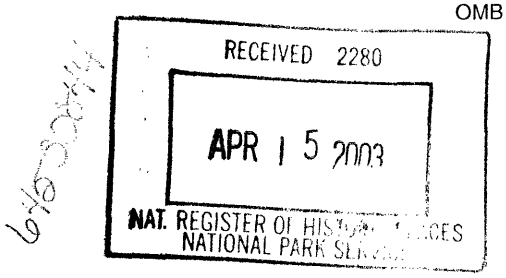
NPS Form 10-900-b

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the *Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Stone Buildings of Lockport, New York

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The History of Stone Architecture in Lockport, New York, 1821-1909

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR part 60 and the secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments)

Signature and title of certifying official

4/7/03
Date

New York State Office of Parks, Recreation, and Historic Preservation
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

May 30, 2003
Date of Action

Stone Buildings of Lockport, New York — New York
Name of Multiple Property Listing — State

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Primary location of additional data:

State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local Government
☐ University
☐ Other:

Name of Repository:

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

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E. STATEMENT OF HISTORIC CONTEXT

THE HISTORY OF STONE ARCHITECTURE IN LOCKPORT: 1821-1909

Introduction

Lockport, a city of 22,000 people, is located in the center of Niagara County in western New York State. The city developed around the flight of locks carrying the Erie Canal up the face of the Niagara Escarpment. Water powered industrial development, generated by the drop of the canal, fostered a climate of growth and prosperity through the end of the nineteenth century. The ease of transporting goods on the canal benefited other local industries, including the city's quarries. The abundant local stone extracted from the escarpment was sold locally and shipped to major cities in the Northeast and Midwest. The combination of a prosperous economy, an abundant source of high-quality building stone, and a large population of skilled stonecutters and masons has provided the city with a unique legacy of stone architecture.

Geological Overview

The bedrock in western New York is composed of a succession of lower and middle Paleozoic sediments. The rock consists primarily of shale which is interbedded with dolomite, cherty limestone, and thick sandstone strata. The horizontal rock layers dip towards the south approximately fifty feet per mile.

Approximately 475 million years ago during the Ordovician Period, the area now occupied by western New York State was part of a large inland sea covering the interior of much of North America. To the east, in present New England, a high range of mountains was formed when the North American continent collided with an arc of volcanic islands in an event known as the Taconic Orogeny. The erosion of the ancient Taconic Mountains deposited massive quantities of sediment in the shallow seas to the west. The igneous and metamorphic rocks of the mountains supplied the fragments of quartz, feldspar and other minerals found today in the sedimentary strata of western New York. Deposition continued intermittently over tens of millions of years through much of the early and late Silurian Period.

Two of the local bedrock strata were quarried for building stone in Lockport. The Medina Sandstone, known widely for its pink to brown color, was named in 1840 for the village to the east where it was first identified. The Gasport Limestone was named by geologists in 1913 for exposures in the nearby community of Gasport.

The sandstones of the Medina Group were deposited 430 million years ago during the Early Silurian Period. The name "Medina" was originally applied to an interbedded series of nearly flat lying sandstones and shale beds of varying thickness. The sandstone beds are medium to fine-grained and vary in color from light gray (often called "white") through shades of tan, pink, dark red, and brown. Some beds contain mottled combinations of these colors. Within the city of Lockport, the stone is found at the base of the Niagara Escarpment in the banks of the Eighteen Mile Creek ravine at an elevation of approximately three hundred eighty feet above sea level. Individual strata in the Group range from several inches to few feet in thickness; the entire Group approaches a thickness of 125 feet. The sandstones of the Medina Group are hard and strong and are composed of quartz sand grains cemented by quartz, calcite (calcium carbonate) and iron oxides. The presence of the iron oxides is responsible for the stones' diverse range of colors. The thicker limestone beds of the group were quarried extensively in western New York and shipped to urban areas throughout the northeast. Geologists have given individual names to each prominent bed of the Medina group.[1] The beds have been traced through western New York and southern Ontario. Early quarrymen, contractors, and masons referred to all of the sandstones in the group as Medina

[1] Within the city of Lockport, the early Silurian Medina Group Sandstones include the following strata listed in order from bottom to top: Whirlpool, Devil's Hole, Grimsby, and Thorold.

Sandstone as did the local historians. For this reason, the name Medina Sandstone is used in this document to refer to any of the beds in this group used as building stone.

The Gasport Limestone, deposited 420 million years ago in the Late Silurian period, is younger than the Medina Group and is located higher in the rock column. The Gasport Limestone ranges in color from light gray to buff but can also have a pinkish or bluish gray color. The Gasport is a coarse to fine-grained, fossiliferous limestone. A nearly level stratum of the stone occurs high in the Niagara Escarpment and extends in an east/west direction in the northern quadrant of the city at an elevation of approximately six hundred feet above sea level. The local Gasport stratum varies in thickness from fifteen to forty-five feet. Local names were used to describe the rock until it was scientifically classified by geologists in 1913. Prior to that time, the Gasport was often referred to as a "granite" or a "marble." The Gasport Limestone, being a very hard stone, was cut into pieces of three to ten feet thick and up to thirty feet in length for use as columns and steps. Because of its superior durability, the stone was often used for treads, sills, lintels and facing blocks.

The Gasport is part of the Lockport Group[2], a group of dolomite and limestone strata resistant to erosion and weathering. The natural resistance of the rock to erosion is responsible for the topographically prominent Niagara Escarpment located along the north edge of the city of Lockport. Glacial scouring removed the upper strata of the Lockport Group, leaving the Gasport Limestone exposed at the rim of the escarpment.

The Establishment of Lockport

During the first several decades of its existence, Lockport benefited from access to transportation, abundant waterpower, and easily accessible exposures of high quality building stone. The exploitation of unique local resources by innovative entrepreneurs provided Lockport with growth and prosperity and created the largest community between Buffalo and Rochester.

During the colonial period, western New York was subject to multiple claims of land ownership by the native Seneca people and the colonies of Massachusetts and New York. The 1786 Treaty of Hartford resolved the issue by granting Massachusetts the right to purchase the land from the Seneca but giving New York governing power over the territory. After a series of land transfers and purchases, the Holland Land Company acquired title to the area. In 1797, the Treaty of Big Tree extinguished the Seneca's claim to the land, thereby opening the region for settlement. The Holland Company surveyed its holdings, established a land office at Batavia, and began selling lots.

Settlers trickled into the area along the pre-existing Seneca trails during the first decade of the nineteenth century. However, settlement of the Niagara Frontier was hindered by fear of British attack. During the War of 1812, the population of Niagara County declined. In 1816 when the New York State Legislature authorized the construction of the Erie Canal, the present site of the city of Lockport remained uninhabited.

After the route of the canal was determined, land speculators quickly purchased property in the area adjacent to the proposed canal route. In 1819, Main Street, first known as Mountain Road, was constructed through the area. By 1820, when the final location of the locks carrying the canal up the face of the Niagara Escarpment was determined, most of the area comprising the present City of

[2] The Lockport Group, beginning with the basal member, consists of Gasport Limestone, Goat Island Dolomite, Eramosa Dolomite, and Guelph Dolomite.

Lockport had been purchased. In 1821, Esek Brown and Jared Comstock subdivided their respective properties into lots and offered the lots for sale.[3]

In 1821, New York State bid the excavation of the canal through Niagara County.[4] The successful contractors solicited 1200 laborers to perform the work. Because of the magnitude of the flight-of-locks project, a large number of workers were concentrated at Lockport. The canal workers, constituting Lockport's first wave of immigrants, include a large number of stonemasons and quarryman originating from Northern Ireland.

On June 24, 1825, the capstone of the Lockport flight-of-five locks was laid. During the summer of 1825, Marie Joseph Paul Yves Roche Gilbert du Motier, General Marquis de Lafayette, the well-known American Revolutionary War hero, accepted an invitation to visit the locks while on a tour of the United States. An account of the visit, including a description of the settlement, was written by Auguste Lavasseur, Lafayette's secretary.[5]

> The general greatly shortened his visit to Fort Niagara that he might be able to arrive at Lockport early, where we were to embark to go down the Grand Canal to Albany. On the high ground a little before Lockport we met a troop of sixty or eighty citizens on horseback; and it was their escort that we entered the village, where we were to embark to go down the Grand Canal to Albany. On the high ground a little before Lockport, we met a troop of sixty or eighty citizens on horse back and it was their escort that we entered the village, where the general was saluted by little blasts, loaded by the workmen employed in excavating the rock to form the bed of a part of the canal, which was not yet finished, exploded almost at the same moment and threw onto the air fragments of rocks, amidst the acclamations of a crowd of people. We were struck with surprise and admiration at the appearance of Lockport.
>
> I have nowhere seen the activity and industry of man brought into operation against natural difficulties as in that young village. The sound of the axe and hammer are everywhere heard. On one side trees fall, which are fashioned by the hand of carpenters, and raised on the same spot in the form of houses; on another, in a public square, which is only marked out, a large inn already opens its doors to the new citizens, who have as yet no other shelter. There are hardly to be found in the village the means to satisfy the first wants of life; and yet a press issues a newspaper that informs the workmen during their hours of repose, how the magistrates of the people perform the tasks with which they have been honored.
>
> In streets marked out in the forest and still embarrassed with the trunks of trees and thick branches, luxury already presents herself in light carriages drawn by fine horses, and finally in the midst of these encroachments of civilization on savage nature, that great canal is proceeding to its accomplishment with a rapidity which seems to mark the hand of giants, and which while drawing closer the bonds of American union, will at the same time diffuse life and abundance in the deserts through which it passes.
>
> Our carriage stopped in front of an arch of evergreen and Gen. Lafayette was conducted to a platform where he had the pleasure of being received by one of his old companions in arms, the venerable Stephen van Rensselaer, now president of the board appointed to superintend the works on the canal. After being officially presented to the deputation from the county of Monroe and a great number of citizens, we took our seats at a public dinner at which Col. Saxton presided, at the close of which the General, inspired by the sentiments which the view of so many prodigies had awakened in him, gave the following toast, "Lockport and the county of Niagara, they contain the greatest wonders of art and nature, prodigies which can only be surpassed by those of liberty and equal rights."

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[3] A. Delancey Brigham. *Brigham's Lockport and Middleport Directory for 1863 and 1864. Together with a History of Lockport.* (Lockport, New York: Richardson & Barker, Journal and Courier Press. 1863), 15-16

[4] Niagara County was subdivided from Genesee County in 1808 with its county seat located at Buffalo. Erie County was formed in 1821. Although Lewiston served as the county seat of Niagara County's remaining territory for a short time, the county seat was moved to Lockport which was closer to the geographical center of the county.

[5] "Lafayette At Lockport One Hundred Years Ago; Given Rousing Welcome" *Lockport Union Sun and Journal* (June 30, 1925, p. 9, col. 6 & 7).

Work on the canal west of Lockport continued through the summer of 1825. The canal was not officially opened through to Buffalo until October 26 when a large public celebration was held. Despite the Lockport's somewhat remote location, the event attracted a large crowd.[6] According to a contemporary source:[7]

> At sunrise, on the morning of the twenty-sixth, a salute was fired from the mountain adjoining the locks, and ere long the place was crowded with citizens of the surrounding country; many individuals, too, from distant parts of the state, and from other states, attended the celebration at this interesting place. At nine o'clock, A.M. a procession was formed, under the direction of General P. Whiting, assisted by Colonel S. Barton, and Major M. H. Tucker, which marched to the grand natural basin at the foot of the locks, where the President and Vice President of the day, the Canal Commissioners and Engineers, the Visiting Committee and several distinguished citizens from abroad embarked on board the packet-boat William C, Bouck; at the same time two hundred ladies were received on board the boat Albany; the rest of the procession line embarked in the several boats lying in the Basin....
>
> When the grand (cannon) salute from Buffalo East, had passed, the boats commenced ascending through the locks; and during their ascension they were greeted by a continuing discharge of artillery, and the cheers of hundreds of joyous citizens. When the boats had ascended, the Throne of Grace was addressed by the Reverend Mr. Winchell, after which an appropriate address, "such a one as the great even demanded", was delivered by J. Birdsall, Esq. After the address the boat started for Tonnewanta (Tonawanda) Creek....

The construction camp established for the escarpment locks project was the first step in the development of Lockport. The influx of laborers was followed by a group of equal size comprised of State engineers and surveyors, and others who hoped to profit from providing services to the canal workers. Anticipating the population influx, the land speculators surveyed and subdivided their holdings into lots and streets. The settlement was named Lockport by a committee of prominent residents in 1821. A year later, the settlement was boosted by its designation as county seat of Niagara County. During the period of canal construction from 1821 to 1825, the settlement remained primarily a collection of log buildings although it included taverns and a variety of retail stores.[8] The first school session was held at the Quaker meeting house in 1821.[9] Most of the settlement's earliest development was concentrated at the top of the escarpment northwest of the locks.[10]

After the completion of the canal and the exit of several hundred construction workers, the future of the settlement seemed uncertain. Many of these men moved further west to work on the Ohio-Erie, Miami-Erie, and Illinois and Michigan Canals in the Midwest. Predictions that the young settlement would shrivel and disappear were soon proven wrong by the obvious benefits provided by the canal. In addition to its power potential, the Erie Canal aided the growth of Lockport's economy by providing an inexpensive way of transporting bulk goods to urban markets. The opening of the canal transformed the area's subsistence agriculture into a mature commercial agricultural economy and created a demand for milling and warehousing facilities in Lockport. The canal quickly

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[6] A. Delancey Brigham. *Brigham's Lockport and Middleport Directory for 1863 and 1864.* 19

[7] Alexis Muller Jr., *Looking Back, So That We May Move Ahead.* (Lockport, New York: S. S. Gooding Co., Inc. 1975.) 25-26

[8] Katheryne Thomas Whittemore,; research director. "The Industrial Geography of Lockport, New York." a study prepared by the students in the class "The Geography of New York State." (Department of Geography, State Teachers College, Buffalo, NY. 1937.)

[9] William Pool; editor. *Landmarks of Niagara County.* (Lockport, NY: D. Mason & Company, 1897). 158

[10] William Pool; editor. *Landmarks of Niagara County.* 107

captured trade from the Great Lakes Basin, which had formerly been shipped through the Lake Ontario/Saint Lawrence River corridor in Canada.

During the first several decades of the canal's operation, the city benefited from the steady steam of people migrating westward. The delays caused by boats queuing to go through the locks created a strong demand for services tailored to canal workers and passengers, including lodging, taverns, and retail businesses.

Despite the economic uncertainties of the 1840's, Lockport's population grew nearly thirty percent during the decade reaching nearly 9000 persons by 1850. At least part of the reason for growth was the massive flight-of-five reconstruction project which was not finished until the end of the decade.

Incorporation and Early Development of the Village of Lockport

Lockport was incorporated as a village in 1829. The census of 1830 recorded 2100 inhabitants in the village, 400 fewer people than recorded in 1825. The decline in population was temporary, as the establishment of many new industries during the 1830s resulted in substantial population growth.

Lyman Spalding was one of the city's most successful early entrepreneurs. Spalding operated a flourmill which produced 120,000 barrels of flour annually and an iron foundry manufacturing plows. By 1835, Lockport had established a significant industrial economic base. "Uppertown" above the locks contained a carding mill, two saw mills, a machine shop, a sash factory, a tannery, a hat factory, two harness shops, four cabinet shops, two newspapers, a book bindery, and at least fifty retail shops. "Lowertown," at the base of the locks, boasted three flour mills, a cotton factory, a woolen mill, two distilleries, a foundry, a tannery, a hat factory, a harness shop, shoe stores and five other retail establishments. Spalding established the first fire company during the 1820s. A hook and ladder company was organized in 1833. Several additional independent fire companies were organized over the next few decades.

During the 1830s, the "Lower" and "Upper" areas of the village competed to lure new development. Events of the 1830's appeared to give the lower settlement the edge. In the late 1820s, the Albany Company laid out lots and streets in Lowertown and advertised that area would soon surpass Uppertown as the center of the village's business and industry. The extension of the canal raceway further boosted Lowertown's economic prospects. A cotton factory constructed in 1833 soon became one of the village's largest employers providing over 200 jobs. In 1829, Niagara County's first bank opened at the corner of Chapel and Market Streets and the large frame Lockport House, the village's premier hotel for many years, was constructed at the corner of Exchange and Market Streets. During the 1830s, the village's most prominent and successful citizens constructed substantial brick and stone homes in Lower Town. Lower Town was further boosted by the arrival of the Lockport and Niagara Falls "strap" railroad. The railroad transported westward-bound passengers directly from canal packet boats. Horses pulled railroad cars on the line until 1840 when they were replaced by steam locomotives. The Dewitt Clinton, the first locomotive to operate on the line was shipped to Lockport on a canal boat.[11]

The gradual decline of Lowertown began in 1837 with the scandalous closure of the Lockport Bank. Although the bank reorganized and reopened under a new name, during the period the bank was closed, a competing bank opened in Uppertown. Several years later, the Lockport House burned and was soon replaced by newer lodging facilities in Uppertown. Another blow to Lowertown was the effect of the canal reconstruction project undertaken between 1840 and 1860. During the 1840s approximately twenty buildings in the area were demolished to accommodate the widening of the canal. A much greater impact was the interruption of water power necessitated by the reconstruction of the flight of locks in the 1850s. By mid century, Uppertown had become the village's dominant retail and institutional center and even Lowertown's role as the village's industrial center appeared to be at risk.

[11] David Dickinson, M. A., Niagara County Historian. Interview: November 5, 2002

The Panic of 1837 and the following national recession temporarily stalled Lockport's growth. New York State let bids to widen the canal prism and enlarge its locks in 1840. Poor economic conditions halted construction on the canal in 1842 and forced many businessman, including Lyman Spalding, into bankruptcy.

Later in the 1840's, the resurgence of growth coincided with the area's second major wave of foreign immigrants. The enlargement of the canal and locks attracted many Irish workers with experience on canal projects in Lower Canada.[12] Most of the Irish settled and remained in the area. To serve the new Catholic community the Roman Catholic parish of St. Johns was founded in 1838. As the population of the village increased, the village's two original school districts were divided. By 1848, the village contained seven school districts. At that time, the City adopted a "Union" secondary school system establishing a central facility for students in the upper grade levels.

By the 1840s, Lockport had become a large well-established village with a diversified local economy. In 1844 Lockport contained 3 banks, a cotton factory, a woolen factory, a glass factory, 8 sawmills, 2 machine shops, 2 foundries, 2 tanneries, a piano works, 2 gun factories, a fence factory, a furniture works, a brass foundry, a sash factory, 4 cabinet shops, 22 dry goods stores,15 groceries, 7 clothing stores, 2 construction supply stores, 3 book and stationary stores and 3 drug stores.

The first water supply in Lockport was a reservoir established by Lyman Spalding to provide protection for his mill. Despite the organization of hook and ladder companies, fire remained a continuing hazard in the village's commercial districts. The prevalence of large fires led to the early establishment of fire limits requiring fire resistant construction throughout Lockport's central business district.

Water Power

Of the emerging port towns located along the canal, Lockport was second only to Rochester in the magnitude of its waterpower. Because water drawn from Lake Erie provided the source of water for the long level basin of the canal stretching from the base of the Lockport locks to the Genesee River in Rochester, a large volume of water exceeding that necessary for operation of the locks was passed from the basin above the locks to that below. It quickly became obvious that the surplus water might be harnessed as an industrial power source. When the New York State legislature approved selling the surplus water rights in 1825, Lyman Spalding had already purchased the land southeast of the locks and was in the process of building a flourmill powered by a raceway from the canal. Spalding was followed by Jabez Pomeroy and William Bass who built a wool carding and clothes press mill.[13] William Kennedy of Lockport and Junius M. Hatch of New York bought the actual water rights to the surplus water for an annual fee of $200 in 1826. Because the lease included use of the excess waterpower from the canal but no provisions for land to locate a raceway, a struggle for control of the water developed over the next several years.

The Albany Company, a consortium of investors and local landowners, held significant real estate holdings in the Lowertown area below the locks. To enhance the value of the its real estate holdings, the company acquired the power rights to the surplus canal water in 1829. Completion of the raceway was delayed by several years until Lyman Spalding agreed to sell property necessary for its completion.

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[12] David Dickinson, M. A., Niagara County Historian. Interview: November 5, 2002

[13] William Pool; editor. *Landmarks of Niagara County.* 110

Eighteen-Mile Creek provided a second local source of power for potential industrial sites that was not controlled by the Albany Company. Over the one-and-one-quarter mile north of the canal, the creek falls over eighty feet in elevation as it winds its way through the lower section of the Lake Tonawanda spillway gorge. The natural supply of water in the creek was augmented by surplus water from the canal. The first flour mill in Lockport was erected on Eighteen-Mile Creek by Otis Hathaway 1824.[14] Beginning in the 1830s, a series of dams and mill ponds constructed along the route of the creek were used to develop a number of industrial sites.

Water-powered processing of locally produced raw materials, such as lumber, wheat, and livestock, sustained the village's industrial economy between 1830 and 1850. During the same period, the village developed a large central business district offering a diverse array of goods and services. The business district served the market of the city's growing population, surrounding agricultural region and the itinerant canal population.

A notable entrepreneur of the period was Dr. George Merchant, a druggist who operated a store in Lowertown. Merchant began manufacturing and marketing a liniment known as "Merchant's Gargling Oil." The company was so successful that Merchant set up a plant for manufacturing the product and began distributing it across the country. By the second half of the nineteenth century, Merchant's venture had joined the ranks of Lockport's largest businesses. The company and product survived until the end of the first quarter of the twentieth century.

Development of the Quarry Industry

Stone masonry construction was practiced in western New York from the time of settlement until the first decades of the twentieth-century when cheaper concrete and concrete block replaced it in most applications. Although rubble stone foundations were ubiquitous during this period, stone buildings were not particularly common in western New York. Aside from cobblestone construction, the construction of stone buildings was generally limited to areas adjacent to the region's Onondaga and Niagara escarpments where suitable building stone was easily accessible, and to larger urban centers where economic conditions supported the higher cost of stone construction. During the nineteenth century, the combination of local accessible deposits of suitable building stone and a bustling local economy left Lockport with an outstanding collection of stone architecture.

Lockport's stone masonry tradition was initiated by the development of the Erie Canal. Construction of the famous flight-of-five locks carrying the Erie Canal over the Niagara Escarpment necessitated the development of quarries and the importation of skilled masons to Lockport. The Niagara Escarpment was one of the greatest challenges faced by the engineers planning the canal. The site of the locks was determined after James Geddes conducted a survey of the Niagara escarpment. State engineers selected the current site, a natural ravine formed by an overflow channel of the ancient Lake Tonawanda, because it was determined to be the lowest point along the escarpment ridge. The site was at an elevation low enough so water could be drawn from Tonawanda Creek and the Niagara River to be supplied to the canal's long upper western basin stretching fifty miles between Rochester and Lockport.

Although cutting through the bedrock at the site was a formidable challenge, the quarried stone provided suitable material that was used in construction of the locks. To reach the necessary elevation at the crest of the escarpment, which permitted water to flow west from the Niagara River, rock was removed to a depth of thirteen feet. To obtain a level canal basin, rock excavation was required from the escarpment to a point seven miles to the southwest.[15] The Gasport Limestone proved to be durable, weather resistant; massive with few natural breaks; but easy to cut. The natural outcrop of the stone made it readily accessible. The first stone at the

[14] Joshua Wilbur. "Town and City of Lockport." *Souvenir History of Niagara County, Commemorative of the Twenty-fifth Anniversary of the Pioneer Association of Niagara County.* (Lockport, NY: Lockport Journal. 1902), 176

[15] Katheryne Thomas Whittemore. "The Industrial Geography of Lockport, New York."

locks was set in 1823. The completed canal was opened two years later in 1825. Large piles of rock, left from excavation of the canal prism over the escarpment, lined both banks of the canal through the village for many years after the canal was complete. This rock was freely scavenged for construction projects throughout the center of the village.

The rapid growth and success of the local quarry industry is documented by several period newspaper accounts. The Niagara Democrat reported that in 1835, "The greater portion of stone (from Lockport quarries) has been used in forming the superb stone fronts of stores and other buildings in Buffalo."[16] An 1838 article in the Lockport Democrat states, (Lockport stone) is extensively used at Buffalo, Lockport, Rochester, and many villages along the canal."[17] An 1847 article notes, "We observe that nearly all of the ordinances for improving streets and sidewalks in Buffalo this season stipulate the use of Lockport Sandstone, either for flagging or paving."[18]

Several factors contributed to the development of Lockport's quarrying industry. Outcrops of rock were easily accessible and the proximity of the canal provided a cheap means of shipping large quantities of the stone to distant markets. The flight-of-five locks construction project established the reputation of the Gasport Limestone as a durable building material. Medina stone was popular both for its durability and its availability in a wide range of hues, ranging from white to reddish-brown. The bustling local economy, fueled by canal trade and water power, sustained a continuing local demand for stone and masons. Frequent fires led to the early use of stone construction in the dense commercial and industrial core of the village. The village established fire limits within the center of the village that mandated fire resistant construction practices.

William Wallace Whitmore arrived in Lockport in 1829 and worked as a mason. A year later Whitmore opened a quarry and sand pit on land he had purchased. Whitmore's quarry was located on "Rattlesnake Hill" at the base of the escarpment in the Eighteen Mile Creek ravine in what is now the north quadrant of the city of Lockport. Whitmore marketed the stone quarried at the site under the "Rattlesnake Stone" brand.[19] The quarry excavated light gray stone from one of the thick lower beds of the Medina Sandstone group and a higher ledge containing stone varying in color from red-brown, red, pink to buff. The Medina stone was cut into slabs varying from one to ten inches thick for use as paving slabs, curbing, stair treads, sills, lintels and facing blocks. In 1839, Whitmore entered into a business partnership with Charles E. Rathbun of Buffalo, and William Carson of Rochester forming a company named "Whitmore, Rathbun & Company, Contractors and Stone Dealers." In addition to the Lockport quarry, the firm maintained stone yards adjacent to the canal in Buffalo and Rochester and operated another quarry in Medina. Whitmore owned a fleet of canal boats used for shipping stone.

Over the next decade, several other quarries opened in different areas of the city. J. D. Shuler opened a quarry at Cold Spring[20], northeast of the city extracting Gasport Limestone along the rim of the escarpment. The Lockport Balance contains advertisements for Shuler's quarry as early as 1832.[21] One of the Shuler quarry's larger commissions was the reconstruction of the Rochester aqueduct

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[16] *Niagara Democrat.* (December 26, 1835. p. 2., col. 1.)

[17] *Lockport Democrat.* (April 25, 1838. p. 2., col. 1.)

[18] *Niagara Democrat.* (July 1, 1847. p. 2., col. 1.)

[19] David Dickinson, M. A., Niagara County Historian. Interview: November 5, 2002

[20] The Shuler quarry site is now part of the Cold Springs Cemetery.

[21] *Lockport Balance.* (November 26, 1832. p. 2., col. 2.)

carrying the Erie Canal over the Genesee River. A year after the establishment of the Shuler quarry, the Skinner and Day quarry opened nearby. The Skinner and Day operation also quarried the Gasport limestone.

In 1840, Benjamin and James Carpenter opened a Gasport Limestone quarry adjacent to the flight of locks in the center of the city. The two brothers had arrived in the city via the canal in 1829. The quality of the Gasport stone and the ease of shipping from the canal-side location gave the quarry a competitive advantage. The quarry eventually moved further west, occupying land on both sides of the canal between Hawley and Prospect Streets.[22] The firm acquired many lucrative contracts including large buildings in New York, Chicago, Rochester and the mid nineteenth-century reconstruction of the Lockport flight of canal locks. The quarry also supplied stone for many buildings that still stand including the former County Clerk's office at the northwest corner of Niagara and Hawley Streets and the house located at 156 Ontario Street.

By 1840, the Lockport quarries shipped over $60,000 dollars worth of stone annually to Rochester and Buffalo.[23] Through the remainder of the nineteenth century, Lockport quarries shipped large quantities of stone on the Erie Canal to Buffalo, Rochester, Syracuse, Utica, Albany, and New York City. Stone was also shipped west over the Great Lakes to Cleveland, Milwaukee, and Chicago.

Stone Architecture 1821-1849

The level surface of the Lake Ontario plain located between Buffalo and Rochester is interrupted by two parallel escarpments running in an east/west direction. The Niagara Escarpment lies about 14 miles south of the shore of Lake Ontario while the Onondaga Escarpment is located fourteen miles south of the Niagara. As Western New York was settled, small stone quarries were established along both escarpments. Most of the quarries were small operations providing stone for a few local buildings. The ease of shipping stone on the Erie Canal led to the development of large commercial quarries in and near Albion, Medina, and Lockport.

Another factor encouraging the use of stone in Lockport was the population of skilled stonecutters and masons brought to the area by the flight-of-five locks construction project. Fifteen years after the canal was opened, a new group of stonecutter's and masons arrived to reconstruct and enlarge the locks. Both lock projects resulted in large piles of rock spoil left along the banks of the canal. This stone was freely scavenged for use in construction.

Residences

Most of the city's surviving early nineteenth-century stone buildings are residences. The houses include modest vernacular cottages and imposing high-style Federal and Greek Revival homes belonging to the community's wealthiest citizens.

Several of the city's earliest structures are small vernacular Medina Sandstone buildings. This group of buildings includes the ca. 1825 house at 124 North Transit Road, the barn located at 109 Roby Street, and the ca. 1830 house at 444 Old Niagara Road. When constructed, all three of these buildings were located in a rural context well outside the settled area of the village.

The largest concentration of extant stone houses from this period is located on East Market Street in Lowertown. During the first twenty-five years of Lockport's existence, Lowertown's group of brick and stone houses, executed in the Federal and Greek Revival

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[22] *Atlas of Niagara and Orleans Counties, New York.* (Philadelphia, Pennsylvania: Beers, Upton & Company. 1875)

[23] Clarence O. Lewis. "The History of Lockport, The First One Hundred Years." http://www.lockport-ny.com/History/lewis.htm March 12, 2002

architectural styles, were home to many of the community's most prominent citizens, including Lyman Spalding, during the 1830s and 1840s. Representative examples of Medina Sandstone construction are located at 419, 471, 499, and 517 East Market Street. The stone houses are included in the Lowertown Historic District (NR listed: 06.04.1973).

Although stone houses from this period are scattered throughout the city, the greatest concentration is located close to the banks of the canal. Houses from the period incorporating Federal detailing are located at 202 Akron Street, 242 Chapel Street, 243 Chapel Street, 32 Cottage Street, 171 Ontario Street, and 6 Walnut Street. Examples of stone houses executed in the Greek Revival style are located at 122 Gooding Street, 190 Gooding Street, 74 Niagara Street, and 95 Van Buren Street.

Many homes constructed during the first half of the nineteenth century were altered by additions or renovations completed later in the century. Notable examples include 94 Caledonia Street, 278 Green Street, 341 Mill Street, the Joel McCollum house located at 246 North Adam Street, 102 Ontario Street, 156 Ontario Street, 151 Chestnut Street, and 131 Church Street.

Lockport's most distinguished and sophisticated example of stone domestic architecture from the first half of the nineteenth century is the cut ashlar, Gasport Limestone, Greek Revival Style Hitchins House located in the southwest corner of the city at 325 Summit Street.

Religious buildings

Most of Lockport's earliest church buildings were replaced after several decades to accommodate growing membership. Only one building from this period survives. The Medina Sandstone ca. 1838 Second Presbyterian Church (71 Van Buren Street) is a fine example of Greek Revival architecture and is city's sole surviving example of early nineteenth-century ecclesiastical architecture. The façade of the building is range ashlar while the sides and rear are constructed of squared rubble.

Industrial and commercial buildings

The success of Lockport's water-powered industries rapidly created a dense commercial core. Frequent fires encouraged the use of stone to help limit the spread of flames. Much of Lockport's commercial and retail areas were constructed of Gasport Limestone laid in rubble masonry. Perhaps because the local gray Gasport Limestone was so abundant, facades in the village's commercial areas were usually clad with brick rather than stone to create what was perceived to be a more refined appearance facing the street.

Fires, late nineteenth-century urban expansion, and the mid twentieth-century federal Urban Renewal program destroyed most of Lockport's early nineteenth-century stone industrial, institutional, and commercial buildings. Lockport's best surviving example of early nineteenth-century industrial/warehouse architecture is the ca. 1832 Huston Block or Western Block Company Building (212 East Market Street, NR listed Lowertown Historic District: 06.04.1973) located on the south bank of the canal in Lowertown. The building was originally built as a flour mill but has seen a number of different uses including a cold storage facility.[24] Like most of the stone buildings in Lowertown, this building is constructed of Medina Sandstone. Nearby are remnants of the ca. 1833 Lockport Manufacturing Company cotton mill (33 Exchange Street). The building was originally five stories high but was reduced to one-story in height by a 1907 fire.

[24] "Local Landmarks Described, Miss Elizabeth Peterson's Paper Before New Century Club." *Lockport Union Sun and Journal.* April 12, 1904

Mid Century Technological Innovation, Industrialization, and Urbanization

By mid century, work on the enlargement of the flight-of five locks was complete. During the 1850s, new economic and development trends emerged that transformed the village into a full-fledged city in the following decades.

Unlike many communities located along the Erie Canal, Lockport continued to grow through the end of the nineteenth century. The changes in transportation brought about by the development of railroads and the increasing industrialization of the regional economy redirected growth, usually to larger urban centers. Although the main line of the New York Central Railroad bypassed the city, innovative technological developments by Birdsill Holly and others made greater use of the city's water power, developed new markets, and brought a new level of wealth and prestige to the Lockport. Although many canal towns began to falter after the arrival of the railroads, Lockport's population and economy continued to grow steadily through the second half of the nineteenth century.

In the 1850s, several events occurred that changed the physical character of Lockport's downtown. Two successive large fires in 1852 and 1854 destroyed large sections of the business district near the Big Bridge. The 1854 fire destroyed eighteen stores, three hotels, two churches, and many other buildings.[25] Construction activity and large piles of rock debris from the flight of locks enlargement project further disrupted business in the center of the village. Both the fires and the canal construction contributed to the gradual eastward shift of the village's primary business district. The development of new technologically based industries during the 1860s spawned a local building boom that further altered the appearance and scale of Lockport's downtown and adjacent industrial district.

During the second half of the nineteenth century, the physical character of Lockport was transformed by continued growth and several other trends. As passenger traffic left the canal for the faster railroads, businesses once oriented toward the water were reoriented toward the street. By the end of the century, Lockport's waterfront had an unkempt dilapidated appearance. Beginning in the 1850's the village's leading business men began building large homes and estates along Locust, Willow, Genesee, High, and other streets in the southeast quadrant of the city. Lower Town, once home to the village's leading citizens, became a working-class and industrial area. Large new areas of single-family houses were developed north and south of the canal. Most of the larger churches replaced earlier buildings with larger and stylistically up-to-date facilities.

In the twenty-five years between the opening of the canal and the mid century mark, Lockport's industries exploiting locally produced natural resources and water power fueled Lockport's economy. After 1850, the emergence of vast new agricultural areas in the Midwest; the exhaustion of local timber; and changes in the region's agriculture caused a gradual decline in the milling, processing, and fabricating industries established during the previous quarter century. Lockport's flour milling industry continued to expand through the 1850s. In 1858, the large cotton mill south of the canal was converted into a flourmill. Several local mills introduced the "roller" process. Although flour milling continued until the end of the century, the quantity of wheat processed and the number of operating mills steadily declined after 1860. Lockport's economic growth in the second half of the nineteenth century was sustained by numerous technological inventions and innovations which produced new manufactured products.

Mid nineteenth-century improvements to the city's hydraulic power system provided a continued attraction for industry through the end of the century. The reconstruction of the canal and flight-of five locks increased the flow of water around the locks the discharge of water to Eighteen Mile Creek.[26] In 1856, Washington Hunt and William Marcy acquired the power rights to the Albany Company's millrace and organized the Hydraulic Power Company. A year later, the raceway was deepened to increase the supply of water available and to help prevent it from freezing solid during the winter. In order to develop more power sites without creating an

[25] A. Delancey Brigham. *Brigham's Lockport and Middleport Directory for 1863 and 1864. Together with a History of Lockport.* 10-11

[26] Alexis Muller Jr., *Looking Back, So That We May Move Ahead.* 92

objectionably strong current at a single intake point, the Hydraulic Power Company excavated a tunnel on the north side of the canal creating an entirely new series of potential mill sites. The improvements undertaken by the Hydraulic Power Company quadrupled the water power available from the canal.[27] Each mill located along the new hydraulic tunnel returned the water to the canal through its own flume. The tunnel was excavated through bedrock and served both the Holly Manufacturing Company and the city's water works. Birdsill Holly assisted in the design of the tunnel. By 1875, fifteen industries were clustered along the Hydraulic Power canal north of the canal. The tunnel remained in use until 1909 when it was sealed in anticipation of the Barge Canal system-widening project.

After 1850, a steady stream of foreign immigrants provided a labor force for Lockport's emerging industries. Large numbers of Irish immigrants continued to arrive in Lockport through the 1860s. Many Irish settled on the north side. Between the 1850s and 1870s, many Germans arrived in Lockport. In 1875, nearly forty percent of the city's population was foreign born.[28] Beginning in the 1890s, large number of Italians arrived in the area followed by a wave of Polish immigrants around the opening of the twentieth century.[29]

The Holly Manufacturing Company

Of the numerous industries that developed in Lockport during the second half of the nineteenth century, one of the most innovative and successful was the Holly Manufacturing Company. Founded by Birdsill Holly, the company originally manufactured sewing machines, pumps, and hydraulic equipment but received national acclaim for its development of the pressurized municipal water supply and its contributions to the fields of mechanical and hydraulic engineering. By the time of his death, Holly held over 150 American patents.

Birdsill Holly was the best known and most ingenious of Lockport's nineteenth-century entrepreneurs. Holly was born on November 8, 1820 in Auburn and grew up in Seneca Falls. While working for a company in Seneca Falls, Holly developed several innovative pump designs and obtained his first patent. Holly's work convinced Washington Hunt, future New York governor, and Thomas Flagler to finance the Holly Manufacturing Company, including an enormous manufacturing complex adjacent to the Lockport flight of locks. The company first established quarters in an existing building in Lowertown before moving into new facilities located at the top of the escarpment. Holly and his company were attracted to Lockport by the inexpensive power provided by the Hydraulic Power Company. Water flowing through the Hydraulic Power Company's tunnel arrived at the Holly factory and turned a water wheel turbine, generating 2,000 horsepower of torque to rotate a large central shaft connected by pulleys and leather belts to individual pieces of machinery. The factory's innovative power system attracted engineers from throughout the United States and Europe. Holly's successful harnessing of the race waterpower encouraged the Hydraulic Race Company to double the length of the tunnel to supply waterpower to the Richmond Manufacturing Company and the Lockport Pulp Company.

The Holly Manufacturing Company grew to employ over 500 people. Among the most acclaimed technological developments produced by the company was the Holly system of fire protection. The system combined two of Holly's inventions, the elliptical rotary water pump and the fire hydrant. The pumps, powered by steam engines, pressurized water and distributed it through underground pipes to the Holly fire hydrants. The system provided an ample supply of water available to fight fires anywhere at anytime. Lockport was the first city to install Holly's fire protection system. Soon after officials from Chicago investigated and

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[27] A. Delancey Brigham. *Brigham's Lockport and Middleport Directory for 1863 and 1864. Together with a History of Lockport.* 23

[28] Samuel T. Wiley and W. Scott Garner, editors. *Biographical and Portrait Cyclopedia of Niagara County, New York.* (Richmond, Indiana: Gresham Publishing Company. 1892) 94

[29] David Dickinson, M. A., Niagara County Historian. Interview: November 5, 2002

rejected Holly's system, the city was devastated by the Great Fire of 1871. The system was quickly adopted in larger cities across the United States and remains in use in large and small municipalities throughout the developed world. The Holly Manufacturing Company remained a large employer in Lockport until 1903 when the company was sold and most manufacturing operations were moved to Buffalo.

A second far-reaching innovation developed by Holly was the district steam-heating system. As a means of avoiding the basic inefficiency of heating buildings with individual small boilers, the system operated using a large central boiler plant that furnished steam under moderate pressure to a group of buildings in a surrounding district through a loop of supply and return mains that were heavily insulated to reduce heat loss. To prove the value of the system, Holly installed it in his own residence at 31 Chestnut Street in Lockport using a small boiler in the cellar of his house and 700 feet of pipe looped through his backyard. In 1877, after a successful demonstration, Holly attracted multiple investors and formed the Holly Steam Combination Company. Once again, the City of Lockport was the first municipality to install Holly's system. Despite a few problems caused by debris in the water supplied by the canal, the system outperformed expectations. Within five years, the Holly Combination Company had installed steam district systems in New York and fifty other cities.

In 1881, Holly received a patent for a steam meter, allowing customers to be charged for the amount of steam consumed, determined by metering the water of condensation. The meters created an incentive for customers to monitor their consumption and increased the efficiency of the system by cutting steam use in half. The Holly Steam Combination Company was sold in January of 1881 to the American District Steam Heat Company, which installed thousands of steam heating systems across the nation over the next eighty years.

Other Industries

Through the end of the nineteenth century, the Eighteen-Mile Creek ravine through the city's north side remained the location of a variety of industries powered by the fall of the stream. In 1878, two sash and blind factories, a paper mill, two saw mills, a machine shop, and three flour mills were operating along the creek. In the last decades of the century several paper mills located in the area.

The stave manufacturing and coopering industries grew to a large scale in Lockport. By 1860, the city produced over 18,000,000 linear feet of staves and heading and produced over 200,000 barrels a year.[30]

Beginning with the establishment of Moody's Nursery on Pine Street in 1845, a significant nursery economy developed on the outskirts of the city. Through the second half of the century, the focus of the industry shifted toward the development of fruit trees. The development of the cold storage warehouse in 1870 in nearby Gasport benefited the local fruit industry. Cold storage preserved fruit for many months past its season. By the end of the century, Lockport had developed into a major fruit shipping center serving east-coast markets.

Quarrying continued to be an important industry in Lockport through the end of the nineteenth century. During this period, the growth of urban centers in the Midwest and Northeast created an increased demand for quarried stone and allowed continued expansion of the Lockport's already well-established quarry industry. In the last decades of the century, the increased use of curbs and paving stones in cities and villages created an increased demand for Lockport stone.

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[30] A. Delancey Brigham. *Brigham's Lockport and Middleport Directory for 1863 and 1864. Together with a History of Lockport.* 10-11

The Whitmore quarry's ownership passed to two subsequent generations of the Whitmore family and remained in operation until well into the twentieth century. By the 1850s, the Carpenter quarry had the largest payroll in the city. The Carpenter brothers were prominent figures within the Lockport community. Benjamin served in several public positions including the State Assembly, president of the village and mayor after the city was incorporated in 1865. The quarry continued in operation until 1891 when Benjamin Carpenter died.[31] Thomas G. Watson opened a quarry extracting Gasport Limestone on the edge of the escarpment in the northwest corner of the city in the 1850s.

The quarry industry and stone construction provided employment for many of Lockport's foreign immigrants. In 1855, nearly half of the city's stone masons and stonecutters were immigrants were Irish immigrants. Twenty two percent of the stone masons were from England while twenty-three percent of the stonecutters were German.[32] Many stone workers were attracted to the city in the 1850s by the locks reconstruction project. After the canal project was completed, the number of stoneworkers declined although Lockport city directories[33] from the second half of the nineteenth century indicate a stable labor force of between 22 and 28 stonecutters remained active in the city during the period. The *1868-1869 Staats Lockport Directory* lists 19 stonemasons residing within the city of Lockport.

During the second half of the nineteenth century, the city spawned a variety of new industries, many of which were dependent on the city's abundant waterpower. These included companies manufacturing tackle blocks, cotton batting, specialized pumps for orchards, cotton hose and surgical goods, industrial machinery, iron, textiles, brooms, fruit boxes and baskets, carriages, preserves, and paper.[34]

One of the most innovative businesses along the creek was Cowles Brothers. In the mid 1880s, the Cowles brothers developed an electric smelting furnace. The furnace played an important role in the development of industrial aluminum production.

At the same time the Cowles brothers were perfecting their furnace, Charles Martin Hall, a student at Oberlin College in Ohio, discovered a low-cost electrolyte process for recovering aluminum from its ore. When Hall met the Cowles brothers, they agreed to invest in his process. Hall came to Lockport in July of 1887 and using the Cowles newly developed electric furnace for smelting, produced the first pure commercial quantities of aluminum. Despite Hall's success, the Cowles brothers declined to exercise their option on his process, forcing Hall to leave the area seeking another investor.

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[31] Clarence O. Lewis. "Carpenter Stone Quarry, Early Lockport Industry." (*Lockport, NY Union-Sun and Journal.* January 20, 1965).

[32] David L. Dickinson. "Irish Immigration to Lockport mid-1800's" (unpublished typescript) 2002

[33] 1856-*1857 Lockport Directory*, *1868-69 Staat's Lockport Directory*, *1878 Directory, Lockport*, and *Kirwin's 1887 Lockport Directory.*

[34] Joshua Wilbur. "Town and City of Lockport." 177-178

Transportation

The development of a steam-powered railroad network across New York State between 1830 and 1860 siphoned much of the passenger traffic away from the canal. However, the canal improvements, completed in 1860, and the lower cost of freight shipment on the canal maintained brisk traffic in the canal through the end of the century. Canal boat traffic through Lockport peaked during the 1860s. When the railroads began to make serious inroads into the canal's freight business, New York State responded by abolishing canal tolls in 1881. The abolition of tolls temporarily increased freight shipments on the canal.

Lockport benefited from being on the route of a steam line running between Rochester and Niagara Falls that opened in 1852. By the end of its first year of service, daily receipts from the Lockport station totaled more than $1000.[35] In 1853, the Rochester, Lockport and Niagara Falls Railroad opened a branch line connecting Lockport with the existing rail line between Buffalo and Niagara Falls at Tonawanda. The company bought and abandoned the old line of the Lockport Strap Railroad. The loss of rail service to Lowertown was another step in the gradual decline of that area.

In the mid 1850s, the local rail lines serving Lockport were consolidated into the New York Central Lines. Although Lockport attained access to through railroad service between New York City and the Great Lakes, the city was bypassed by the main east/west line of the system connecting Rochester and Buffalo which ran twenty miles to the south. Lockport received access to the Erie Railroad network in 1878 when the Buffalo and Lockport line was opened.

The population of Lockport grew to 13,523 in 1865. The growth of the community prompted a movement to incorporate the city of Lockport comprising four wards. Benjamin Carpenter, village president and co-owner of one of the area's larger quarries, was elected the city's first mayor.

By the opening of the twentieth century, advances in technology had diminished the importance of the waterpower that had fostered Lockport's steady growth during the previous seventy-five years. Shifts in markets and other changes in the national economy caused a demise of many of the city's largest employers. The Erie Canal had become too small to handle modern quantities of bulk goods. Although the quantity of freight shipped on the canal increased after the 1908-1918 enlargement of the waterway, it never again reached the importance it had attained in the nineteenth century. The successful harnessing of Niagara Falls as an enormous and easily transportable source of electricity overshadowed the comparatively tiny generating capacity of the canal at Lockport. Efforts to increase the amount of water diverted from the Niagara River to provide a greater power source within the city were unsuccessful. Large fires in 1907 and 1909 destroyed several of the city's larger industrial complexes including the former buildings of the Holly Manufacturing Company. These factors combined with a national economic depression ended the decades of steady population growth.

After 1910, the development of several new industries, including Simonds Saw and Steel Company, the Harrison Radiator Company, and the Upson Company, restored some of the city's lost industrial base. Although the city expanded again in the twentieth century, changes in technology including the development of concrete and "cast stone", the cost of labor, and the economics of construction precluded the revival of the city's tradition of stone construction.

Stone Construction

At mid century, Lockport experienced a building boom. Fires destroyed large sections of the central business district in 1852 and again in 1854. The severity of the fires led to the establishment of fire limits within the core of the city to lessen the spread of future fires. Within the fire limits, the village required the exterior of all new buildings to be constructed of stone, brick, or iron and also

[35] William Pool; editor. *Landmarks of Niagara County.* 113

mandated noncombustible roofing materials. The disruption of business in the village's main business district in Uppertown caused by the reconstruction of the canal and flight of locks may have contributed to the gradual eastward shift of the business district away from the canal. The growth of the city during the period created a demand for new and larger buildings within the commercial district. By the end of the 1860s much of Lockport's central business district had been rebuilt. Stone remained a popular building material for both domestic and general construction during the third quarter of the nineteenth century. The city's growth and economic expansion was reflected in the large number of stone buildings built during the period. Most buildings were constructed of rubble coursed Gasport Limestone with brick, or less commonly, cut ashlar stone street facades. Unfortunately only scattered buildings from this period remain. Much of the city's fabric of mid nineteenth-century commercial architecture was destroyed by the Urban Renewal programs in the 1960s.

Although masonry techniques changed little from the previous twenty–five years, after 1850, the use of tuck pointing became common. Tuck pointing is a surface finish applied to rubble masonry simulating the of appearance cut ashlar. The technique uses two colors of mortar to simulate narrow masonry joints. The first color mortar is known as stopping and matches the color of the stone and is installed with a flush joint. A "tuck" groove is cut into the joint. The second color mortar, usually a contrasting color, is laid in the tuck with a raised or beaded profile. Tuck pointing, first developed in the eighteenth century became very popular during the third quarter of the nineteenth century.[36] In Lockport, tuck pointing was often used to disguise the rubble masonry used on secondary facades. Although most tuck pointing has been removed by weathering, vestiges of the treatment are still found in protected areas underneath eaves and porches of many of Lockport's remaining stone houses.

Residences

Domestic stone construction persisted in Lockport several decades longer than in most other areas of western New York. In most areas, the use of cheap sawn lumber and balloon framing technology displaced stone construction by 1850. In Lockport, the availability of free or inexpensive stone from the canal construction spoil piles and local quarries and the large supply of local skilled stonecutters and masons probably contributed to the persistence of domestic stone construction within the community.

The spate of stone residences built during the 1850s and 1860s reflects the city's economic prosperity during the period. Stone was used on modest working class homes as well as larger architecturally sophisticated interpretations of the Gothic Revival and Italianate styles. 1850 marked a shift in the patterns of the city's residential development. The most prestigious residential addresses migrated from the increasingly industrial area of Lowertown to the southeast perimeter of the city where land was available to develop fashionable large suburban estates. Distinct ethnic neighborhoods housing many of the city's Irish and German immigrants became a prominent feature of the city.

Many houses dating from this period are modest vernacular homes located in the city's working-class neighborhoods. The glut of stone workers remaining in the city may have been a factor in sustaining stone domestic construction several decades after it had all but disappeared in neighboring communities. Modest Medina sandstone houses from the period are located at 207 Garden Street, 93 Jackson Street, 153 Jackson Street, 83 Monroe Street, 194 East Union Street, 226 Old Niagara Road, and 134 Lock Street. Simple Gasport Sandstone houses are located at 95 Allen Street, 98 North Transit Street, and 416 Michigan Street.

The Gothic Revival style was introduced in the United States in the 1840s. The style was associated with the mid century Picturesque movement, popularized by Alexander Jackson Downing, that attempted to reform American domestic design. Examples of the style began appearing in the 1850s and the style remained poplar until about 1870. Three Gothic Revival houses remain in Lockport. Two

[36] William Ward Bucher III, editor. *Dictionary of Building Preservation.* (New York, NY: John Wiley & Sons, Inc. 1996), 497.

are constructed of Medina Sandstone (7 Vine Street and 101 Monroe Street). The third house, 129 Outwater Drive, incorporates a Moorish Revival influence in its trim. The house and its associated carriage house are constructed of Gasport Limestone.

The Italianate style of domestic architecture was popular between 1855 and 1870 throughout the United States and western New York. Eight stone Italianate houses remain in the city. Two houses (57 Dayton Street and 453 East Market Street) are constructed of Medina Sandstone. Six houses (112 Caledonia Street, 36 Spruce Street, 337 Church Street, 96 Gooding Street, 133 Lock Street, and 127 Ontario Street) are built with Gasport Limestone. The houses at 453 East Market Street and 94 Caledonia Street are examples of the Italian Villa variation of the style. The Peter D. Walter house located at 127 Ontario Street is distinguished by its use of smooth-face regular ashlar at all facades and its sophisticated stone and wood detailing.

The disappearance of stone construction in most domestic construction in Lockport after 1870 appears to be due to technological changes in construction. Because of its low cost, wood balloon-frame construction spread rapidly throughout the northeast after the Civil War. Stone was more poorly suited than wood to execute the complex floor plans and elaborate decorative shapes popularized by pattern books of the period. Another factor may have been that the widespread use of stone for industrial and commercial areas may have made it seem unsuitable for residential use. The large number of grand and architecturally distinguished homes built during the last three decades of the century in the southeast quadrant of the city includes only three examples of stone construction.

The city contains only three stone houses representing late nineteenth-century stone construction and architectural design. All three houses are grand, architecturally distinguished residences that resulted from remodeling and enlarging existing structures; are associated with prominent families; and are executed in the Colonial Revival style. The three houses are the William A. Williams House (327 High Street), the Wallace I. Keep House (305 High Street), and the Joel McCollum House (246 North Adams Street).

Religious buildings

An expanding population and continued economic growth allowed most of Lockport's larger religious congregations to build larger new churches during the 1850s and 1860s. Six stone churches from this period survive, including two examples of the Italianate style and four of the Gothic Revival style.

The exterior walls of both Italianate churches are constructed of Gasport Limestone laid in a rock-face, ashlar bonding pattern at the main façade. The First Presbyterian Church (21 Church Street) was constructed in 1855. The First Universalist Society of Lockport's Church of the Redeemer (24 Church Street) was constructed in 1843 but remodeled and enlarged in the Italianate style between 1866 and 1869.

Just south of the Church of the Redeemer is a small stone structure that is the remaining section of a carriage shed. The carriage shed was built to serve the adjacent now-demolished First Congregational Church.

The city retains four Gothic Revival style churches. The earliest building of the group is the ca. 1853 Grace Episcopal Church (100 Genesee Street, at the corner of Cottage Street). This rock-face ashlar Gasport Limestone building features a large corner square tower. The ca. 1854 Christ Episcopal Church (425 East Market Street), constructed of Medina Sandstone laid in a broken ashlar coursing pattern, is a sophisticated example of the Gothic Revival style incorporating a projecting bell gable at the main façade. Trinity Lutheran Church (67 Saxton Street, corner of LaGrange Street) features transept wings and dual façade towers of differing size. Trinity Church is constructed of Gasport Limestone laid in a random range ashlar pattern. The city's most monumental church is the ca. 1863, Roman Catholic Saint Patrick's Church (76 Church Street). The presence of Saint Patrick's was increased dramatically by the façade alterations, tall tower, and spire completed in 1870. Saint Patrick's is constructed with Gasport Limestone, laid in random course ashlar.

**NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM
CONTINUATION SHEET**

Stone Buildings of Lockport, New York

Section E Page 18

Industrial and commercial buildings

Despite extensive losses due to fire and demolition, Lockport retains significant examples of stone industrial architecture dating from the second half of the nineteenth century.

Lockport retains five good examples of mid nineteenth-century industrial architecture. Mid-century construction is represented by the ca. 1859 Work's Tannery (Niagara Precision Inc., 233 Market Street). Although this building is joined to structures that are more modern by an early twentieth-century brick street façade, the west façade of the building retains its historic stone construction, fenestration, scale, and general appearance. Adjacent to the east end of the complex is the three-story New York Cotton Batting Company building which dates from about 1860. Another distinctive and well-preserved example of mid-century industrial architecture is the ca. 1864 Benjamin Moore Flour Mill located just south of the Pine Street Bridge over the canal (NR listed: 06.19.1973). The building was later converted into one of the nation's first municipal water pumping plants and in 1893 it was expanded to house Lockport City Hall. The ca. 1850 Draper Brewery (51 South Transit Street) represents the type of stone industrial building that typified Lockport's commercial and industrial core during the middle of the nineteenth century.

The city retains several large buildings representing stone architecture from the last decades of the century. The city's largest remaining late nineteenth-century stone industrial complex is the ca. 1880 Oliver/Richmond Block (Lockport Industrial Historic District, NR listed: 11.11.1975), located on the east side of Gooding Street, just north of the railroad underpass. Nearby, at the northwest corner of Caledonia and Lock Street, is the ca. 1880 Peer Plumbing Building, the sole surviving building of the once extensive Holly Manufacturing complex. The building has been reduced in height to a single story. At the southeast corner of the intersection of North Transit Street and Green Street is the circa 1885 Niagara Cold Storage warehouse. Buildings of this type aided the region's expanding fruit industry in the closing decades of the century.

Numerous ruins from Lockport's nineteenth-century industrial era remain along the areas of the hydraulic raceways located both north and south of the Erie Canal. The remaining ca. 1859 north flight of locks and an area along the north canal bank including the remains of the Bickford Box Company, the Holly Manufacturing Company, the Traders paper mill, the Jackson Mill, and the hydraulic Company's tunnel are part of the Lockport Industrial Historic District (NR listed: 11.11.1975). Although some of Lockport's historic industrial ruins have been listed on the National Register, they await a detailed inventory and further archaeological investigation.

Historic stone construction is still visible on the sides and rear of a few nineteenth century buildings scattered through the city's commercial district. A group of three buildings representing this type remain at 51, 57, and 79 Richmond Street overlooking the canal locks. The ca. 1855 Italianate three-story brick-fronted building 51 Richmond Avenue has a narrow long foot print and rubble Gasport Limestone sidewalls. Also typical of the type is the building's long shed roof that slopes to the rear of the site. Built after the fire of 1854, the structure is a rare survivor of a building type once very common in downtown Lockport. The ca. 1852 former stone wagon shop at 57 Richmond Street was enlarged and clad with a brick façade in the early twentieth century to accommodate a manufacturing business. The ca. 1852 two-story, former bakery at 79 Richmond Street is another good mid century example of the local stone/brick-façade type of commercial building once ubiquitous in Lockport's downtown.

Four good examples of mid-nineteenth century commercial stone construction remain. The Gasport Limestone Niagara Hotel (southeast corner of Niagara and North Transit Streets) is the city's sole surviving nineteenth century hotel. The ca. 1860 Stainthorpe Building (192 Chestnut Street) and the1902 Spanish Eclectic-style Upson Building (8 West Main Street) are two examples of Gasport Limestone commercial office buildings built to house the administrative offices of local businesses.

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Institutional Buildings

Lockport retains three examples of nineteenth-century institutional stone architecture.

A small ca. 1845, Medina Sandstone school house is located at 190 North Adams Street. Although now located within the city of Lockport, the vernacular building was built to serve the still rural area north of the i village.

The other two buildings serve county functions and are located on the courthouse square on the west side of the Hawley/Niagara Street intersection. Both remaining county buildings were constructed in the nineteenth century but remodeled and expanded early in the twentieth century. The Niagara County Courthouse (NR listed: 03.19.1997) was originally constructed with Gasport Limestone in 1886 in the Second Empire style. The building was enlarged and remodeled in 1913 by the Niagara Falls architect Chester R. Phelps in the Neo Classical style. A third alteration to the courthouse occurred in 1955 when a large Modern glass and steel wing was added to the rear of the building. The Niagara County Clerk's Office (NR listed: 03.19.1997) was constructed in 1856 in the Italianate style. In 1917 Chester R. Phelps designed an addition which expanded the building and added a Portico.

The two county buildings are distinctive examples of Neoclassical style that dominated early twentieth-century civic architecture. The training of American architects at the French École des Beaux-Arts during the last decades of the nineteenth century, the display of grand Neo classical architecture at the Chicago World's Fair of 1892, and the early twentieth-century City Beautiful movement all contributed to the widespread adaptation of Neoclassical architectural forms for civic architecture.

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F. ASSOCIATED PROPERTY TYPES

I. PRIMARY PROPERTY TYPE: Medina Sandstone and Gasport Limestone Buildings of Lockport

The single property type identified for inclusion in the Multiple Property Submission includes buildings and structures located within the city of Lockport constructed of locally quarried Medina Sandstone and Gasport Limestone. The properties associated with this theme share many characteristics, including materials, a similar method of construction, design treatments, and masonry craftsmanship. These physical characteristics are all related to the type of masonry construction which remained common in Lockport during the ninety year period between 1821 and 1909.

Variations within the primary type are limited to property use, stylistic interpretations, decorative treatments, and the use of the two types of local building stone, Medina Sandstone and Gasport Limestone. The properties associated with the primary type are organized by the original use of the property. The sub-types include:

(A) Residences
(B) Religious Buildings
(C) Industrial and Commercial Buildings
(D) Institutional Buildings

In addition to the property types listed above, the city also contains a significant group of other stone resources, including funerary monuments, ruins, archaeological remains, raceways, culverts, dams and the ca. 1845 flight-of-five locks now used as a spillway for the ca. 1911-1912 locks. Although some of these structures, including the flight-of-five locks and the Hydraulic Power Company tunnel, are already listed on the National Register as part of the Lockport Industrial District (NR listed: 11.11.75), the brief description included in this early Registration Form does not meet current documentation standards. Because these resources possess exceptional historic significance, they warrant further research and more extensive documentation. The "Stone Buildings of Lockport, NY" Multiple Property Documentation Form does not include a separate sub-type narrative for the city's miscellaneous stone resources because they are diverse in character and have not yet been fully inventoried. In the future, the individual Registration Form for each of these resources will include necessary information regarding description, significance and registration requirements for the particular property type.

The following general Description, Significance and Registration requirements sections apply to all stone buildings in Lockport including physical characteristics, levels and areas of significance, and requirements for listing in the State and National Registers of Historic Places regardless of specific subtype. Specific characteristics, areas of significance and registration requirements for each sub-type (A-E) are described following Sections F.II-F.IV below.

II. DESCRIPTION

In preparation of this document, eighty-eight stone buildings constructed between 1821 and 1909 were identified within Lockport's boundaries. This group of stone buildings includes fifty-eight residences, four residential outbuildings, eight churches, fifteen industrial and commercial buildings, and three institutional buildings. In addition to these buildings, an undetermined number of stone buildings survive that have been compromised by a loss of integrity due to later alterations or concealment of their stone by other cladding materials. Funerary monuments within the city's cemeteries, archaeological remains, and additional industrial buildings and ruins located along the Erie Canal and Eighteen Mile Creek, which were not readily accessible, are not included in these numbers.

Although Lockport's stone structures vary in color, bonding pattern, finish, and masonry technique, a few characteristics are common to most of the buildings surveyed during the preparation of this document. The basic material for nearly all walls, regardless of

exterior treatment is rubble masonry. Rubble masonry consists of uncut stone of various shapes and sizes laid with thick mortar joints to accommodate the irregularities of the stone. In general, rubble masonry is exposed at foundations, utilitarian buildings and secondary facades. At the main facades of many buildings, the rubble is concealed by an exterior wythe of stone laid according to one of the three following techniques:

Squared rubble – random sized stones roughly split or cut with squared faces and laid in interlocking horizontal courses where neither the horizontal of vertical joints are continuous. This technique is an intermediate treatment in between rubble and ashlar.

Random coursed ashlar - cut random sized rectangular blocks of stone laid in interlocking horizontal courses of different heights so that neither the horizontal of vertical joints are continuous

Regular coursed ashlar – cut rectangular blocks of stone laid in horizontal courses of uniform height. Vertical joint patterns may be regular or varied.

In the city's ashlar buildings, buildings constructed between 1821 and 1850 generally have simple smooth or slightly recessed joints. After 1850 beaded joints and tuck pointing were often used to embellish the appearance of important facades or conceal the use of rubble masonry.

Ashlar walls incorporate several different stone finishes:

Dressed – smooth texture obtained by rubbing the stone surface with an abrasive material.

Tooled – continuous, usually vertical, parallel shallow grooves known as bats, cut with a tooth chisel.

Bush hammered – regular dents in stone surface lend it a stippled appearance. The effect is produced by hitting the stone with a hammer whose striking surface is divided into multiple pyramidal points.

Rock face – rough surface face of stone left as it has been split from the quarry.

Pitch face – a rough split, textured surface that projects forward from a tooled margin on the face of the stone block.

Virtually all of the city's stone buildings incorporate quoins to structurally reinforce exterior corners. In a few ashlar buildings, the quoins are integral with the courses of stone. In many examples the quoins contrast with the field of the wall due to a dressed finish or different color. The mixing of Medina Sandstone and Gasport Limestone to create a color contrast is common in the city's stone houses. Even in rubble walls, most lintels, sills, and watertables are fabricated from dressed stone.

Virtually all of the nineteenth-century buildings surveyed employed soft mortar made from lime, sand and water. Soft mortar provided a plastic cushion that allowed stones some movement. Over time, this permitted buildings sufficient flexibility to compensate for uneven settlement without causing severe damage or cracking.[37] In rubble walls, the irregular shape and surface of the stones required varied trowel techniques to fill the large voids. Ashlar buildings constructed between 1821 and 1850 generally have simple smooth or slightly recessed joints. After 1850, beaded joints and tuck pointing, a surface finish applied to rubble masonry

[37] Harley J. McKee, F.A.I.A. *Introduction to Early American Masonry, Stone, Brick, Mortar and Plaster.* (Washington, D.C.: National Trust for Historic Preservation. 1973). 61

simulating the appearance of ashlar, were often used to embellish the appearance of important facades or conceal the use of rubble masonry.

Tuck pointing is the use of two different colors of mortar to simulate narrow masonry joints. The first color mortar is known as stopping and matches the color of the stone and is installed with a flush joint. A "tuck" groove is cut into the joint. The second color mortar, usually a contrasting color, is laid in the tuck with a raised or beaded profile. Tuck pointing, first developed in the eighteenth century became very popular during the third quarter of the nineteenth century. Although most tuck pointing has been removed by weathering, vestiges of the treatment are still found in many of Lockport's remaining stone buildings constructed between 1850 and 1870.

A more detailed description of the physical characteristics of each building subtype is described below.

III. SIGNIFICANCE

The nearly ninety stone buildings existing in Lockport at the current time comprise less than half the number that once existed within the city. The remaining stone buildings are increasingly rare survivors of a once common local building type. Together, they represent a distinctive example of a local vernacular building tradition. The significance of Lockport's remaining stone buildings shall be determined on the basis of whether they possess sufficient integrity of materials and workmanship in terms of their stone masonry construction technique and whether they still convey their original architectural intent.

The following factors, regardless of individual property use, date of construction or location, contribute to the significance of Lockport's stone buildings:

1. Connection to historic trends, such as construction or reconstruction of the Erie Canal, the development of the quarry industry, the harnessing of Lockport's waterpower, or the prosperity brought to the city by industrialization.

2. Association with persons participating in the local quarry industry or otherwise important people in the history of Lockport.

3. Use of locally quarried Medina Sandstone or Gasport Limestone.

4. The distinctive masonry style(s) used in cutting and laying stone.

5. The existence of structural and/or decorative elements necessitated by, or associated with, the building material, including quoins, lintels, sills, flat arches, and watertables stringcourses.

6. The quality of architectural design, ornamentation and craftsmanship.

7. Rarity of the building type or style.

8. Retention of original function and setting.

9. Architectural integrity of building elements other than stone materials such as windows, doors, wood trim, porches and interior elements.

IV. REGISTRATION REQUIREMENTS

Registration requirements for listing in the State and National Register of Historic Places are based on the level of integrity of both the stone elements of the building (i.e., the stone, the mortar, quoins, sills, lintels, watertables, other stone trim and fenestration) and the overall integrity of the entire building and related property. As a minimum, the exterior stone walls must retain integrity of design, materials, and craftsmanship and they must embody the distinctive characteristics of the property sub-types described above. To qualify for listing on the National Register of Historic Places, buildings/structures must meet the following requirements:

1. The primary building material for above-ground walls is either Medina Sandstone or Gasport Limestone from local quarries or from spoil excavated during the construction of the Erie Canal, the widening of the canal, or the reconstruction of the flight-of five locks.

2. At least three exterior walls are constructed of stone.

3. The stone is structural, not merely ornamental cladding.

4. The overall form of the building is intact. Additions should not overwhelm the original building in size and placement. Many buildings incorporate later wood-frame wings and additions. If additions are present they should be removable without impairing the integrity of the original structure.

5. Fenestration and door openings are intact and retain original lintels and sills. Replacement windows are acceptable as long as they have not required alteration of the dimensions of the original masonry openings.

6. The mortar is largely intact. In examples with applied tuck pointing, normal weathering of tuck pointing and/or parging is acceptable.

7. The building retains character-defining features of its original style.

Sub-type A: Stone Residences - Description

The vast majority of Lockport's remaining stone buildings are single-family residences. Lockport's stone residences follow the architectural trends predominant in Western New York domestic construction during the nineteenth century. Located primarily in residential neighborhoods surrounding the city's central business district, the shape, form, massing, orientation and ornamentation are similar to other house built within the region.

The stone houses are one-and-one-half to two-and-one-half stories in height and are rectangular in form. Most are surmounted by gable roofs and exhibit a variety of architectural detail associated with the Federal, Greek Revival, Gothic Revival, Italianate and Colonial Revival styles. As was typical of most domestic construction during the period, most of the stone houses embody vernacular interpretations of national architectural styles. Many houses incorporate elements from two or more styles and many of the oldest houses were remodeled in a different style later in the nineteenth century. Most of the earliest houses have three bay/side entrance facades and either side gable or front gable massing. Although the front-gable form remained the most common massing, at mid-century the gable-and-wing form became common. In general the houses have a compact form suited to fit narrow urban lots. Historic chimneys are constructed of either stone or brick and are usually located on the gable ends or some other exterior wall. Wood-frame wings, usually constructed as a later addition are attached to the rear of many houses.

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The residences included within this listing are constructed with Gasport Limestone and Medina Sandstone taken from local quarries. Both stones are readily identified by their color and consistency.

The masonry techniques employed on the 58 residences included within this survey encompass a broad range of colors, building stone sizes, coursing patterns, finishes, and other distinctive architectural elements. In most buildings included in the survey, including even those buildings that employ the same coursing pattern on all facades, more refined detailing and higher quality masonry work typically distinguishes the primary façade from less visible exterior walls. The houses have been divided into six categories distinguished by stone type and style of masonry.

1. Medina Sandstone - Ashlar primary façade/uncoursed rock-face or rubble secondary facades
2. Medina Sandstone - Rubble masonry, all facades
3. Medina Sandstone - Ashlar, all facades
4. Gasport Limestone - Ashlar primary façade/uncoursed rock-face ashlar or rubble secondary facades
5. Gasport Limestone – Rock-face, squared stone primary façade/uncoursed rubble secondary facades
6. Gasport Limestone - Ashlar, all facades

1. Medina Sandstone - Ashlar primary façade/uncoursed rock-face or rubble secondary facades

The facades of this group of houses are characterized by regular, range, or random ashlar. Secondary elevations have a less finished treatment consisting of either lower quality ashlar or rubble construction. The Medina stone used in these houses includes a wide variety of colors, ranging from dark brown to pink and light gray. Several examples have blocks of Gasport Limestone mixed in the field of the exterior wall.

Most extant examples of the type are modest vernacular houses built between 1835 and 1860. The group includes many of Lockport's oldest examples domestic architecture.

Extant Resources: 18 houses

202 Akron Road (Conkey House)

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Medina Sandstone, light and medium shades of buff to red, random ashlar with dressed finish.
	Side facades	Medina Sandstone (lower 2/3), Gasport Limestone (upper 1/3) rock-face random ashlar.
	North (rear) façade	Gasport Limestone, light to medium gray, squared rubble.
Quoins:	Large dressed Medina Sandstone blocks	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description	Two-and-one-half-story, front-gable, Federal house.	

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242 Chapel Street

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Medina Sandstone, light to dark shades of buff to red, regular coursed with dressed finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description	Two-and-one-half-story, side-gable, Federal house.	

243 Chapel Street

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Medina Sandstone, light to dark shades of buff to red, regular coursed with dressed finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels:	Dressed Medina Sandstone	
Description:	One-and-one-half-story, front-gable, Federal house. Altered with ca. 1900 front-gable porch.	

419 East Market Street

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Medina Sandstone, light shades of gray, tan and pink to red, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, four-bay, side-gable Greek Revival house.	

471 East Market Street (Lyman Spalding house)

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Medina Sandstone, light shades of gray and tan regular coursed ashlar with dressed finish. (Band of rubble masonry located above second-floor windows was originally concealed by wood pediment.)
	Secondary facades	Medina Sandstone squared rubble.
Elliptical gable window surround:	Gauged Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, three-bay, side gable, Federal house. Two-story portico has been removed from facade	

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499 East Market Street (Nathan Dayton house)

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Medina Sandstone, shades of gray, pink and red, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Medina Sandstone with some Gasport Limestone.	
Description:	Two-and-one-half-story, four-bay, side gable, Federal house.	

517 East Market. (Ebenezer Cressey house)

Date of construction:	Ca. 1838	
Facing stone:	Primary facade	Medina Sandstone, light shades of gray and tan to red, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone uncoursed rubble.
Half-round gable window	Gauged Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	One-and-one-half-story, front-gable Federal house.	

207 Garden Street

Date of construction:	Ca. 1850	
Facing stone:	Primary facade	Medina Sandstone, light shades of gray and tan to red, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Medina Sandstone.	
Description:	One-and-one-half-story, front gable house with added stone side wing.	

278 Green Street

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to buff, random coursed ashlar with rock-face finish. Lower three feet of front façade is constructed with Gasport Limestone. The profile of the house has been altered by a wood-frame, late twentieth-century, second-floor addition.
	Secondary facades	Medina Sandstone uncoursed rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Sills and water table:	Dressed Medina Sandstone.	
Description:	One-and-one-half-story, front-gable, early nineteenth century house altered by late twentieth-century second floor addition.	

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93 Jackson Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to red, random coursed ashlar with dressed finish. Large dressed Medina Sandstone quoins.
	Secondary facades	Medina Sandstone squared rubble.
Segmental arches at door and windows:	Gauged Gasport Limestone blocks.	
Sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, hip-roof Italianate house.	

153 Jackson Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Medina Sandstone various shades of gray to red, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone squared rubble. (partially covered by stucco)
Sills:	Dressed Medina Sandstone.	
Lintels:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, mid-nineteenth-century, front-gable house.	

341 Mill Street (Whitcher House)

Date of construction:	Ca. 1840 (ca. 1870 side wing)	
Facing stone:	Primary facade	Medina Sandstone, light shades of red and brown, regular coursed ashlar with dressed finish.
	Secondary facades	Medina Sandstone uncoursed rubble.
Quoins:	Randomly placed large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Medina Sandstone.	
Description:	Two-and-one-half-story, front-gable Federal house with late nineteenth century addition.	

83 Monroe Street (John Hopkins House)

Date of construction:	Ca. 1855	
Facing stone:	Primary facade	Medina Sandstone, gray with shades of red and mottled red, random coursed ashlar rock-face finish. Gable area of façade is uncoursed rubble. Red pigmented mortar.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Not determined. (painted)	
Description:	Two-and-one-half-story, ca. 1835, front-gable house.	

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246 North Adams Street (Joel McCollum house)

Date of construction:	Ca. 1832, remodeled ca. 1860 and 1900.	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to red, regular dressed ashlar.
	Secondary facades	Medina Sandstone squared rubble with raised beaded mortar joints.
Quoins:	Large dressed Medina Sandstone blocks. Quoins are integrated with primary façade coursing.	
Lintels, sills and water table:	Dark shades of brown to red, dressed Medina Sandstone. Semi-elliptical fanlight at front façade has arch of gauged Medina Sandstone blocks.	
Main Porch columns and entablature:	Salem (Indiana) Limestone.	
Main Porch foundation:	Dressed Gasport limestone.	
Main porch floor:	Medina Sandstone.	
Description:	Two-and-one-half-story, four-bay, front-gable, Federal house altered by later additions and Colonial Revival remodeling.	

644 Old Niagara Road

Date of construction:	Ca. 1830	
Facing stone:	Primary facade	Medina Sandstone, light gray to red, random coursed ashlar with rock-face finish.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Medina Sandstone.	
Description:	One-and-one-half-story, three-bay, side-gable early nineteenth-century house.	

142 Park Avenue

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to red, rough regular coursed, rock-face ashlar with occasional blocks of Gasport Limestone.
	Secondary facades	Medina Sandstone uncoursed rubble and squared rubble with random blocks of Gasport Limestone.
Lintels:	Dressed Medina Sandstone blocks (painted).	
Sills and water table:	Dressed Gasport Limestone (painted).	
Description:	Two-and-one-half-story, front-gable, Federal house altered by large wood-frame addition.	

95 Van Buren Street

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to red, regular coursed ashlar with rock-face finish.
	Secondary facades	Medina Sandstone various shades, uncoursed rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone. Semi-elliptical lintel at façade gable window.	
Description:	Two-and-one-half-story, three-bay, front-gable, Greek Revival house.	

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147 Van Buren Street

Date of construction:	Ca. 1845	
Facing stone:	Primary facade	Medina Sandstone various shades of gray to red, regular coursed ashlar with rock-face finish. Pink tinted mortar.
	Secondary facades	Medina Sandstone squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Medina Sandstone.	
Description:	Two-and-one-half-story, early nineteenth-century, three-bay, side-gable house.	

2. Medina Sandstone - Rubble masonry, all facades

This group of houses is constructed of coursed or uncoursed rubble Medina Sandstone. The Medina stone used in these houses includes a wide variety of colors, ranging from dark brown to pink.

Most extant examples of the type are modest vernacular houses and out buildings built between 1825 and 1855. Two exceptions are the Gothic Revival house located at 7 Vine Street, and the ca. 1832 house at 246 North Adams Street, which was remodeled and expanded around 1900 into a grand Colonial Revival estate.

Extant Resources: 4 houses, 3 outbuildings

194 East Union Street

Date of construction:	Ca. 1850
Facing stone:	Medina Sandstone various shades of light gray, pink and red, squared rubble.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Medina Sandstone.
Description:	Two-and-one-half-story three-bay side-gable house.

246 North Adams Street (Joel McCollum Farm)
Carriage barn

Date of construction:	Ca.. 1860.	
Facing stone:	Primary facade	Medina Sandstone, various shades of gray to red, squared rubble.
	Secondary facades	Medina Sandstone uncoursed rubble.
Quoins:	Large dressed Medina Sandstone blocks	
Lintels, sills and water table:	Dark shades of brown to red, dressed Medina Sandstone.	
Main doorway surround:	Salem (Indiana) Limestone. Surround incorporates Tuscan columns and massive entablature with intricately carved foliated relief at center frieze panel.	
Description:	Two-and-one-half-story side-gable barn.	

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124 North Transit Road

Date of construction:	Ca. 1825
Facing stone:	Medina Sandstone dark brown, squared rubble front façade, uncoursed rubble secondary facades.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, and sills	Not determined (painted).
Description:	One-and-one-half-story, front-gable Federal house with raised first floor.

109 Roby Street (Barn historically associated with 124 North Transit)

Date of construction:	Ca. 1825
Facing stone:	Medina Sandstone light to dark shades of brown and red, uncoursed rubble. Lower three feet of front façade is constructed of Gasport Limestone.
Quoins:	Large dressed Medina Sandstone blocks.
Description:	Two-and-one-half-story, side-gable barn.

226 Old Niagara Road

Date of construction:	Ca. 1850
Facing stone:	Medina Sandstone uncoursed rubble.
Lintels:	Dressed Medina Sandstone.
Sills and water table:	Dressed Gasport Limestone.
Description:	Two-and-one-half-story, side-gable mid nineteenth-century house.

720 Old Niagara Road (Outbuilding)

Date of construction:	Ca. 1860
Facing stone:	Medina Sandstone various shades of gray to red shades, uncoursed rubble.
Quoins:	Large rock-face Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Medina Sandstone.
Description:	One-story, front-gable outbuilding.

7 Vine Street

Date of construction:	Ca. 1875
Facing stone:	Medina Sandstone various shades of gray to red, uncoursed rubble.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Medina Sandstone.
Description:	Two-and-one-half-story, gable-and-wing, Gothic Revival house.

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3. Medina Sandstone - Ashlar, all facades

These houses employ ashlar at all exposed facades. The Medina stone used in these houses includes a wide variety of colors, ranging from dark brown to pink. Several of the houses use a wide variety of colors

All of the houses except for the Dr. George Merchant house were constructed in the middle decades of the century.

Extant Resources: 6 houses

32 Cottage Street (Gillette Bacon/Dr. George Merchant/Charles Wilson Moss house)

Date of construction:	Ca. 1832
Facing stone, chimney	Medina Sandstone light and dark shades of gray to red, broken regular course rock-face ashlar.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Gasport Limestone. Gauged Medina Sandstone blocks at semi-elliptical gable windows.
Entrance stoop:	Dressed Medina Sandstone.
Description:	Two-and-one-half-story, three-bay, side-gable Greek Revival house.

57 Dayton Street

Date of construction:	Ca. 1855
Facing stone:	Medina Sandstone various shades of gray and pink, random coursed ashlar.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Medina Sandstone.
Description:	Two-and-one-half-story, hip-roof, Italianate house.

453 East Market Street

Date of construction:	Ca. 1855
Facing stone:	Medina Sandstone various shades of light gray and tan, rock-face regular coursed ashlar.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Dressed Medina Sandstone.
Porch deck:	Red and gray mottled Medina Sandstone.
Porch stair treads:	Gasport Limestone.
Description:	Two-and-one-half-story, hip-roof Italianate house.

101 Monroe Street (Whitmore House)

Date of construction:	Ca. 1860, remodeled 1885
Facing stone:	Medina Sandstone various shades of red and mottled red and white, random coursed ashlar with dressed finish. Rear (west) wall is constructed of uncoursed rubble.
Quoins:	Large dressed Medina Sandstone blocks.
Lintels, sills and water table:	Medium to dark red dressed Medina Sandstone.
Description:	Two-and-one-half-story, cross-gable, Gothic Revival house.

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148 Olcott Street

Date of construction:	Ca. 1845	
Facing stone:	Medina Sandstone regular coursed ashlar.	
Quoins:	Large dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	One-and-one-half-story front-gable Greek Revival house.	

134 Lock Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Medina Sandstone, light shades of gray, tan to dark red, regular coursed ashlar with dressed finish.
	Secondary facades	Gasport limestone regular coursed ashlar with dressed finish.
Primary façade lintels and sills:	Gray dressed Medina Sandstone.	
Secondary façade lintels and sills:	Dark red dressed Medina Sandstone.	
Description:	Two-and-one-half-story, mid nineteenth-century, front-gable house.	

4. Gasport Limestone - Ashlar primary façade/uncoursed rock-face ashlar or rubble secondary facades

This is the most common type of domestic stone construction in Lockport. This group of houses is constructed with ashlar Gasport Limestone facades and squared rubble or uncoursed rubble secondary elevations. The Gasport stone used in these houses is predominantly gray.

Although most examples of the type are vernacular houses, the group includes examples of the Federal, Greek Revival, Italianate and Colonial Revival styles.

Extant Resources: 19 houses 1 outbuilding

95 Allen Street

Date of construction:	Ca. 1850	
Facing stone:	Primary facade	Gasport Limestone, light to medium gray, random narrow coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Red to gray, rock-face Medina Sandstone blocks.	
Lintels, sills, water table:	Dressed Gasport Limestone. (sills are painted)	
Description:	One-and-one-half-story, mid nineteenth-century, gable-and-wing house.	

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15 Ann Street

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Gasport Limestone, roughly coursed, rock-face ashlar
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone. Segmental arch at cellar window employs gauged blocks.	
Description:	Two-and-one-half-story, three-bay, side-gable, early nineteenth-century house	

94 Caledonia Street

Date of construction:	Ca. 1840 (altered by ca, 1900 raised roof, wood-frame gable, and full-façade porch)	
Facing stone:	Primary facade	Gasport Limestone, roughly coursed, rock-face ashlar
	Secondary facades	Gasport Limestone uncoursed rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story early nineteenth-century front gable house altered by ca. 1900 raised roof and full-façade porch.	

112 Caledonia Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Gasport Limestone, random coursed, rock-face ashlar
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Medina Sandstone blocks.	
Lintels, sills and water table:	Dressed gray Medina Sandstone.	
Description:	Two-and-one-half-story, symmetrical, five-bay, hip-roof, Tuscan Villa house.	

279 Caledonia Street

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	One-and-one-half-story, front-gable, Federal house.	

122 Chestnut Street

Date of construction:	Ca. 1845	
Facing stone:	Primary facade	Gasport Limestone, random coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills, water table, and entrance stair treads:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story three-bay, front-gable, early nineteenth-century house.	

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141 Chestnut Street (Mooney House)

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, tooled, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	One-and-one-half-story early, nineteenth-century, side-gable house	

151 Chestnut Street

Date of construction:	Ca. 1840 (remodeled with Italianate trim ca. 1870)	
Facing stone:	Primary facade	Gasport Limestone, regular narrow coursed, tooled, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Porch stair treads:	Gray Medina Sandstone.	
Description:	Two-and-one-half-story, early nineteenth-century, four-bay, side-gable house remodeled in the Italianate style about 1870.	

192 Chestnut Street (Stainthorpe office)

Date of construction:	Ca. 1850	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Lintels, sills and water table:	Dressed Gasport Limestone. Gauged blocks at flat-arch lintels.	
Description:	One-and-one-half-story, hip-roof house.	

122 Gooding Street

Date of construction:	Ca. 1840	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, tooled, dressed ashlar. Light red mortar.
	Secondary facades	Gasport Limestone uncoursed rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone. Windows at secondary facades are spanned by flat arches composed of gauged Gasport Limestone blocks.	
Porch foundation:	Rock-face concrete block.	
Description:	One-and-one-half-story, front-gable, Greek Revival house with front-gable, ca. 1910, Craftsman porch.	

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190 Gooding Street

Date of construction:	Ca. 1845	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, three-bay, side-gable, Greek Revival house.	

327 High Street (William A. Williams house)

Date of construction:	Ca. 1850, remodeled and enlarged 1895.	
Facing stone:	Primary facades (north and west)	Gasport Limestone, regular coursed, dressed ashlar. Rock face ashlar is used at north façade above porch roof.
	Secondary facades	Gasport Limestone random coursed ashlar and squared rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story mid nineteenth century house enlarged and redesigned in Colonial Revival style by ca. 1895 remodeling. Side wing, rear wing, hip roof, porch, and radius bay date from remodeling.	

229 Lock Street

Date of construction:	Ca. 1845	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, rock-face ashlar. Pink tinted grout.
	Secondary facades	Gasport Limestone uncoursed rubble. Extensive parging/concrete patching.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed light gray Medina Sandstone.	
Description:	Two-and-one-half-story, three-bay, front-gable, Greek Revival house.	

98 North Transit Street (Phillip Gibbs house)

Date of construction:	Ca. 1855	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone squared rubble (south façade) and uncoursed rubble (other facades)
Quoins:	Rock-face Limestone blocks.	
Water table:	Dressed light gray Medina Sandstone.	
Lintels and sill:	Not determined (painted)	
Description:	Two-and-one-half-story, mid nineteenth-century, front-gable house.	

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74 Niagara Street (Isaac Dole House)

Date of construction:	Ca. 1845	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, rock-face ashlar. Beaded masonry joints
	Secondary facades	Gasport Limestone squared rubble overlain with random ashlar tuck pointing finish treatment.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Porch foundation, and coping at closed brick handrail and piers:	Rock-face Gasport Limestone.	
Description:	Two-and-one-half-story, three-bay, front-gable Greek Revival house with ca. 1900, full-façade, Neoclassical porch.	

129 Outwater Drive (Thomas Watson House)

Date of construction:	Ca. 1855	
Facing stone:	Primary façade and chimneys	Gasport Limestone, regular coursed, dressed ashlar.
	Secondary facades	Gasport Limestone squared rubble (east side) and uncoursed rubble (west and north sides).
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills, water table, front entrance stair treads, carriage block, and hitching post:	Dressed Gasport Limestone. Pediment-profile lintels at primary (south) façade. Unusual ogee-shape lintel at primary facade gable window.	
Description:	Two-and-one-half-story, three-bay, front-gable, Moorish/Gothic Revival house.	

135 Outwater Drive (former carriage house of adjacent Watson house)

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Gasport Limestone, random coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels, sills, water table:	Rock-face Gasport Limestone. Segmental, keystoned arch at main door using gauged blocks. Pointed-arch lintel at first-floor window.	
Description:	Two-and-one-half-story front-gable Gothic Revival carriage barn with twentieth-century wood-frame additions.	

140 Pine Street (White/Pound House)

Date of construction:	Ca. 1835 (remodeled with Italianate trim ca. 1860)	
Facing stone and chimneys:	Primary facade	Gasport Limestone, regular coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone squared rubble. North façade extensively covered by parging.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels, sills and water table:	Dressed Gasport Limestone.	
Porch Deck, stair treads:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story, four-bay, hip-roof, Italianate house. Current appearance of house is the result of a mid nineteenth-century remodeling of a Federal house.	

36 Spruce Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Gasport Limestone, narrow regular coursed, rock-face ashlar.
	Secondary facades	Gasport Limestone uncoursed rubble. House has been enlarged by modern symmetrical side wings clad with stucco.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels, sills, water table:	Dressed Gasport Limestone.	
Description:	Two-and-one-half-story hip-roof Italianate house altered by twentieth-century additions.	

6 Walnut Street

Date of construction:	Ca. 1835	
Facing stone:	Primary facade	Gasport Limestone, regular coursed, tooled ashlar.
	Secondary facades	Gasport Limestone squared rubble.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels, sills, water table:	Dressed Gasport Limestone. Semi-elliptical gable arch using gauged blocks.	
Description:	Two-and-one-half-story, four-bay, Italianate house altered by twentieth-century wings.	

5. Gasport Limestone - rock-face, squared rubble primary façade/uncoursed rubble secondary facades

The houses included in this group are similar to Group 4 but do not have ashlar facades. The houses are generally simple vernacular houses, although several are embellished with Federal and Italianate details.

Extant Resources: 6 houses

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337 Church Street

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Gasport Limestone squared rubble with random Medina sandstone blocks.
	Secondary facades	Gasport Limestone squared and uncoursed rubble.
Quoins:	Red rock-face Medina Sandstone blocks.	
Sills, water table:	Red rock-face Medina Sandstone.	
Lintels:	Flat arch composed of gauged Medina Sandstone blocks.	
Description:	Two-and-one-half-story, symmetrical, five-bay, hip-roof Italianate house.	

96 Gooding Street.

Date of construction:	Ca. 1860	
Facing stone:	Primary facade	Gasport Limestone squared rubble
	Secondary facades	Gasport Limestone uncoursed rubble.
Quoins:	Light gray, rock-face Medina Sandstone blocks.	
Lintels:	Dressed Medina Sandstone at primary façade. Flat arch with gauged blocks of Medina Sandstone at secondary facades.	
Sills:	Gray dressed Medina Sandstone.	
Porch foundation:	Rock-face concrete block.	
Description:	Two-and-one-half-story, front-gable, L-plan Italianate house with ca. 1905 front-gable Craftsman porch.	

133 Lock Street (Marcus Stickney House)

Date of construction:	Ca. 1855	
Facing stone:	Primary facade	Gasport Limestone, squared rubble.
	Secondary facades	Gasport Limestone uncoursed rubble.
Quoins:	Dressed Gasport Limestone blocks.	
Lintels:	Jack arch composed of gauged Gasport Limestone blocks.	
Sills:	Dressed Gasport limestone.	
Description:	Two-and-one-half-story, gable-and-wing Italianate house.	

102 Ontario Street

Date of construction:	Ca. 1845 (Remodeled ca. 1875 and ca.1905)	
Facing stone:	Primary facade	Gasport Limestone, squared rubble. Beaded joint, random ashlar tuck pointing finish remains at protected areas below eaves and porch.
	Secondary facades	Gasport Limestone uncoursed rubble. Remnants of beaded joint, random ashlar tuck pointing finish remains at protected areas below eaves.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels, sills, water table:	Not determined. (sills are painted)	
Description:	Two-and-one-half-story early nineteenth-century, front-gable house altered by late nineteenth century roof alteration and early twentieth century porch.	

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156 Ontario Street (Carpenter/Keep/Merritt House)

Date of construction:	Ca. 1845 (Remodeled ca. 1880)	
Facing stone:	Primary facade	Gasport Limestone, squared rubble. Beaded joint tuck pointed.
	Secondary facades	Gasport Limestone uncoursed rubble with beaded joints and tuck pointed finish.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels, sills, water table:	Very smooth dressed Gasport Limestone	
Description:	Two-and-one-half-story hip-roof Greek Revival house with symmetrical one-and-one-half-story side wings. Ca. 1880 remodeling in Italianate/Stick style added twin bracketed porches at wings, east three-sided bay, and double entrance doors. Shed-roof dormers at wings date from early twentieth century.	

171 Ontario Street

Date of construction:	Ca. 1835 (Remodeled later in nineteenth century with extended eaves).	
Facing stone:	Primary facade	Gasport Limestone, squared rubble.
	Secondary facades	Gasport Limestone, uncoursed rubble.
Quoins:	Rock-face Gasport Limestone blocks.	
Lintels:	Dressed Gasport Limestone blocks (painted). Semi-elliptical arch over entrance and gable fanlight constructed with gauged blocks. Entrance arch has keystone.	
Sills:	Dressed Gasport limestone (painted).	
Description:	Two-and-one-half-story, three-bay, front-gable Federal house.	

6. Gasport limestone – Ashlar, all facades

All facades of these houses are constructed with dressed gray ashlar Gasport limestone. The group includes four large and architecturally distinguished houses and one modest mid century vernacular house.

Extant Resources: 5 houses

131 Church Street

Date of construction:	Ca. 1840
Facing stone:	Gasport Limestone, regular coursed, tooled ashlar.
Sills and water table:	Dressed Gasport Limestone.
Lintels:	Dressed Gasport Limestone. Lintels are detailed as flat arch. Half-round gable windows have arches comprised of gauged blocks of stone.
Description:	Two-and-one-half-story, three-bay, side-gable, Greek Revival house with full-façade, Italianate porch.

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305 High Street (Wallace I. Keep house)

Date of construction:	Ca. 1860 (Colonial Revival remodeling 1895)
Facing stone:	Gasport Limestone, random coursed, tooled ashlar.
Sills and water table:	Dressed Gasport Limestone.
Lintels:	Dressed Gasport Limestone. Lintels have molded pediment profile.
Description:	Two-and-one-half-story, mid nineteenth-century Italianate house, enlarged and remodeled into hip-roof Colonial Revival house.

416 Michigan Street

Date of construction:	Ca. 1855
Facing stone:	Gasport Limestone, random coursed, rock-face ashlar.
Sills and water table:	Dressed Gasport Limestone.
Lintels:	Dressed Gasport Limestone.
Description:	Two-and-one-half-story, mid nineteenth-century gable-and-wing house.

127 Ontario Street (Peter D. Walter house)

Date of construction:	Ca. 1857
Facing stone:	Gasport Limestone, regular coursed, tooled, large-block, finely jointed course-grain ashlar.
Sills and water table:	Dressed fine-grain Gasport Limestone.
Lintels:	Dressed fine-grain Gasport Limestone. Lintels have molded pediment profile. Paired half-round gable windows have carved molded half-round lintel.
Description:	Two-and-one-half-story, three-bay front-gable Italianate house.

325 Summit Street (Francis Hitchins House – Mount Pleasant)

Date of construction:	Ca. 1845
Facing stone:	Gasport Limestone, regular coursed, large-block, finely jointed ashlar.
Sills, water table, entrance stair treads:	Dressed Gasport Limestone.
Lintels:	Dressed Gasport Limestone. Lintels are integrated into rhythm of coursing.
Description:	Two-and-one-half-story, symmetrical, five-bay, side-gable Greek Revival house.

Sub-type A: Stone Residences - Significance

Lockport's stone houses are architecturally significant as representative examples of local stone construction if they retain sufficient integrity of design, materials and craftsmanship. Houses may possess additional significance as representative examples of nineteenth-century residential architecture if they retain integrity of setting, design, materials, craftsmanship, feeling and association and if they embody the distinctive characteristics of specific architectural styles.

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Sub-type A: Stone Residences – Registration Requirements

To be eligible for national register listing, stone houses in Lockport must meet the requirements listed in the primary Property type Statement (Section F IV). Individual Registration Forms for houses possessing architectural significance must meet the following criteria.

1. The house must retain the most important elements of its setting, including the basic character of the surroundings, the historic relationship of the house to the public street, lawns essential to the setting of the house, walks, drives or other significant landscape features.
2. Non-stone features, including doors, windows, wood trim, porches, and decorative elements, must survive intact.
3. Interior configuration, trim and significant features must remain intact.

Sub-type B: Stone Religious Buildings – Description

This property sub-type includes all stone buildings in Lockport that were constructed for the purpose of religious gatherings. Eight religious buildings remain within the city. This group constitutes some of the city's most architecturally sophisticated and articulated remaining stone buildings. Although additions have been added in to the side or rear of several of the churches, all the buildings retain a high level of architectural integrity. Lockport's stone churches are scattered around the perimeter of the city's central business district.

Seven stone churches remain in the city of Lockport. The ca. 1838, Medina Sandstone Second Presbyterian Church (71 Van Buren Street) is a fine example of Greek Revival architecture and is city's sole surviving example of early nineteenth-century ecclesiastical architecture. The church is also the only religious building in the city executed in Medina Sandstone. Lockport's two Italianate style churches are constructed of Gasport Limestone laid in a rock-face, ashlar bonding pattern at the main façade. The First Presbyterian Church (21 Church Street) was constructed in 1855. The First Universalist Society of Lockport's Church of the Redeemer (24 Church Street) was constructed in 1843 but remodeled and enlarged in the Italianate style between 1866 and 1869. Just south of the Church of the Redeemer is a small stone structure that is the remaining section of a carriage shed once associated with the now-demolished First Congregational Church. The city retains four Gothic Revival style churches. The earliest building of the group is the ca. 1853 Grace Episcopal Church (100 Genesee Street, at the corner of Cottage Street). This rock-face ashlar Gasport Limestone building features a large corner square tower. The ca. 1854 Christ Episcopal Church (425 East Market Street), constructed of Medina Sandstone laid in a broken ashlar coursing pattern, is a sophisticated example of the Gothic Revival style incorporating a projecting bell gable at the main façade. Trinity Lutheran Church (67 Saxton Street, corner of LaGrange Street) features transept wings and dual façade towers of differing size. Trinity Church is constructed of Gasport Limestone laid in a random range ashlar pattern. The city's most monumental church is the ca. 1863, Roman Catholic Saint Patrick's Church (76 Church Street). The presence of Saint Patrick's was increased dramatically by the façade alterations, tall tower, and spire completed in 1870. Saint Patrick's is constructed with Gasport Limestone, laid in random course ashlar.

Sub-type B: Stone Religious Buildings – Significance

Lockport's stone churches are architecturally significant as representative examples of local stone construction when they retain sufficient integrity of design, materials, and craftsmanship and if they embody the distinctive characteristics of the type as out lined in the Primary Property Type Statement (Section F. III). Stone churches may also be deemed significant as representative examples of early or mid nineteenth-century religious architecture in the local regional and national context if they retain their integrity of location, setting, design, materials, craftsmanship, feeling and association.

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Sub-type B: Stone Religious Buildings – Registration Requirements

Stone Churches proposed for National Register listing for their method of construction must meet the requirements described in the Primary Property type Statement (Section F. IV). Buildings that are nominated as distinguished examples of religious architecture shall possess the following qualities:

1. The building retains its original historic setting, including its relationship to adjacent streets, sidewalks and other distinctive features of its context.
2. Important architectural features including doors, windows, roof forms, brackets and wood trim must survive intact.
3. Significant church-related exterior features such as steeples, belfries, towers.
4. Interior features such as pews, choir loft, mezzanines, altar, pulpit, and other fixtures.

Sub-type C: Industrial and Commercial Buildings, Structures and Sites – Description

This property sub-type includes stone buildings, structures, and sites constructed as stores, offices, workshops, warehouses, mills, cold storage facilities, and manufacturing plants. The group exhibits a wide variation in the degree of design sophistication. Most examples are built of rubble Gasport Limestone and were intended to be utilitarian structures with little architectural ornamentation. The street facades of the commercial buildings were usually executed in brick.

Because the bulk of Lockport's once dense downtown commercial and industrial districts was destroyed by fire and the mid-twentieth-century Urban Renewal Program, the remaining buildings are rare survivors of their type. Therefore, this property includes components of buildings, ruins, buried structures, and archeological remains, which can still recall the Industrial Heritage of Lockport and/or yield important information to the history of the City's industrial past.

Lockport retains one excellent example of industrial/warehouse architecture from the first half of the nineteenth century. The ca. 1832 Huston Block or Western Block Company Building (212 East Market Street, NR listed Lowertown Historic District: 06.04.1973) located on the south bank of the canal in Lowertown was originally built as a flour mill. Like most of the stone buildings in Lowertown, this building is constructed of Medina Sandstone. The building's significance is enhanced by its location adjacent to the Erie Canal. Half a block to the south are remnants of the ca. 1833 Lockport Manufacturing Company cotton mill (33 Exchange Street). The building was originally five stories high but was reduced to one-story in height by a 1907 fire.

Most of Lockport's remaining stone industrial buildings date from the middle decades of the nineteenth century. Mid-century industrial construction is represented by the ca. 1859 Work's Tannery (Niagara Precision Inc., 233 Market Street). Although this building is joined to structures that are more modern by an early twentieth-century brick street façade, the west façade of the building retains its historic stone construction, fenestration, scale, and general appearance. Adjacent to the east end of the complex is the three-story New York Cotton Batting Company building which dates from about 1860. Another distinctive and well-preserved example of mid-century industrial architecture is the ca. 1864 Benjamin Moore Flour Mill located just south of the Pine Street Bridge over the canal (NR listed: 06.19.1973). The building was later converted into one of the nation's first municipal water pumping plants and in 1893 it was expanded to house Lockport City Hall. At the west end of Lockport's downtown is the Draper Brewery building (51 South Transit Street) a ca. 1855 industrial complex.

The city retains several large buildings representing stone architecture from the last decades of the century. The city's largest remaining late nineteenth-century stone industrial complex is the ca. 1880 Oliver/Richmond Block (Lockport Industrial Historic District, NR listed: 11.11.1975), located on the east side of Gooding Street, just north of the railroad underpass. Nearby, at the northwest corner of Caledonia and Lock Street, is ca. 1880 Peer Plumbing Building, the sole surviving building of the once extensive Holly Manufacturing complex. The building has been reduced in height to a single story. At the southeast corner of the intersection

of North Transit Street and Green Street is the circa 1885 Niagara Cold Storage warehouse. Buildings of this type aided the region's expanding fruit industry in the closing decades of the century.

Numerous ruins from Lockport's nineteenth-century industrial era remain along the areas of the hydraulic raceways located both north and south of the Erie Canal. The current observation platform located just east of the Moore Mill is constructed over the lower stories of a nineteenth-century flour mill which was converted into a hydro-electric plant about 1900. The remaining ca. 1859 north flight of locks and an area along the north canal bank including the remains of the Bickford Box Company, the Holly Manufacturing Company, the Traders paper mill, the Jackson Mill, and the hydraulic Company's tunnel are part of the Lockport Industrial Historic District (NR listed: 11.11.1975).

Historic stone construction is still visible on the sides and rear of a few nineteenth century buildings scattered through the city's commercial district. A group of three buildings representing this type remain at 51, 57, and 79 Richmond Street overlooking the canal locks. The ca. 1855 Italianate three-story brick-fronted building 51 Richmond Avenue is has a narrow long foot print and rubble Gasport limestone sidewalls. Also typical of the type the roof of the building is a long shed, sloping to the rear. Built after the fire of 1854, the structure is a rare survivor of a building type once very common in downtown Lockport. The ca. 1852 former stone wagon shop at 57 Richmond Street was enlarged and clad with a brick façade in the early twentieth century to accommodate a manufacturing business. The ca. 1852 two-story, former bakery at 79 Richmond Street is another good example of the local stone/brick-façade type of commercial building once ubiquitous in Lockport's downtown.

Four good examples of mid-nineteenth century commercial stone construction remain. The Gasport Limestone Niagara Hotel (southeast corner of Niagara and North Transit Streets) is the city's sole surviving nineteenth century hotelThe Spanish Eclectic-style 1902 Upson Building and the ca. 1860 Stainthorpe Buildings (192 Chestnut Street) are two examples of commercial office buildings built to house the administrative offices of local buildings.

Sub-type C: Industrial and Commercial Buildings, Structures, and Sites – Significance

Stone industrial and commercial buildings, structures and sites are architecturally significant as representative examples of stone construction if they retain sufficient integrity of design, materials and craftsmanship and if they embody the distinctive characteristics of the type as outlined in the Primary Property Type Statement (Section F. III). Stone industrial and commercial buildings, structures and sites may also be deemed significant as representative examples of early or mid nineteenth-century commercial or industrial architecture in the local regional and national context if they retain their integrity of location, setting, design, materials, craftsmanship, feeling and association. Ruins, buried structures and industrial or commercial archeological sites are also significant for important information they can yield relating to the history of the industrial and commercial development of the City of Lockport.

Sub-type C: Industrial and Commercial Buildings, Structures and Sites – Registration Requirements

Industrial and commercial buildings proposed for National Register listing for their method of construction must meet the requirements described in the Primary Property type Statement (Section F. IV). Buildings that are nominated as distinguished examples of industrial or commercial architecture shall possess the following qualities:

1. Display exterior evidence of the building's original commercial purpose although the building does not need to continue serving its original use. Examples include storefronts, large window openings, loading areas, and utility openings.
2. Historic commercial-related setting. In most cases the setting is part of Lockport's historic commercial and industrial districts in the center of the city.
3. Important architectural features fabricated from materials other than stone including brick facades, doors, windows, roof forms, brackets and wood trim must survive intact.

Because the remaining stone industrial and commercial buildings are a relatively rare sub-type of the primary type, the level of integrity required to register these buildings will not be as high as for the more common sub-type (residential buildings), and components of buildings, buried structures, ruins and archeological sites may also qualify if they meet the following Registration Requirements:

1. Above-ground ruins that are visible and retain sufficient size, scale, and massing to be understandable and interpretable with regard to their historic construction materials and techniques, industrial or commercial functions and uses, and relationships to the historical development of the City of Lockport.

2. Buried structures that are accessible and/or visible, retain original materials and structural integrity, and can be understood in relationship to other industrial or commercial resources with which they were historically linked.

3. Archeological remains, including artifact deposits, features, and/or buried industrial components, that have the potential to yield scientific or historical information about the industrial development of the City of Lockport, because they retain sufficient size, amounts, or interelationships of materials, or can be understood in relationship to other industrial or commercial resources with which they were historically linked.

Sub-type D: Institutional Buildings – Description

Although the city once contained a number of large stone school buildings, only three examples of institutional stone architecture survive.

A small ca. 1845, Medina Sandstone school house is located at 190 North Adams Street. Although now located within the city of Lockport, this simple vernacular building was built to serve the still rural area north of the village.

Lockport's other two stone institutional buildings are currently listed on the National and State Registers of historic Places. Both serve county functions and are located on the courthouse square located at the intersection of Hawley and Niagara Streets. Both buildings were constructed in the nineteenth century but remodeled and expanded early in the twentieth century. The Niagara County Courthouse (NR listed: 03.19.1997) was originally constructed with Gasport Limestone in 1886 in the Second Empire style. The building was enlarged and remodeled in 1913 by the Niagara Falls architect Chester R. Phelps in the Neo Classical style. A third alteration to the courthouse occurred in 1955 when a large Modern glass and steel wing was added to the rear of the building. The Niagara County Clerk's Office (NR listed: 03.19.1997) was constructed in 1856 in the Italianate style. In 1917 Chester R. Phelps designed an addition which expanded the building and added a Portico.

Sub-type D: Institutional Buildings – Significance

Stone institutional buildings are architecturally significant as representative examples of stone construction if they retain sufficient integrity of design, materials and craftsmanship and if they embody the distinctive characteristics of the type as outlined in the Primary Property Type Statement (Section F. III). Stone Institutional buildings may also be deemed significant as representative examples of architectural trends in the local regional and national context if they retain their integrity of location, setting, design, materials, craftsmanship, feeling and association.

Sub-type C: Institutional Buildings – Registration Requirements

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Stone Buildings of Lockport, New York

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Institutional buildings proposed for National Register listing for their method of construction must meet the requirements described in the Primary Property type Statement (Section F. IV). Because the remaining stone Institutional buildings are a relatively rare sub-type of the primary type, the level of integrity required to register these buildings will not be as high as for the more common sub-type (residential buildings).

**NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM
CONTINUATION SHEET**

Stone Buildings of Lockport, New York

G. GEOGRAPHICAL DATA

Resources included in this listing are located within the incorporated boundaries of the City of Lockport in Niagara County, New York.

**NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM
CONTINUATION SHEET**

Stone Buildings of Lockport, New York

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

Prior to 2002, Margaret Truax and other members of the Lockport Architectural and Historic Preservation Committee used published records, personal knowledge and familiarity with the city to develop a comprehensive list of extant stone houses, compile information on individual building histories, and locate the buildings on a city map. In 2002, Bob Corby of Bero Architecture P.C. and Fred Amos, member of the American Institute of Professional Geologists, inventoried the stone houses. Fred Amos used standard visual geological methods and mechanical hardness tests to identify the types of stone and noted the color, finish and bonding pattern of each building. Bob Corby noted the apparent date of construction, integrity, and significant architectural features of each building. Margaret Truax assisted with fieldwork and coordinated access to the interiors of buildings.

In November of 2002, Margaret Truax and Bob Corby completed a windshield survey of the city of Lockport to document the extent of non-residential stone buildings. Many of these building were documented in previous National Register submissions including the Lockport Industrial Historic District (NR listed: 11.11.1975), the Lowertown Historic District (NR listed: 06.04.1975), and the Benjamin C. Moore Mill (NR listed: 06.19.1973). Although property types based on building function are described in this document, additional investigation will be required in the future to further document the city's non-residential stone buildings and to establish appropriate property subtypes.

Documentary research on the history of Lockport was done in the archives of the Niagara Historical Society and the Niagara County Historian's Office. Margaret Truax loaned information she had previously compiled on individual buildings, biographies of historically significant persons, and history of the city's industries. David Dickinson, Niagara County Historian provided historic photographs and comprehensive knowledge regarding Lockport's history. Fred Amos conducted research on the development of the local quarry industry. Claire Ross, Survey and National Register Field Representative with the New York State Office of Parks Recreation and Historic Preservation (NYSOPRHP), provided information from the archives of the Field Services Bureau at Peebles Island and extensive technical guidance. The history of individual properties was researched by Margaret Truax and Christa R. Caldwell.

The historic context, significance and registration requirements for this nomination were developed in consultation with Claire L. Ross of the NYSOPRHP. The approach was to create a multiple property submission that could include all extant stone buildings within the city of Lockport that retained a reasonable level of architectural integrity. The general period for stone construction in Lockport has been defined as the period from the opening of the Erie Canal in the 1825 to the date of its second reconstruction in 1909. The history of the city's stone architecture is described in Multiple property Submission under the historic context: "The History of Stone Architecture in Lockport: 1821-1909." The significance of a few individual stone properties may extend to earlier or later periods to accommodate alterations or changes that have assumed historic significance. The property types are organized by building function and construction method.

Integrity requirements were based upon knowledge of the condition of existing properties and the history of the city. Fires, the mid twentieth-century Urban Renewal program, and normal gradual change have destroyed much of the city's stone construction. The surviving buildings in nearly all cases are rare surviving examples of once common building types. Because of their relative rarity at both the state and local levels, all intact stone resources were assumed to be eligible because they represent a historically significant construction type. Registration requirements address the physical integrity of the stone masonry itself as well as the integrity of the building's overall design intent.

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MULTIPLE PROPERTY DOCUMENTATION FORM
CONTINUATION SHEET**

Stone Buildings of Lockport, New York

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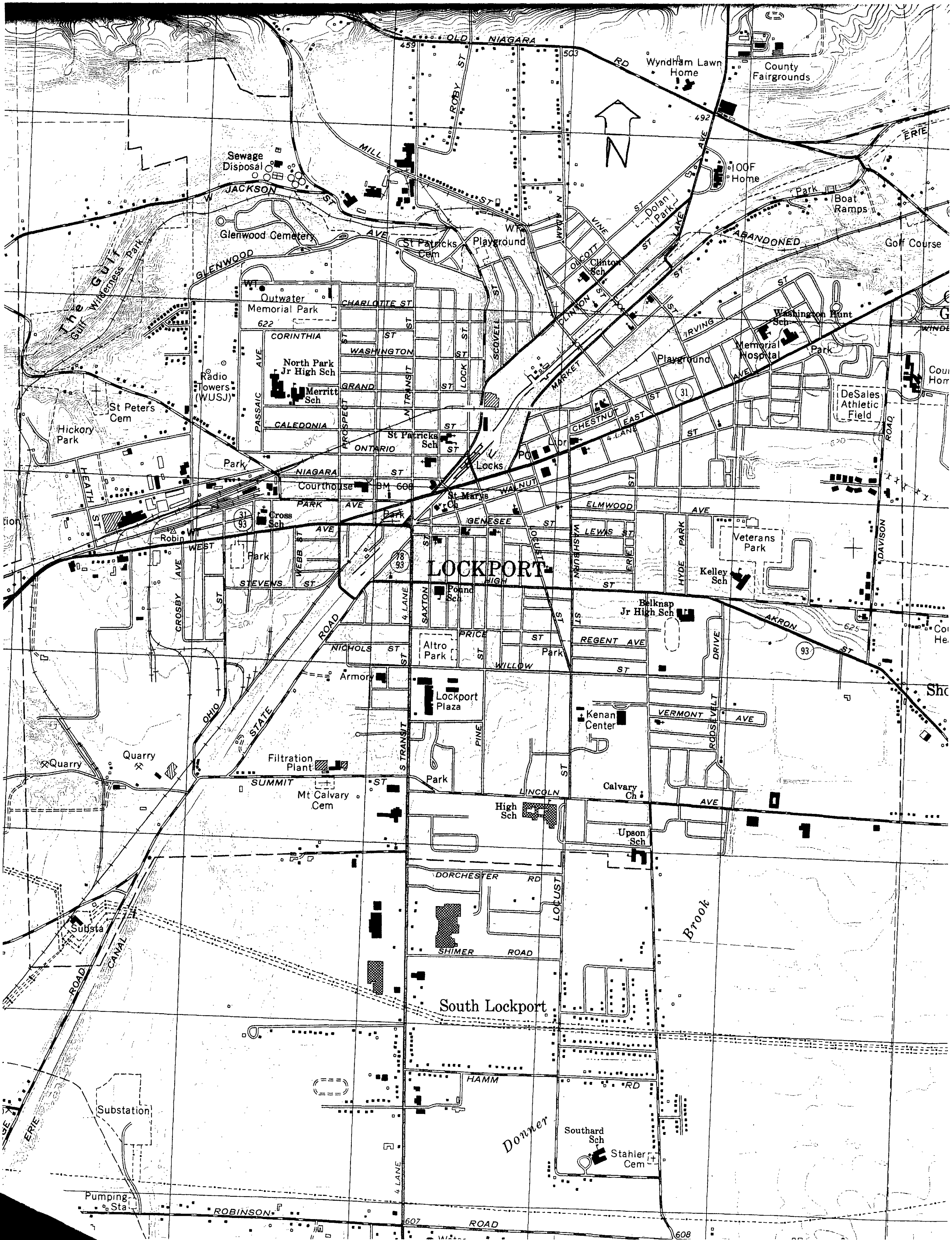

OLD NIAGARA RD
Wyndham Lawn Home
County Fairgrounds
ERIE
Sewage Disposal
MILL ST
ROBY ST
IOOF Home
W JACKSON ST
Glenwood Cemetery
GLENWOOD AVE
St Patricks Cem
Playground
Dolan Park
ABANDONED
Boat Ramps
Golf Course
The Gulf
Gulf Wilderness Park
Outwater Memorial Park
CHARLOTTE ST
CORINTHIA
WASHINGTON
Clinton Sch
Washington Hunt Sch
Memorial Hospital
Park
IRVING
North Park Jr High Sch
Merritt Sch
Radio Towers (WUSJ)
St Peters Cem
Hickory Park
GRAND
CALEDONIA
ONTARIO
NIAGARA
St Patricks Sch
DeSales Athletic Field
Locks
Courthouse
BM 608
St Marys Ch
PARK AVE
WALNUT
ELMWOOD AVE
Cross Sch
Robin
WEST AVE
GENESEE ST
LEWIS ST
Veterans Park
LOCKPORT
Kelley Sch
STEVENS
HIGH ST
Pound Sch
Belknap Jr High Sch
AKRON ST
NICHOLS ST
PRICE
Altro Park
REGENT AVE
WILLOW ST
Armory
Lockport Plaza
Kenan Center
VERMONT AVE
Quarry
Filtration Plant
SUMMIT ST
Mt Calvary Cem
Park
LINCOLN AVE
Calvary Ch
High Sch
Upson Sch
STATE ROAD
DORCHESTER RD
Brook
Substa
CANAL
SHIMER ROAD
South Lockport
HAMM RD
Substation
Donner
Southard Sch
Stahler Cem
Pumping Sta
ROBINSON ROAD
607
608
4 LANE
S TRANSIT
LOCUST
DAVISON ROAD
ROOSEVELT DRIVE
WASHBURN ST