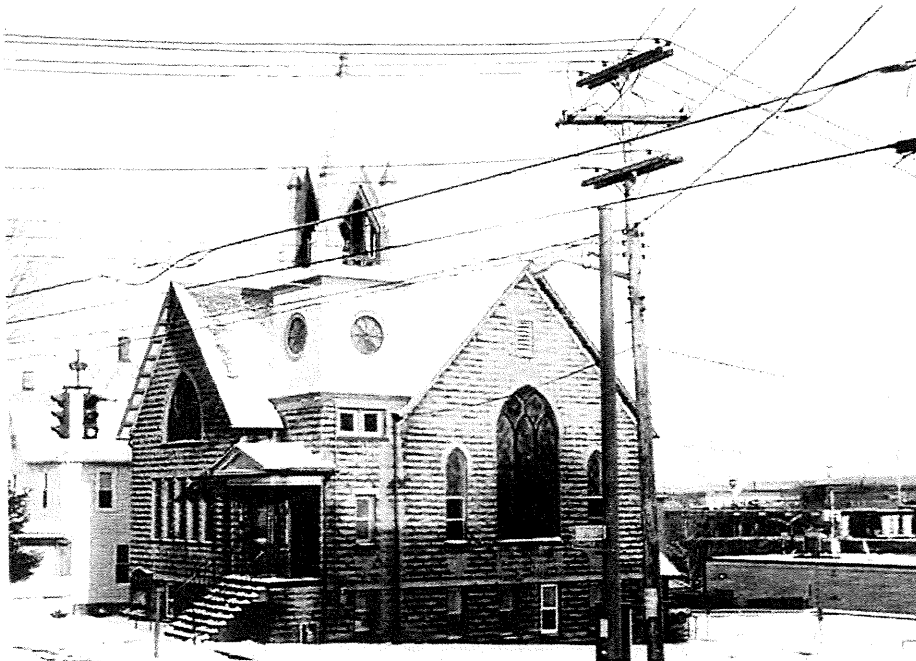


Fig. 52 Buffalo Street United Methodist Church, 338 Falconer Street.



Fig. 53 Former Public School No. 7, 1101 East Second Street (between Curtis and Hopkins), currently owned by Jamestown Community College.



Fig. 55 Nos. 36-38, 34, and 26-32 North Main Street, east side. Looking southeast from First Street to the railroad bridge.



Fig. 56 North Main Street, east side. Looking southeast from Third to Second Streets.



Fig. 57 308, 306, 304, 302-300 North Main Street, east side. Looking southeast.



Fig. 58 Nos. 201, 205, 207-209, 211, 213, 217 North Main Street, west side. Looking northwest.



Fig. 59 Nos. 317-321, 313, 309, 301-307 North Main Street, west side. Looking southwest.



Fig. 60 St. Luke's Church, 410 North Main Street (corner of Fourth Street).



Fig. 61 YWCA, 401 North Main Street (corner of Fourth Street).



Fig. 62 The George W. Tew House, 413 North Main Street (corner of Fifth Street).



Fig. 63 The Marvin House, 2 West Fifth Street (corner of North Main Street).



Fig. 64 The George Ahrens Mansion, 15 East Fifth Street (between Pine Street and Potter's Alley).



Fig. 65 Cherry Street, west side. Looking north between West Second and West Third Streets.



Fig. 66 James Prendergast Free Library, 509 Cherry Street.



Fig. 67 Saints Peter and Paul Roman Catholic Church, 508 Cherry Street.



Fig. 68
The Hotel Jamestown,
100-112 West Third
Street.



Fig. 69 Storefront at 215 Cherry Street.



Fig. 70 Former Erie Railroad Station, 211-217 West Second Street.

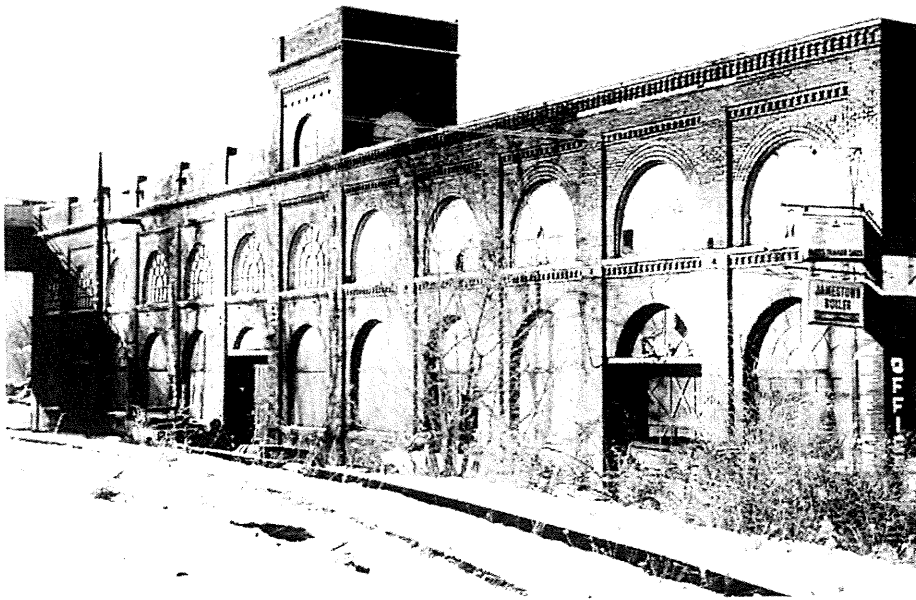


Fig. 71 The former Jamestown Street Car Power House, 117 Fairmount Avenue.



Fig. 72 Colonial Revival house at 308 West Fifth Street.

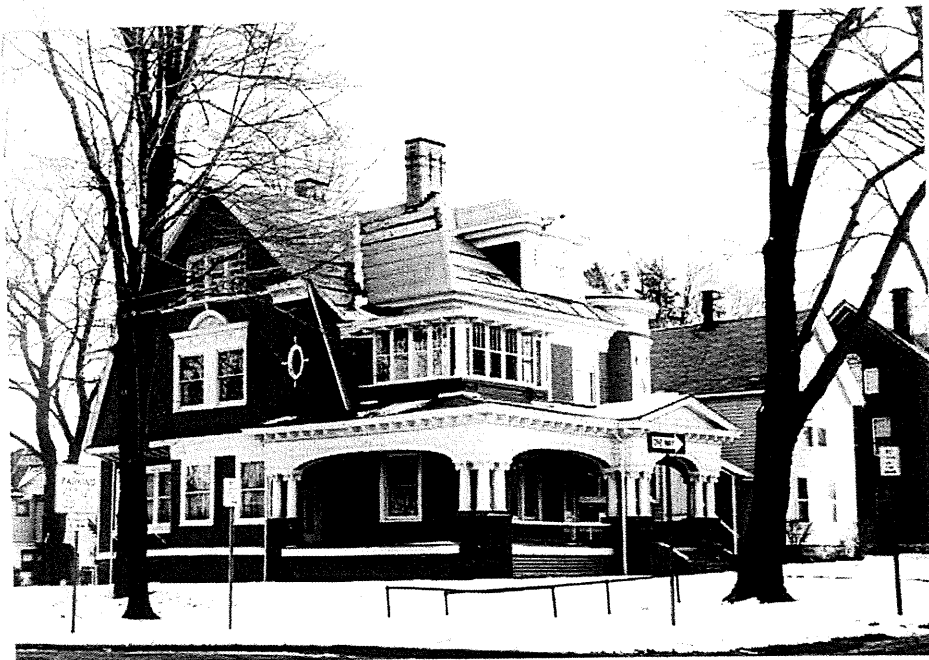


Fig. 73 Queen Anne/Colonial Revival house at 314 West Fifth Street.



Fig. 74 Cross-gabled vernacular house with Eastlake porch, 406 West Fifth Street.



Fig. 75 Italianate house with Eastlake trusswork in gables, 408 West Fifth Street.



Fig. 76 East Second Street, south side. Looking southeast from North Main Street.



Fig. 77 East Third Street, south side. Looking southeast from North Main Street.



Fig. 78 East Third Street, south side from Factory Alley to Spring Street.



Fig. 79 The Thurston Block and House, 8-18 East Fourth Street.



Fig. 80 The Masonic Temple (Commons Mall Building), 17-23 East Third Street.



Fig. 81 The County Office Building, 110 East Fourth Street.



Fig. 82 Tudor Revival house, 117 East Sixth Street.



Fig. 83 Queen Anne/Colonial Revival residence, 639 Prendergast Avenue.



Fig. 84 Queen Anne/Eastlake residence, 119 Fulton Avenue.



Fig. 85 First Presbyterian Church, 509 Prendergast Avenue.



Fig. 86 The Alonzo Kent House (present Scottish Rite Temple), 305 East Fourth Street.



Fig. 87 East Fourth Street, between Prendergast and Foote Avenues. Shingle/Craftsman influenced house on the right (No. 332).

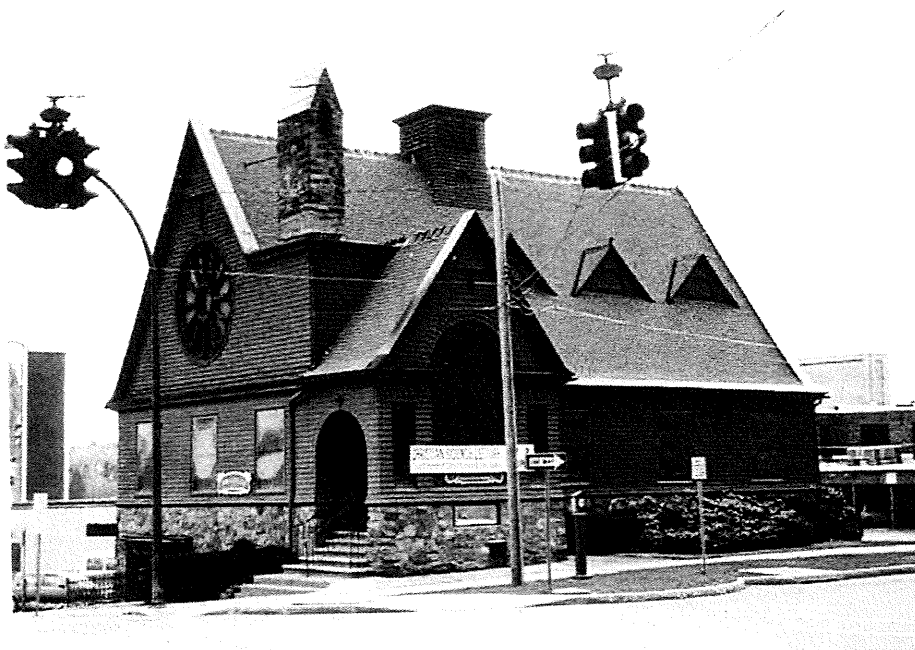


Fig. 88 First Church of Christ, Scientist, 321 Prendergast Avenue.



Fig. 89 First Congregational Church, 319 East Third Street.



Fig. 90 Epworth Methodist Church, 10 Foote Avenue (on right side), and First Lutheran Church, 120 Chandler Street (on left side).



Fig. 91 New Life Christian Center, 123 Chandler Street.



Fig. 92
Jamestown High School,
350 East Second Street.



Fig. 93
Broadhead Mills Complex,
East First Street.

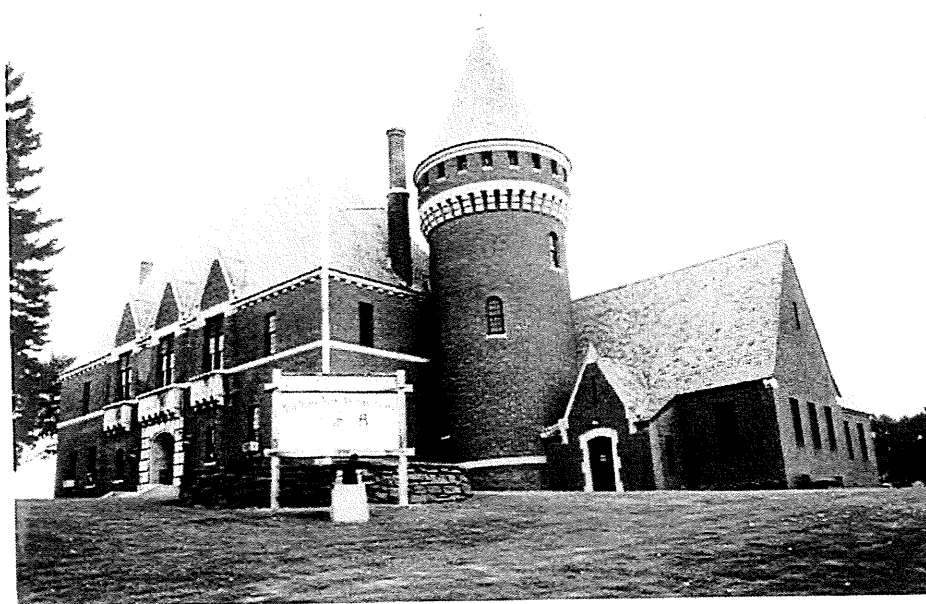


Fig. 94 New York State Armory, 34 Porter Avenue.



Fig. 95 Bethel Lutheran Church, 904 West Third Street.



Fig. 96 English Tudor/French Eclectic style house, 1103 West Third Street.



Fig. 97 Queen Anne/Eastlake house, 108 Cook Avenue.



Fig. 98 Queen Anne/Eastlake house, 110 Hall Avenue.



Fig. 99 Spanish Colonial Revival house, 4 Woodworth Avenue.



Fig. 100 Engine Company #5, 195 Fairmount Avenue.



Fig. 101 St. Elia Albanian Orthodox Church, 103 Palmer Street.



Fig. 102 Greek Revival and Queen Anne style houses at 73 and 81 Forest Avenue.



Fig. 103 Queen Anne House, 97 Forest Avenue.



Fig. 104 The Fenton Mansion, 67 Washington Street.



Fig. 105 The William Broadhead Mansion, 130 South Main Street.



Fig. 106 The Agnes Home, 6 Broadhead Avenue.



Fig. 107 The Porter Sheldon House, 70 Prospect Street.



Fig. 109 20 Cedar Avenue, vernacular house with Eastlake porch and gable trusswork.



Fig. 110 English Tudor/French Eclectic house, 100 West Virginia Boulevard.



Fig. 111 The Karl Peterson House, American four-square/Prairie style, 3 Barker Street.



Fig. 112 International style house at 110 Willow Avenue.



Fig. 113 Chautauqua Hardware (former Empire Mills), 31 Water Street.



Fig. 114 Bungalow at 16 Arnold Street.



Fig. 115 Mission style gas station at 411 Foote Avenue.



Fig. 116 The Dahlstrom Metallic Door Company, administration building, 443 Buffalo Street.



Fig. 117 The Jamestown Metal Company, 104 Blackstone Avenue.



Fig. 118 Automatic Voting Machine Company, 488 Hallock Street.

SECTION IV

SELECTION CRITERIA AND GUIDELINES

SELECTION CRITERIA AND GUIDELINES

CHOOSING PROPERTIES WITH NATIONAL REGISTER POTENTIAL

The selection of properties inventoried was based upon the presence or absence of "significance" as defined by the National Register criteria which specify that a property must possess integrity of location, design, setting, materials, workmanship, feeling, and association, and must be significant in one or more of the following categories:

- (A) Association with historical events;
- (B) Association with a significant person;
- (C) Distinctive physical characteristics of design, construction or form; and/or
- (D) Potential to yield important information on prehistory or history.

The integrity of buildings deemed acceptable varied according to the relative significance of the resource and the rarity of particular resources in the city. For example, the Jamestown Street Car Generating Plant at West Eighth Street and Fairmount Avenue is included in the inventory, despite the removal of some of its original windows, because of its exceptional ability to demonstrate the significance of the trolley system in the development of the city. On the other hand, any single, late-nineteenth or early-twentieth century residence had to meet higher standards of integrity in order to be included in the inventory, due to the relatively large number of intact examples of such residences remaining in the city and their subsequently less singular historical importance.

The selection criteria were applied to both proposed National Register-eligible individual buildings and historic districts. A historic district possesses a significant concentration of sites, buildings, structures, and/or objects that are united historically or aesthetically. This unified entity must convey a sense of time, place, and historical development. A district may be comprised, in part or completely, of features that lack individual distinction. In the latter case, the grouping must exhibit some sort of historic unity or context. In either case, it is important that the majority of the components add to the district's historic character and that they possess a sufficient level of integrity.

The following guidelines were compiled for selecting significant properties in Jamestown. These guidelines were based on an application of both the National Register criteria and the identification of significant historic themes and their associated property types.

PROPERTY TYPE	SELECTION CRITERIA/GUIDELINES
Residences: National Architectural Styles	Houses that retain a high level of historic architectural integrity and setting, and which exhibit a recognizable architectural style (such as Federal, Greek Revival, Gothic Revival, Italian Villa, Italianate, Second Empire, Queen Anne, Stick/Eastlake, Shingle Style, Beaux Arts, Colonial Revival, Classical Revival, Tudor Revival, Mission/Spanish Colonial Revival, Prairie, Bungalow/Craftsman, Moderne, etc.).
Commercial Buildings	Buildings associated with historic commerce and trade activities that are significant in the development of the city. These buildings retain an average to high level of historic integrity and setting. The most intact examples of representative commercial building types were chosen. Examples considered include: office buildings, banks, shops, and department stores. Most of the commercial buildings are located on or adjacent to North Main Street.
Industrial Buildings	Buildings and site features associated with historic industrial and manufacturing activities significant in the development of the city. These buildings retain an average to high level of historic architectural integrity and setting. The most intact examples of factories, mills, and warehouses representing the range of industrial activities important to Jamestown's history were chosen, including textile mills, wooden and metallic furniture factories, tool manufactories, etc.
Railroad- and Trolley-related Buildings	Surviving buildings relating to the railroad and trolley systems in Jamestown. Due to the rarity of this building type in the city, and based on the importance of transportation in the development of the community, these buildings were only required to possess an average level of historic architectural integrity and setting to be included in the inventory.
Religious Buildings	Buildings relating to the development of religious institutions in the city of Jamestown. Due to the historic importance of churches as social and religious institutions, and due to their ability to contribute to the understanding of ethnic populations in the city, those religious buildings which retain an average to high level of historic architectural integrity and setting were included in the inventory.
Funerary Sites	Sites with their related buildings, structures, and objects that are related to cemeteries in the city of Jamestown. Due to its landscape design and its ability to document the history of Jamestown through the record of the individuals buried there (many of whom contributed significantly to the development of the city) Lakeview Cemetery was inventoried.
Educational Buildings	Buildings associated with the educational advancement of the citizens of Jamestown. Educational buildings (such as grammar schools, secondary schools, and the public library) that retain an average to high level of historic architectural integrity and setting were inventoried.

PROPERTY TYPE	SELECTION CRITERIA/GUIDELINES
Buildings that House Social/Recreational Functions	Buildings associated with the social and recreational history of the city. These buildings were required to retain an average to high level of historic architectural integrity and setting. The most intact examples of facilities of fraternal organizations and other social groups (such as the YMCA and YWCA) were considered.
Cultural Buildings	Buildings associated with the cultural life of the citizens of Jamestown. Due to the small number of buildings of this type remaining and their historic importance as cultural institutions, all intact examples were inventoried. Examples of this building type in Jamestown are limited to theaters.
Governmental and Military Buildings	Buildings associated with historic governmental and defense activities. These buildings were required to retain an average to high level of historic architectural integrity and setting. Building types considered included fire stations and the armory.

CHOOSING PROPERTIES POSSESSING SUFFICIENT LOCAL IMPORTANCE

A separate list was compiled of properties possessing local importance. Buildings on this list are considered ineligible for National Register listing, based on currently available information and conditions. (However, it is important to note that National Register-eligible buildings are necessarily considered to be of local importance.) Properties on the local list are noted as being worthy of local recognition and preservation, but they were not inventoried. The selection criteria used in identifying this group of historic resources is not as rigorously demanding as the National Register criteria. In general, these properties possess a lower level of historic architectural integrity. The same themes discussed in **Section II - Historic Overview**, however, were used to help identify these properties. The broadly defined selection criteria used for the designation of local landmarks and historic districts from the New York State Model Preservation Ordinance was used to identify buildings of local interest.

An individual building was chosen if it:

- (A) Possesses special character or historic or aesthetic interest or value as part of the cultural, political, economic, or social history of the locality, region, state, or nation; or
- (B) Is identified with historic personages; or
- (C) Embodies the distinguishing characteristics of an architectural style; or
- (D) Is the work of a designer whose work has significantly influenced an age; or
- (E) Because of unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood.

A group of properties comprising a local historic district was chosen if the group:

- (A) Contains properties that meet one or more of the criteria for individual buildings as listed above, and
- (B) By reason of possessing such qualities, the group constitutes a distinct section of the city.

SECTION V
LISTS OF HISTORIC RESOURCES

SECTION VI
RECOMMENDATIONS

LISTS OF HISTORIC RESOURCES

The following lists include proposed National Register-eligible buildings and districts and proposed local landmarks and local historic districts. The resources were chosen based on the **Selection Criteria and Guidelines** discussed in **Section IV**. There are 82 individual buildings and 8 districts possessing National Register potential. These properties also qualify for local landmark designation. In addition to these properties there are 70 individual buildings on the proposed local landmark list and 5 proposed local districts.

It is important to note that the proposed National Register-eligible properties are currently being reviewed by SHPO and official determinations of eligibility by SHPO will be completed by September 30, 1993.

Detailed inventory forms for properties with National Register potential are located in Volumes 2 and 3 of this report.

The lists are organized as follows:

1. Proposed National Register-eligible Individual Buildings (p. 139)
2. Proposed National Register-eligible Historic Districts with Attached Maps:
 - Beverly Place (p. 151)
 - Broadhead Mills (p. 153)
 - Crescent Street (p. 155)
 - Forest Avenue (p. 158)
 - Lakeview Avenue (p. 160)
 - North Main Street (p. 171)
 - Ridgley Terrace (p. 176)
 - Thurston Block (p. 178)
3. Previously Listed National Register Buildings (p. 180)
4. Proposed Local Landmark Buildings (p. 181)
5. Proposed Local Historic Districts with Attached Maps:
 - East Fourth Street (p. 192)
 - Howard Street (p. 195)
 - Johnson Street (p. 197)
 - North Main Street (expansion of NR district; p. 199)
 - Northside (p. 206)
6. Designated Local Landmarks (p. 211)

PROPOSED NATIONAL REGISTER-ELIGIBLE BUILDINGS IN JAMESTOWN

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
350 2nd Street, East	Jamestown Senior High School	School	1934-35	Art Deco. One of the few examples of this style in Jamestown	A & C	WPA project, occupies site of Jamestown Union School and Collegiate Institute. Beck & Tinkham, architects.
516 2nd Street, East	Charles E. Parks House	Single-Family Residence/Residential and Commercial	ca. 1886	Cross-gabled plan with Eastlake porch & bargeboard	C	Jigsaw-cut designs in gable end.
525 2nd Street, East	Bank of Jamestown/ Jamestown Teachers Federal Credit Union	Drive-in Bank	1947	Neo-Colonial	C	Building type represents automobile age. Beck & Tinkham, architects.
532 2nd Street, East	Otto Bloomquist House	Single-Family Residence/Offices and Commercial	1899	Queen Anne/Shingle/ Dutch Colonial Revival characteristics	C	Eclectic design.
853 2nd Street, East	Axel F. Berggran House	Residence/Two-Family Residence	1907	American Four-Square with Colonial Revival and Queen Anne details	C	Cube-shaped house with pyramidal hipped roof.
1101 2nd Street, East	Public School No. 7/ JCC Community Education Center	School/Community Education Center	1896/1914	Renaissance Revival (1896 Section)	A & C	Represents educational development in Jamestown under public school system. Also known as the East Jamestown School.
111-119 2nd Street, West	Jamestown Furniture Mart	Commercial Exhibition Space/Commercial and Offices	1916-17	Utilitarian design with Sullivanesque spandrel panels	A & C	Building signifies national importance of Jamestown's furniture industry.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
211-217 2nd Street, West	Erie-Lackawanna Railroad Passenger Station	Train station/Vacant	1931	Neo-Classical with minimal ornament	A & C	Train station represents the historic significance of the railroad in the development of Jamestown.
17-23 3rd Street, East	Masonic Temple/ Commons Mall	Social and Commercial	1923	Georgian Revival	A & C	Johnson & Ford, architects. Masonic Lodge Room intact (fourth floor).
116 Third Street, East	Palace Theater/Reg Lenna Civic Center	Theater	1923	Renaissance Revival	A & C	Restored/renovated in 1989. Historically significant as a cultural/entertainment facility. Outstanding classical ornamentation on the interior.
317 3rd Street, East	Jamestown First Congregational Church	Church	1867-69	Gothic Revival influences	A & C	Congregation formed in settlement period (1816). Present church is oldest standing church in Jamestown. Designed by local architect Aaron Hall.
906 3rd Street, West	Bethel Evangelical Lutheran Church	Church	1928-29	Late Gothic Revival with pointed arches, corner tower	C	Raymond A. Freeburg, architect. Haas Construction Co., builder. Addition constructed in 1959.
1006 3rd Street, West	Westminster Presbyterian Church	Church	1924	Loosely based on late medieval English prototypes with half-timbering, pointed arches (tower only)	C	Beck & Tinkham, architects.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
1103 3rd Street, West	Raymond A. Freeburg House/Warner Home for the Elderly	Residence/Senior Citizens' Home	1930	English Tudor/French Eclectic	C	Architect and original owner was Raymond Freeburg. Round tower with conical roof. Half- timbering at front. 1962 addition by Beck & Tinkham.
101 4th Street, East	YMCA	Social and Recreational	1929	Renaissance Revival	A & C	Significant social/recreational organization. John T. Jackson, architect; Beck & Tinkham, associate architects. Large addition (1993) to the northeast.
110 4th Street, East	Chautauqua School of Nursing/Chautauqua County Office Building	Education/ Government Offices	ca. 1911	Classical Revival	C	Modern additions at rear and side (1957 and 1967).
201 4th Street, East	Jamestown Telephone Corp./Alltel Bldg.	Office Building	1929	Art Deco	A & C	Designed by Wilbur Watson & Associates of Cleveland, Ohio.
305 4th Street, East	Alonzo Kent House/Scottish Rite Temple	Residence/Clubhouse	1850s & 1920s	Italianate	A & C	Previously determined National Register-eligible, nomination pending. A designated Local Landmark.
15 5th Street, East	George Ahrens Mansion	Residence/Offices	1898	Beaux Arts	C	Ahrens was an affluent oil producer. This house once served as an American Legion Hall. Outstanding classical ornamentation.
100 5th Street, East	Rathbone-Prendergast House	Residence/Office	ca. 1875	Italianate	B & C	Alexander T. and Mary Norton Prendergast, founders of the James Prendergast Free Library, lived here.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
2 5th Street, West	Robert Marvin House/Marvin Community House for Women	Residence/ Social Organization	Mid-1850s and 1896 (extensive renovations/additions)	Shingle Style with Queen Anne and Colonial Revival features	A & C	E. G. Dietrich, architect. House is historically significant for its association with the prominent Marvin family.
308 5th Street, West	William R. Reynolds House	Single-family Residence/ Apartments	1895	Colonial Revival	C	Central entrance bay with fluted pilasters and leaded sidelights.
314 5th Street, West	Daniel A. Sullivan House	Residence	ca. 1900	Queen Anne/Colonial Revival. Delicate Adamesque details	C	Sullivan was associated with the Union Lumber Company.
404 5th Street, West	George T. Fenton House	Single-family Residence/ Apartments	ca. 1886	Cross-Gabled Vernacular with Eastlake Porch	C	Unusual porch design with delicate turned, spindle-like posts.
408 5th Street, West	Dr. Francis D. Ormes House	Residence/Offices	1875	Italianate with Eastlake ornament in gable ends	C	Dr. Ormes was a physician for the Jamestown Street Railway Company and Chautauqua Traction Company.
501 5th Street, West	Bank of Jamestown/Key Bank	Drive-in bank	1951	Neo-Colonial	C	Building type represents the automobile age.
117 6th Street, East	August F. Nord House	Residence	1923	Tudor Revival with stucco finish	C	Nord was president of the Union Furniture Company on Crescent Street.
500 6th Street, East	Thomas Henry Smith House	Residence/Offices	1890	Queen Anne/Eastlake	C	Smith was the owner of the Jamestown Cotton Mill.
44 Allen Street	Daniel H. Grandin House	Residence/ Commercial	1875	Second Empire	B & C	The Grandins were prosperous flour/feed millers. Mrs. Grandin played a prominent role locally in the women's suffrage movement.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
1010 Allen Street	Fire Station No. 4	Fire Station	1931	Tudor Revival, stucco finish	A & C	Represents organized municipal efforts in fire fighting & growth of city. Beck & Tinkham, architects. Charles M. Johnson, builder.
14 Arnold Street	-----	Residence	ca. 1888	Queen Anne with Eastlake-style doors and Stick style influences	C	Cutaway corners at front bay. Board and batten siding.
16 Arnold Street	Marvin C. Gokey House	Residence	1913	Bungalow	C	Gokey was associated with the N. W. Gokey shoe manufacturing firm.
3 Barker Street	Karl Peterson House	Residence	ca. 1913	American Four-Square with Prairie influences	B & C	Original owner was Karl Peterson, president of the Crescent Tool Company, founded in 1907.
104 Blackstone Avenue	Jamestown Metal Company	Industrial	1895 and later	Industrial with Classical details	A & C	Represents the historic significance of the metal manufacturing industry in Jamestown.
6 Broadhead Avenue	John J. Whitney House/Agnes Home	Residence/Transitional Residence	ca. 1875	Italianate	A & C	Whitney was associated with the Jamestown Wood Seat Chair Company and donated this house (named after his wife Agnes) to the WCA to be used as a boarding house for young women.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
443 Buffalo Street	Dahlstrom Metallic Door Company Factory and Administration Bldg./ Dahlstrom Company, Buffalo St. Business Center	Industrial	ca. 1900 and 1926	Classical and Jacobethan details, industrial brick facade with segmental-arched windows and corbelled cornice	A & C	Charles Dahlstrom was the inventor of the first hollow metal door. Dahlstrom doors were used in buildings throughout the nation.
20 Cedar Avenue	----	Residence	1893	Vernacular form with Eastlake details	C	Decorative trusswork in gable end. Eastlake porch.
116 and 120 Chandler Street	First Lutheran Church & Parsonage	Church & Parsonage	1892-1901 (Church) 1913 (Parsonage)	Richardsonian Romanesque (Church); Shingle Style/Arts & Crafts (Parsonage)	A & C	Significant in ethnic heritage (Swedish); Aaron Hall and Son, architects.
119-123 Chandler Street	First Swedish Baptist Church/New Life Christian Center	Church & Attached Parsonage	1906	Cross plan with side tower. Rusticated concrete block foundation.	A & C	Significant in Ethnic Heritage (Swedish).
508 Cherry Street	SS. Peter & Paul Roman Catholic Church	Church and Rectory	1894	Late Gothic Revival (church), Queen Anne/Gothic-inspired (rectory)	A & C	Designed by Boston architect F. Joseph Untersee. Significant in ethnic heritage (Irish). The congregation's first church was built in 1854. Church is a designated local landmark.
509 Cherry Street	James Prendergast Free Library	Library and Art Gallery	1839-1891	Richardsonian Romanesque	A & C	Rochester architect A. J. Warner based design on H.H. Richardson's Quincy, Mass. library. Important educational institution.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
446 Crossman Street	William Gustafson House	Residence	1910	Colonial Revival and Craftsman influences	C	Original owner William Gustafson was a contractor/builder.
117 Fairmount Avenue	Jamestown Street Railway Co. Power House/Jamestown Boiler Company	Transportation/Industrial (Boiler Company)	ca. 1898	Romanesque Revival influences	A & C	Represents the historic influence of streetcar transportation in the development of Jamestown.
195 Fairmount Avenue	Engine Company No. 5	Fire House	1913	Geometric brick and stone designs	A & C	Represents expanding municipal services for growing city.
338 Falconer Street	Buffalo Street Methodist Episcopal Church/Buffalo Street United Methodist Church	Church and Parsonage	1905 (church) 1907 (parsonage)	Cross-gable plan with corner tower; constructed of rusticated concrete block	A & C	Auditorium style interior plan.
10 Foote Avenue	First Swedish Methodist Episcopal Church/Epworth Christ United Methodist Church	Church with attached Parish House	1891	Cross-plan with corner tower	A & C	Significant in ethnic heritage, constructed as First Swedish Meth. Episcopal Church. 1954 additions and alterations by Beck & Tinkham.
411 Foote Avenue	Eldred Oil Co. Service Station/Lobb's Mobil Auto Sales and Service	Gas Station/Auto Repair Shop and Sales	ca. 1928	Mission	C	Unusual style. The gas station is an important visual reminder of the early days of automobile transportation.
301 Front Street	Lincoln Junior High School	School	1923	Classical Revival	A & C	Built to accommodate growth in southwest neighborhoods. Good example of standardized school design.
119 Fulton Street	J. Charles Alton House	Residence	1895	Queen Anne/Eastlake	C	Delicate spindlework and turned porch supports.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
907 Lakeview Avenue	Lakeview Cemetery	Cemetery (Religious)	1859	Mausoleums, statues, and gravestones. Rolling topography and curving lanes (69.5 acres)	C	Earliest burials moved from cemetery on site currently occupied by Prendergast Free Library.
47 Liberty Street	-----	Residence	ca. 1840/ca. 1921	Greek Revival/ Colonial Revival	C	Believed to have been built for S. C. Crosby. Colonial Revival alterations (sun porch) ca. 1921.
157 McKinley Avenue	School No. 5/United Pentecostal Church of N.Y. State	School/Church	1880	Italianate	A & C	Represents educational development in Jamestown under public school system.
401 North Main Street	YWCA	Social, Recreational	1908-1909	Renaissance Revival	A & C	Organized 1888 by a group of prominent Jamestown women concerned about the condition of working women in Jamestown.
410 North Main Street	St. Luke's Episcopal Church	Church and Parsonage	1892-94 (Church) 1895 (Parsonage)	Romanesque Revival (Church)	C	W. P. Wentworth, architect, Boston, MA.
413 North Main Street	George W. Tew House/ United Way	Residence/Offices	1885	Second Empire	B & C	Tew was president of the National Bank of Jamestown. Became Jamestown Club in 1895.
509 North Main Street	Glen A. Alden House	Residence/Offices	1906	Classical Revival	C	Stands on the site of the Jamestown Female Seminary (1849-59).
517 North Main Street	First National Bank of Jamestown/Chase Lincoln Drive-in Bank	Drive-in Bank	1955	Neo-Classical with minimal ornament	C	Beck & Tinkham, architects. Outstanding example of automobile era, commercial architecture.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
862 North Main Street	-----	Residence	ca. 1820-30	Federal with pilasters and blind arches	C	Rare survivor of early village-era architecture.
901 North Main Street	-----	Residence	1896	Queen Anne	C	Complex roof plan. Variety of textures and materials (wood shingles, stamped brick, regular brick, and cut stone).
1015 North Main Street	Grace United Brethren Church/Emmanuel Temple Church	Church	1909	Cross-plan with corner tower, rusticated concrete block foundation	C	Grace United Brethren Church organized in 1903.
1311 North Main Street	Victor B. Seaburg House	Residence	1924-26	Tudor Revival	C	Raymond A. Freeburg, architect. Owner Victor Seaburg was vice president of the Seaburg Manufacturing Company, makers of metal furniture.
1343 North Main Street	Horace W. Brier House	Residence	1924	Tudor Revival/French (Norman) Eclectic	C	Johnson & Ford, architects.
1351 North Main Street	Frederick R. Toy House	Residence	1924	Tudor Revival/French (Norman) Eclectic	C	Johnson & Ford, architects.
130 South Main Street	William Broadhead House and Carriage House/Wellman Brothers	Residence and Carriage House/Commercial	1883-85	Queen Anne	B & C	Aaron Hall, architect; Broadhead founded the successful Broadhead Worsted Mills company.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
103 Palmer Street	Brooklyn Hgts. Methodist Church/St. Elia Albanian Orthodox Church (aka St. Louis Church)	Church and Rectory	1888 (church) 1910 (rectory)	"Carpenter Gothic," Shingle Style and Stick Style elements	C	Built by contractor and parishioner James S. Ellis. Significant in ethnic heritage (Albanian). Became St. Louis Albanian Orthodox Church in 1956.
210 Pine Street	The Home Telephone Company/The Town Club of Jamestown	Telephone Company/ Private Club	1902	Romanesque influences	C	The Town Club was founded in 1929, incorporated and moved into former telephone company building in 1933.
518 Pine Street	Yale W. Burtch House	Residence	1895	Queen Anne/Colonial Revival. Curved, wraparound porch.	C	Burtch owned Y. W. Burtch & Company, chair manufacturers.
624 Pine Street	Samuel G. Love Elementary School	School	1927	Renaissance Revival	A & C	Building named for important Jamestown Supt. of Schools. Beck & Tinkham, architects.
34 Porter Avenue	N.Y. State Armory	Armory	1932-33	French Eclectic with corner towers and fortress-like appearance	A & C	WPA Project. Military headquarters and training facility for the New York Army National Guard.
321 Prendergast Avenue	First Church of Christ, Scientist	Church	1893	Shingle	A & C	Designed by architect Charles D. Wetmore. One of the first Christian Science churches in New York State. Previously determined National Register- eligible, nomination pending. A designated Local Landmark.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
509 Prendergast Avenue	First Presbyterian Church	Church	1925	Lombard Romanesque Revival	C	Designed by New York City firm Cram & Ferguson; Beck & Tinkham, associate architects; 1962 addition by Beck & Tinkham; 1992 addition.
639 Prendergast Avenue	Charles A. Swanson House	Residence	1898	Queen Anne/Colonial Revival	C	Adamesque details and delicate spindlework.
830 Prendergast Avenue	-----	Residence	ca. 1895	Queen Anne/Eastlake, porch with spindlework	C	Steeply pitched roof, contrasting wall materials and asymmetrical plan.
1235 Prendergast Avenue	Fred A. Nelson House	Residence	1925	Tudor Revival with stucco finish	C	Oliver R. Johnson, architect. Built for Fred A. Nelson, president of Jamestown Upholstery Co.
1243 Prendergast Avenue	-----	Residence	1918	Classical Revival	C	Full-height Corinthian portico.
70 Prospect Street	Porter Sheldon House/ Daughters of the American Revolution	Residence/ Social Organization	1845/ Remodeled beginning in 1880	Second Empire and Classical Revival features	B & C	Sheldon was one of the founders of The American Aristotype Company. The house is a designated city landmark.
115 Prospect Street	John D. Johnson House	Residence	1911	Colonial Revival	C	Paneled pilasters at corners. Johnson owned a paint and wallpaper supply store at 208 East Second Street.
31 Water Street	Empire Worsted Mills/ Chautauqua Hardware Company	Industrial	1898	Prominent central fortress-like tower	A & C	Current owner represents historic industry of Jamestown.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE/ ARCH. CHARACTER	NR SELECTION CRITERIA USED	COMMENTS
100 West Virginia Blvd.	J. Helmer Stohlbrost House	Residence	1931	English Tudor/French Eclectic	C	Slate roof, arched entrance with stone trim.
110 Willow Avenue	Elmer Holmberg House	Residence	1948	International style with stucco finish	C	Rare style in Jamestown. Metal casement windows wrap around the corners.
410 Winsor Street	-----	Residence	1885	Queen Anne	C	Cross-gabled roof, tower, asymmetrical plan.
4 Woodworth Avenue	John Blagbrough House	Residence	1925	Spanish Colonial Revival with stucco finish	C	Rare style in Jamestown. Original owner John Blagbrough owned "Your Family Laundry Company" on Steele Street.

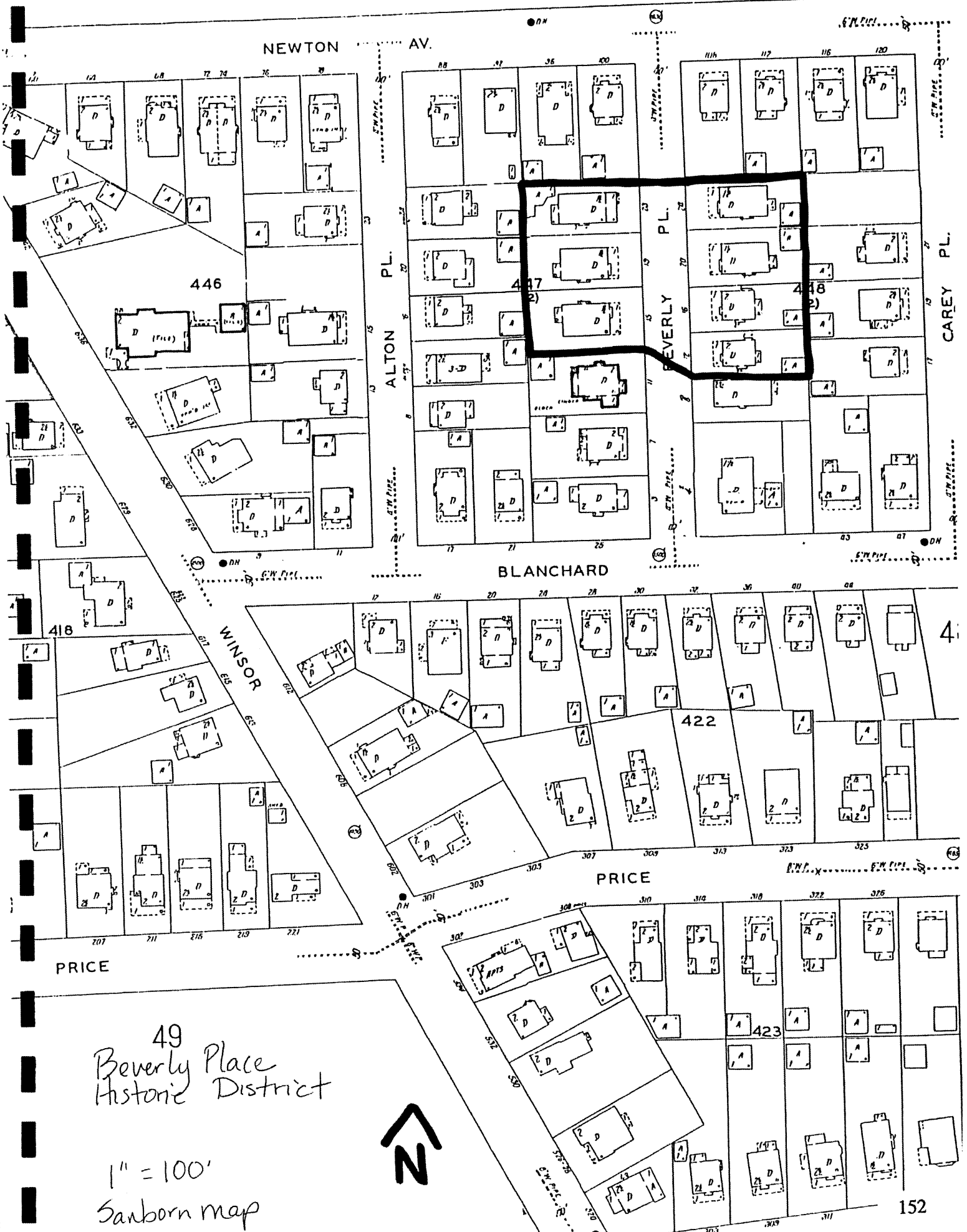
* Dates of construction were derived from historic maps, New York State Real Appraisal Cards, Assessor's Office, City of Jamestown, New York, and other historic sources.
June 1993

PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT IN JAMESTON
DISTRICT NAME: BEVERLY PLACE HISTORIC DISTRICT
DISTRICT TYPE: RESIDENTIAL

ADDRESS	PROPERTY TYPE	DATE OF CONSTRUCTION	STYLE	SELECTION CRITERIA USED	CONTRIBUTING/ NON-CONTRIBUTING
12 Beverly Place	Residence	1916	Bungalow	C	Contributing
16 Beverly Place	Residence	1916	Bungalow	C	Contributing
20 Beverly Place	Residence	1916	Bungalow	C	Contributing
24 Beverly Place	Residence	1916	Bungalow	C	Contributing
15 Beverly Place	Residence	1916	Bungalow	C	Contributing
19 Beverly Place	Residence	1916	Bungalow	C	Contributing
23 Beverly Place	Residence	1916	Bungalow	C	Contributing

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June 1993

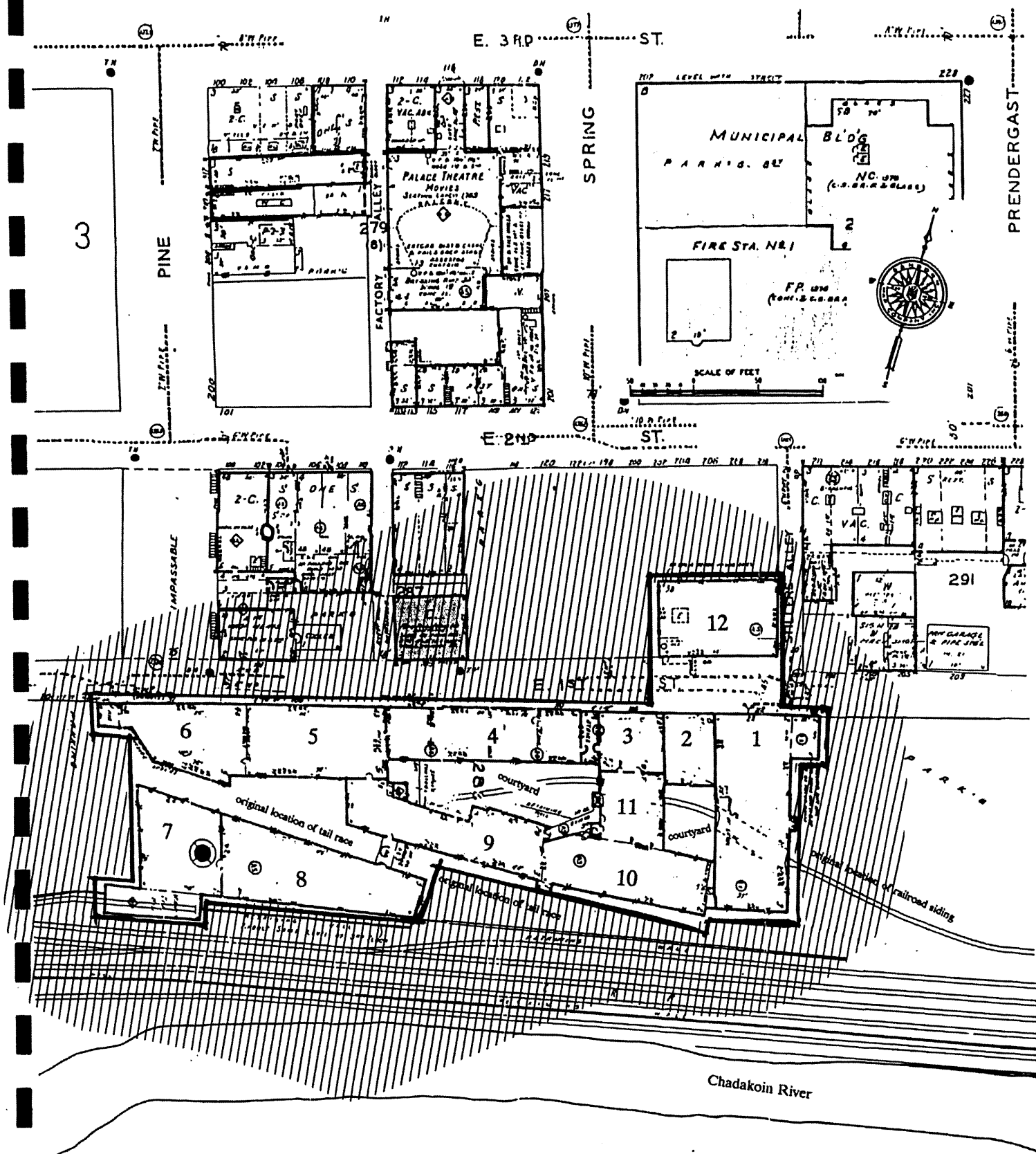
NOTE: See Inventory Form for complete Annotated Building List.



**PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT IN JAMESTOWN
DISTRICT NAME: BROADHEAD MILLS INDUSTRIAL COMPLEX HISTORIC DISTRICT
DISTRICT TYPE: INDUSTRIAL
ADDRESS: NOS. 92-118 AND NO. 117 EAST FIRST STREET**

BUILDING #	PROPERTY TYPE	DATE OF CONSTRUCTION*	ARCHITECTURAL CHARACTER	SELECTION CRITERIA USED	CONTRIBUTING/ NON-CONTRIBUTING	HISTORIC USE
1	Industrial	ca. 1888	Brick construction, segmental window openings	A, B & C	Contributing	Combining, drawing, spinning, twisting, braiding, storage.
2		ca. 1888	Brick construction		Contributing	Storage.
3		1876	Brick construction, segmental window openings, brick corbel cornice		Contributing	Offices, samples, storage, packing.
4		ca. 1888	Brick plaster walls, segmental window openings, brick corbel cornice		Contributing	Weaving.
5		ca. 1888	Brick plaster walls, segmental window openings, brick corbel cornice		Contributing	Warping.
6		ca. 1900	Brick plaster walls, segmental window openings, brick corbel cornice		Contributing	Warping, engine house.
7		ca. 1900	Brick construction, smoke stack		Contributing	Cotton dye, wool, boiler house.
8		ca. 1900	Brick construction, segmental window openings, brick corbel cornice		Contributing	Cotton dye, wool.
9		ca. 1888	Brick construction, segmental window openings, brick corbel cornice		Contributing	Finishing, wet finishing, tenting.
10		1870	Brick construction, segmental window openings, brick corbel cornice		Contributing	Dyeing.
11		1885	Brick construction		Contributing	Stock, samples, packing.
12		ca. 1895	Brick construction, segmental window openings, brick corbel cornice		Contributing	Waste storage.

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June 1993
NOTE: See Inventory Form for complete Annotated Building List.



Broadhead Mills Industrial Complex Historic District

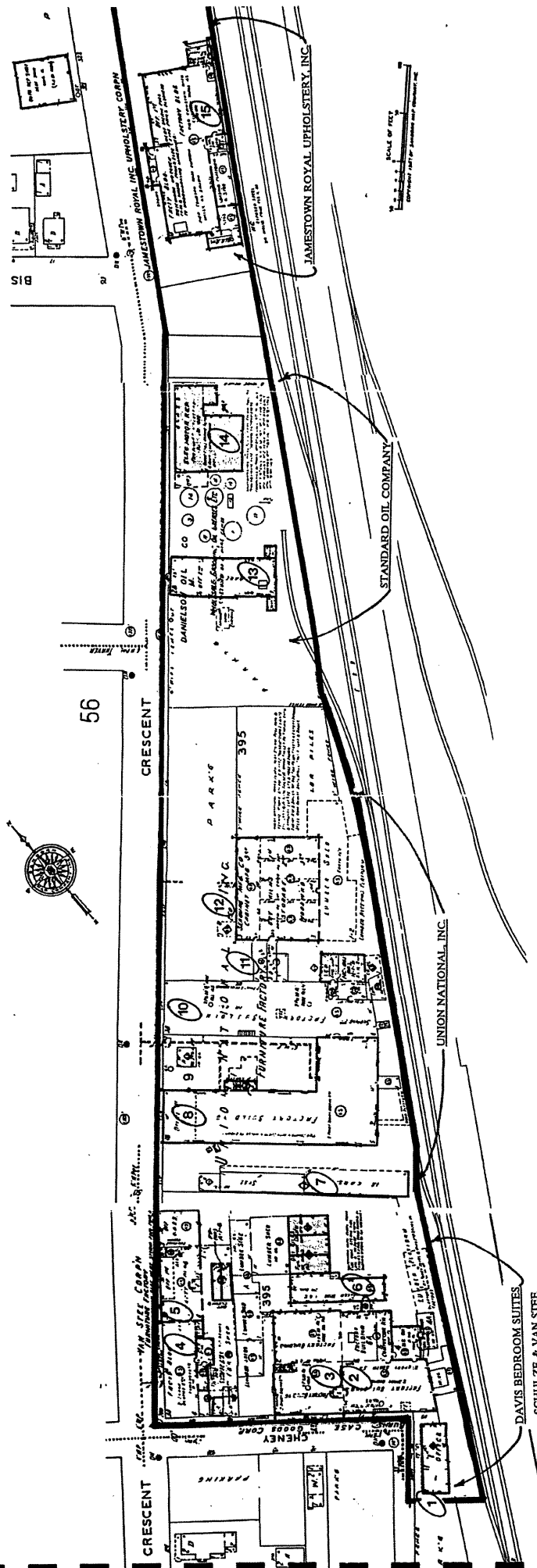
POTENTIAL NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT IN JAMESTOWN
DISTRICT NAME: CRESCENT STREET HISTORIC DISTRICT
DISTRICT TYPE: INDUSTRIAL

ADDRESS	BUILDING NAME (Historic/Current) AND #	DATE OF CONSTRUCTION*	ARCHITECTURAL CHARACTER	SELECTION CRITERIA USED	CONTRIBUTING/ NON- CONTRIBUTING	COMMENTS/ HISTORIC USE
200-220 Crescent Street	Schulze & Van Stee; Davis Bedroom Suites/Van Stee Corp.; Master Carvers			A & C		Represents important wood furniture company in Jamestown
	1	ca. 1920	Simple brick building with hipped roof	A & C	Contributing	Administration building
	2	ca. 1900	Brick walls with segmental window openings	A & C	Contributing	Woodworking/cabinet shop
	3	ca. 1930	Brick pilaster facade with multipane sash	A & C	Contributing	Woodworking
	4	ca. 1910	Simple utilitarian design, frame construction	A & C	Contributing	Factory/veneer storage
	5	ca. 1930	Brick walls with multipane sash	A & C	Contributing	Woodworking
226-246 Crescent Street	6	ca. 1940?	Modern fireproof construction	----	Non-Contributing	Veneer storage
	Union National Furniture Company			A & C		Represents important wood furniture company in Jamestown
	7	ca. 1920	Simple utilitarian design	A & C	Contributing	Lumber storage
	8	ca. 1910	Brick pilaster facade, corbel cornice, triple multipane sash, similar to No. 12	A & C	Contributing	Woodworking, cabinet shop, polishing, varnishing, storage

ADDRESS	BUILDING NAME (Historic/Current) AND #	DATE OF CONSTRUCTION*	ARCHITECTURAL CHARACTER	SELECTION CRITERIA USED	CONTRIBUTING/ NON- CONTRIBUTING	COMMENTS/ HISTORIC USE
226-246 Crescent Street (Cont.)	9	ca. 1980	Gabled shed with corrugated siding	A & C	Non-Contributing	Storage
	10	ca. 1905	Simple utilitarian design, faced with corrugated metal	A & C	Contributing	Woodworking machinery, cabinet shop, packing, finishing
	11	ca. 1920	Connecting building, faced with corrugated metal	A & C	Contributing	Passage
	12	ca. 1910	Brick pilaster acade, corbel conrce, multipane sash, similar to No. 8	A & C	Contributing	Warehouse
258-264 Crescent Street	Standard Oil/ Danielson Oil Company			A & C		Represents the oil industry in Jamestown
	13	1930-35	Simple utilitarian brick design with multipane sash	A & C	Contributing	Oil warehouse
	14	1920-26, with later alterations	Modern aluminum and glass storefront	-----	Non-Contributing	Garage
300-320 Crescent Street	Jamestown Royal Upholstery, Inc.			A & C		Represents important furniture manufacturing company in Jamestown.
	15	ca. 1913	Brick pilaster facade with multipane sash	A & C	Contributing	Upholstery manufacturing

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June 1993

Note: See Inventory Form for complete Annotated Building List



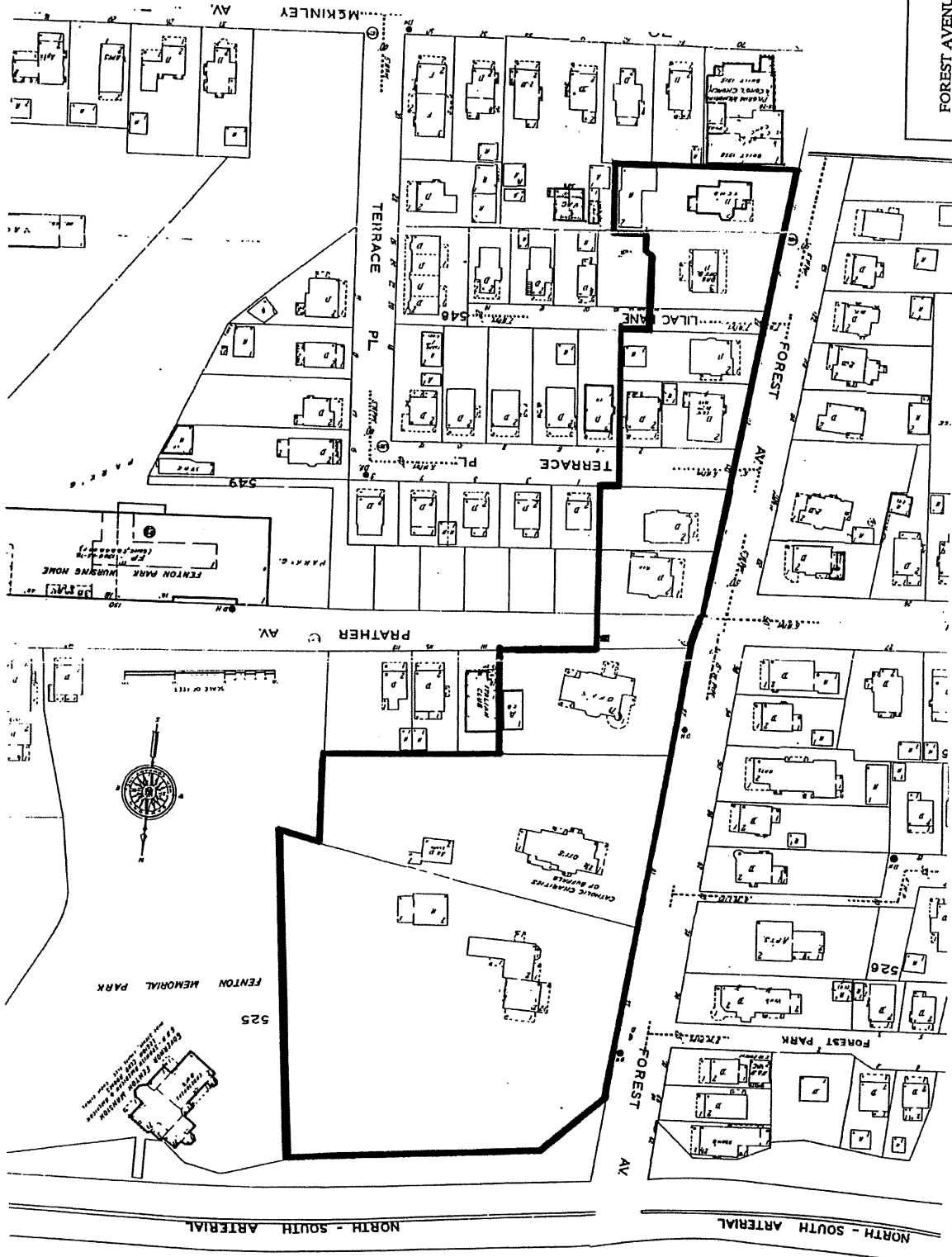
CRESCENT STREET HISTORIC DISTRICT

**PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT IN JAMESTOWN
DISTRICT NAME: FOREST AVENUE HISTORIC DISTRICT
DISTRICT TYPE: RESIDENTIAL**

ADDRESS	BUILDING NAME Historic/ Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING/ NON- CONTRIBUTING	NOTES
73 Forest Avenue	William Hall House	Residence/Offices	1846/1957	Greek Revival	B & C	Contributing	Hall was a prominent industrialist, established the first worsted mill in Jamestown, 1873.
81 Forest Avenue	William C.J. Hall House	Residence/Offices	1895	Queen Anne	C	Contributing	Home of eldest son of Wm., a Civil War major and mgr. of Worsted Mills.
97 Forest Avenue	William A. Hallock House	Residence/ Apts. & Offices	1885	Stick, Queen Anne	C	Contributing	Interesting board and batten detail.
101 Forest Avenue	-----	Residence	1905	Queen Anne, Colonial Revival	C	Contributing	-----
105 Forest Avenue	-----	Residence/Two- family Residence	1905	Queen Anne	C	Contributing	-----
115 Forest Avenue	-----	Residence/Three- family Residence	1916	Colonial Revival	C	Contributing	-----
119 Forest Avenue	-----	Residence/Two- family Residence	1909	Queen Anne	C	Contributing	-----
127 Forest Avenue	-----	Residence	1907	Dutch Colonial Revival	C	Contributing	Unusual gabled roof.
131 Forest Avenue	Dr. C.J. Phillips House	Residence/Three- family Residence	1880	Italian Villa	C	Contributing	This house has a prominent tower and a barn.

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June 1993

NOTE: See Inventory Form for complete Annotated Building List.



FOREST AVENUE HISTORIC DISTRICT

PROPOSED NATIONAL REGISTER-ELIGIBLE HISTORIC DISTRICT IN JAMESTOWN
DISTRICT NAME: LAKEVIEW AVENUE HISTORIC DISTRICT
DISTRICT TYPE: RESIDENTIAL

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
4-6 Lakeview Ave.	-----	Residence/Apartments	1885	Eastlake/Queen Anne	C	Contributing	Aaron Hall, architect.
12 Lakeview Ave.	-----	Residence	1886	Italianate	C	Contributing	-----
14 Lakeview Ave.	-----	Residence	1905	Colonial Revival	C	Contributing	-----
18 Lakeview Ave.	E. M. Farman House	Residence	1926	Colonial Revival	C	Contributing	A. R. Ellis, architect.
26 Lakeview Ave.	Herman J. Paquin House	Residence	1922	Colonial Revival	C	Contributing	Beck & Tinkham, architects.
30 Lakeview Ave.	-----	Residence/ Two-family Residence	1880	Gothic Revival	C	Contributing	-----
34 Lakeview Ave.	-----	Residence/ Two-family Residence	1898	Queen Anne	C	Contributing	Occupied by James Weeks, Mayor of Jamestown in 1906.
38 Lakeview Ave.	-----	Residence/Apartments	1899	Gothic Revival	C	Contributing	-----
44 Lakeview Ave.	-----	Residence/ Two-family Residence	1885	Queen Anne/ Colonial Revival	C	Contributing	-----
52 Lakeview Ave.	-----	Residence	1870	Eastlake/Italianate	C	Contributing	-----
54 Lakeview Ave.	-----	Residence	1884	Italianate	C	Contributing	-----
100 Lakeview Ave.	-----	Apartment Building	1978	-----	C	Non-Contributing	-----

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
114 Lakeview Ave.	-----	Residence/ Two-family Residence	1890	Vernacular	C	Contributing	Occupied by Wm. Gokey of N. W. Gokey & Sons, shoe manufacturers.
118 Lakeview Ave.	-----	Residence	1906	Craftsman	C	Contributing	-----
120 Lakeview Ave.	-----	Residence/Offices	1885	Eastlake	C	Contributing	-----
130 Lakeview Ave.	-----	Residence/ Two-family Residence	1900	Queen Anne	C	Contributing	-----
134 Lakeview Ave.	-----	Residence	1890	Queen Anne	C	Contributing	Occupied by prominent businessman William Falconer.
9 Falconer St. (204-206 Lakeview Avenue)	Sheldon House/ Jamestown Community College	Residence/ School	1925	Neo-Renaissance	C	Contributing	House was willed to the city by Julia Sheldon Livengood.
212 Lakeview Ave.	-----	Residence	1895	Queen Anne/Eastlake	C	Contributing	Occupied by John Cadwell of Cadwell Cabinet Company.
300 Lakeview Ave.	-----	Apartment Building	1976	-----	C	Non-Contributing	-----
402 Lakeview Ave.	-----	Residence	1895	Queen Anne	C	Contributing	-----
406 Lakeview Ave.	-----	Residence	1865	Vernacular	C	Contributing	-----
410 Lakeview Ave.	-----	Residence	1862	Vernacular	C	Contributing	-----
416 Lakeview Ave.	-----	Residence	ca. 1914	Colonial Revival	C	Contributing	-----
502 Lakeview Ave.	-----	Residence	1905	Beaux Arts	C	Contributing	One of few examples of this style.
508 Lakeview Ave.	-----	Residence	1910	Craftsman	C	Contributing	-----
518 Lakeview Ave.	-----	Residence	ca. 1923	Colonial Revival	C	Contributing	-----
524 Lakeview Ave.	Charles F. Reilly House	Residence	1928	Tudor Revival	C	Contributing	Beck & Tinkham, architects.

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
532 Lakeview Ave.	Samuel J. Sample House	Residence/ Two-family Residence	1895	Queen Anne/Eastlake	C	Contributing	-----
540 Lakeview Ave.	Waters C. Davis House	Residence	1916	Tudor Revival	C	Contributing	Johnson & Ford, architects.
544 Lakeview Ave.	-----	Residence	1908	Queen Anne/ Free Classic	C	Contributing	-----
55 Newton Ave.	-----	Residence	1953	Ranch	C	Non-Contributing	-----
610 Lakeview Ave.	-----	Residence	1954	Ranch	C	Non-Contributing	-----
624 Lakeview Ave.	-----	Residence	1958	Ranch	C	Non-Contributing	-----
630 Lakeview Ave.	-----	Residence	1906	Colonial Revival	C	Contributing	-----
634 Lakeview Ave.	-----	Residence/Apartments	1900	Queen Anne	C	Contributing	-----
700 Lakeview Ave.	-----	Residence	1915	Queen Anne/ Colonial Rev.	C	Contributing	-----
702 Lakeview Ave.	-----	Residence	ca. 1910	Queen Anne/ Colonial Rev.	C	Contributing	-----
706 Lakeview Ave.	-----	Residence	1910	Queen Anne/ Colonial Rev.	C	Contributing	-----
2 Spruce Street (708-710 Lakeview Ave.)	-----	Residence	1920	Colonial Revival	C	Contributing	-----
800 Lakeview Ave.	-----	Residence	1910	American Four- Square	C	Contributing	-----
802 Lakeview Ave.	-----	Residence	1912	Bungalow	C	Contributing	-----
102 Buffalo Street	Perry W. Goodwin House	Residence	1927-28	Tudor Revival	C	Contributing	Beck & Tinkham, architects.
904 Lakeview Ave.	Lars Larson House	Residence	1926	Tudor Revival	C	Contributing	Raymond A. Freeburg, architect.
3 Lakeview Ave.	William Patterson House	Residence	1891	Shingle	C	Contributing	-----

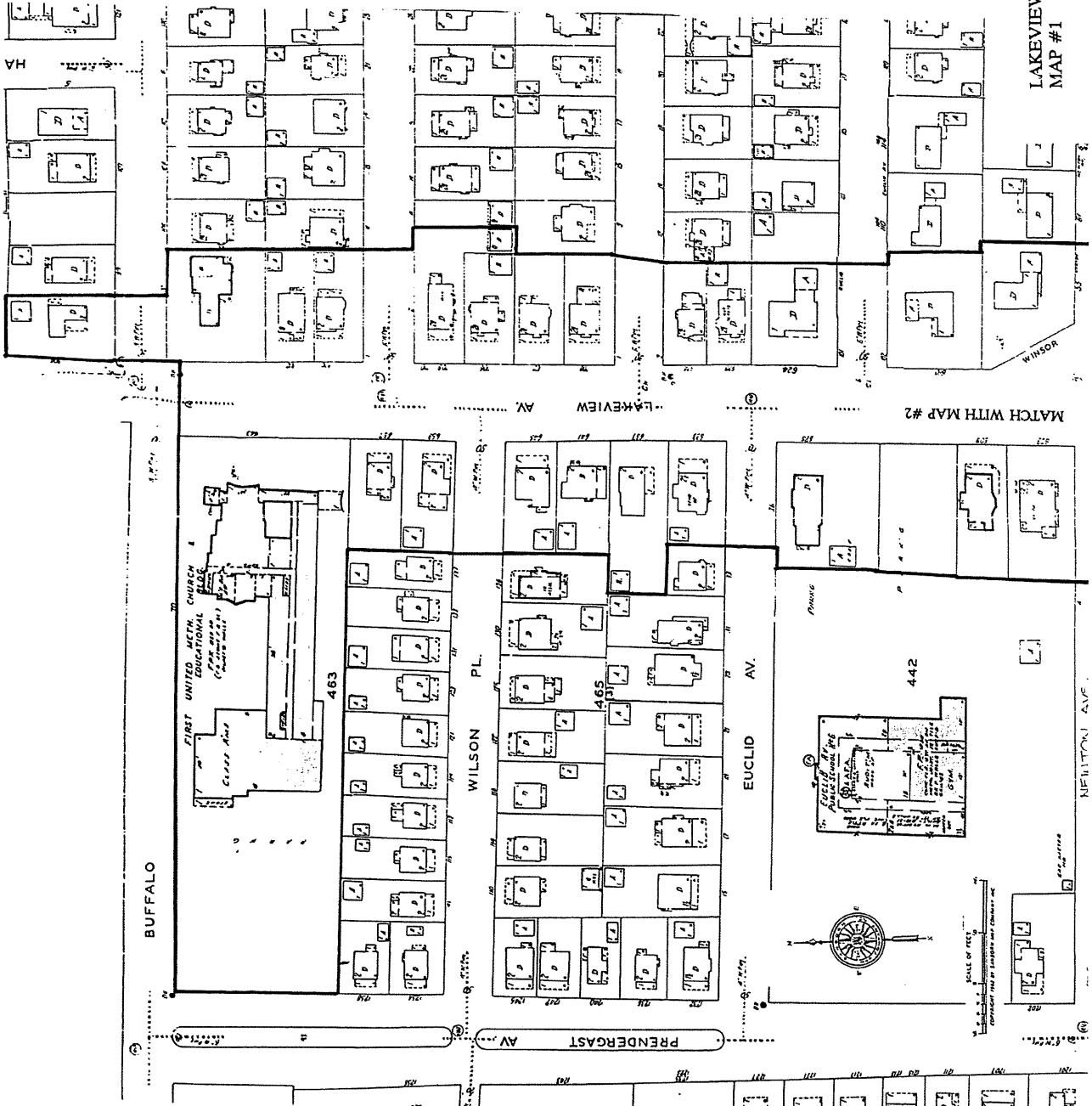
ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
11 Lakeview Ave.	W.F. Leidblad House	Residence	1923	Colonial Revival	C	Contributing	Beck & Tinkham, architects.
17 Lakeview Ave.	-----	Residence/ Apartments and Offices	1923	Vernacular	C	Contributing	-----
27 Lakeview Ave.	-----	Residence/Apartments	1895	Shingle	C	Contributing	-----
35 Lakeview Ave.	-----	Residence	1865	Colonial Revival	C	Contributing	Occupied by W. A. Bradshaw, director of Jamestown Street Railway Company.
45 Lakeview Ave.	J. Carter Lyman House	Residence	1924	Tudor Revival	C	Contributing	Beck & Tinkham, architects.
101 Lakeview Ave.	-----	Apartment Building	1986	-----	C	Non-Contributing	-----
109-11 Lakeview Avenue	Residence	Residence/Two-family Residence	1910	Vernacular	C	Contributing	The private school of Bertha E. Weeks was operated in this house.
115-117 Lakeview Avenue	-----	Residence	1858	Vernacular	C	Contributing	-----
119 Lakeview Ave.	-----	Residence	1911	Arts & Crafts, Exotic Revival	C	Contributing	-----
121 Lakeview Ave.	-----	Residence	1875	Vernacular	C	Contributing	-----
123 Lakeview Ave.	-----	Residence	1875	Vernacular	C	Contributing	-----
127 Lakeview Ave.	-----	Residence	1920	Prairie	C	Contributing	Occupied by the president of Empire Worsted Mills.
133 Lakeview Ave.	-----	Residence/Three- family Residence	1876	Queen Anne	C	Contributing	-----
201 Lakeview Ave.	-----	Residence/Two-family Residence & Offices	1912	Queen Anne	C	Contributing	-----

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
205 Lakeview Ave.	-----	Residence/Two-family Residence	1885	Italianate	C	Contributing	-----
211 Lakeview Ave.	Frederick P. Hall House	Residence	1911	Col. Rev./ Neo-Classical	C	Contributing	E. G. Dietrich, architect.
301 Lakeview Ave.	-----	Residence	1890	Queen Anne	C	Contributing	-----
309 Lakeview Ave.	-----	Residence	1905	Queen Anne	C	Contributing	-----
315 Lakeview Ave.	Lyle B. Himebaugh House	Residence	1916	Arts & Crafts	C	Contributing	-----
403 Lakeview Ave.	Fred Tinkham House	Residence	1908	Dutch Colonial Revival	C	Contributing	Tinkham was a cigar manufacturer.
409 Lakeview Ave.	-----	Residence	1880	Vernacular	C	Non-Contributing	-----
415 Lakeview Ave.	-----	Residence	1868	Arts & Crafts	C	Contributing	-----
501 Lakeview Ave.	-----	Residence	1896	Colonial Revival	C	Contributing	-----
509 Lakeview Ave.	A. M. Wellman House	Residence	1905	Tudor Revival	C	Contributing	Raymond A. Freeburg, architect.
511 Lakeview Ave.	-----	Residence	1896	Vernacular/Italianate	C	Contributing	-----
519 Lakeview Ave.	-----	Residence	1880	Queen Anne	C	Contributing	-----
525 Lakeview Ave.	-----	Residence	1966	Neo-Colonial	C	Non-Contributing	-----
535 Lakeview Ave.	Wm. H. Lausterer House	Residence	1923	Tudor Revival	C	Contributing	Beck & Tinkham, architects.
543 Lakeview Ave.	Seneca Burchard House	Residence	1905	Colonial Revival/ Neo-Classical	C	Contributing	-----
547 Lakeview Ave.	-----	Residence/Apartments	1902	Queen Anne	C	Contributing	-----
551 Lakeview Ave.	-----	Residence	1875	Vernacular	C	Contributing	-----
603 Lakeview Ave.	-----	Residence	1912	Prairie	C	Contributing	-----
609 Lakeview Ave.	-----	Residence/Apartments	1898	Queen Anne	C	Contributing	-----

ADDRESS	BUILDING NAME Historic/Current	PROPERTY TYPE Historic/ Current	DATE OF CONSTRUCTION*	STYLE	SELECTION CRITERIA USED	CONTRIBUTING NON- CONTRIBUTING	COMMENTS
36 Euclid Ave. (625 Lakeview Ave.)	-----	Residence	1927	Tudor Revival	C	Contributing	-----
633 Lakeview Ave.	-----	Residence	1914	Prairie	C	Contributing	-----
637 Lakeview Ave.	-----	Residence	1920	Tudor Revival	C	Contributing	-----
641 Lakeview Ave.	-----	Residence	1914	Colonial Revival	C	Contributing	-----
645 Lakeview Ave.	-----	Residence	1911	Prairie	C	Contributing	-----
653 Lakeview Ave.	-----	Residence	1885	Queen Anne	C	Contributing	-----
657 Lakeview Ave.	-----	Residence	1912	Vernacular/Arts & Crafts	C	Contributing	-----
663 Lakeview Ave.	First United Methodist Church	Church	1958	Expressionist	C	Non-Contributing	Harold E. Wagoner, architect. This church is non-contributing, due to age only.
628 Winsor Street	-----	Residence	1913	Bungalow	C	Contributing	-----
630 Winsor Street	-----	Residence/Two-family Residence	1913	Bungalow	C	Contributing	-----
632 Winsor Street	-----	Residence	1915	Bungalow	C	Contributing	-----
636 Winsor Street	-----	Residence	1917	Tudor Revival	C	Contributing	-----
642 Winsor Street	-----	Residence	1912	Colonial Revival	C	Contributing	-----
650 Winsor Street	-----	Residence	1905	Dutch Colonial Revival	C	Contributing	-----
625 Winsor Street	-----	Residence	1923	Colonial Revival	C	Contributing	-----
629 Winsor Street	-----	Residence	1911	Arts & Crafts	C	Contributing	-----
633 Winsor Street	-----	Residence	1903	Vernacular	C	Contributing	-----

*Dates of construction were derived from historic maps, New York State Real Appraisal Property Cards, Assessor's Office, City of Jamestown, New York, and other historic sources.
June 1993

NOTE: See Inventory Form for complete Annotated Building List.



LAKEVIEW AVENUE HISTORIC DISTRICT
MAP #1

Sanborn map

