

*Traveler's Companion*



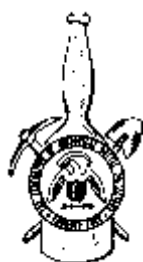
## OFFICIAL NEWSLETTER OF THE GREATER BUFFALO BOTTLE COLLECTORS ASSOCIATION

Published monthly by the members of the Greater Buffalo Bottle Collectors Association, 12489 Hunts Corners Rd Akron NY 14001 ; Distributed free to GBBCA members.

Meetings are held the second Wednesday of each month, starting at 6:30 PM at the St Peters Episcopal Church 205 Longmeadow Rd Amherst, NY 14226 , Membership dues are \$20.00 per year. We have a long distance membership fee of \$10.00 which is just for the newsletter each month.

The GBBCA is a non-profit organization and dedicated to the advancement and perpetuation of the hobby of Antique Bottles and related items along with other types of collectibles.

2016 Officers	
PRESIDENT	Peter Jablonski (716) 440-7985 peterjablonski@roadrunner.com
TREASURER	Tom Stengel (716) 683-5309 tjstengel@verizon.net
SECRETARY	Joseph M. Guerra, III (716) 674-5750 jguerra3@roadrunner.com
NEWSLETTER EDITOR	Craig R. Maefs (716) 877-9359 cmaefs@roadrunner.com



Hospitality	Tom Stengel
Librarian	Dave Potter (potter8151@roadrunner.com)
Show Co-Chairmen	Dave Potter (716) 771-1581 Pete Jablonski (716) 440-7985 peterjablonski@roadrunner.com

Articles in this newsletter may be reprinted, but it is cordially requested that the proper credit be given to both the author and publisher.

Mail Submissions for Newsletter to: Craig R. Maefs, 233 W. Girard Blvd. Kenmore, NY 14217-1836 email cmaefs@Roadrunner.com



# Traveler's Companion

Volume XVIII Issue I

January 2016

## SPECIAL FEATURE

A Boy , A Bridge, A Kite and A Bottle  
7



## Inside this issue:

President's Desk	3
Pictures from the past	4
GBBCA Membership Form	5
December Party Pictures	6
Member Ads	13-14
Club Notes and Events	15

## President's Desk



Hey Gang.

I hope all had a great time at our annual Christmas Party. Special thanks to Dave Potter for purchasing the bottles and to Donna & Tom Stengel for coordinating food and setup.



The privy meisters have been digging like gophers. Don pulled out a green Dr Hostettters Bitters out of one privy. The only whole bottle in the hole.

Share your best 2015 find for the Jan meeting.

On behalf of all the club officers and myself we wish a Healthy & Prosperous New Year !

Until Next Time Good Digging !

Peter



December Christmas Party and Bottle Bingo!  
Steve Gartz with his win!

Travelers Companion Third Place 2015





## *Pictures from Buffalo's Past*

Undated 2 gentlemen from Lancaster quenching their thirst with some beer bottled by the Voegle Bottling Works of Lancaster, NY. - Tom Stengel



# Greater Buffalo Bottle Collectors Association

46 Court Street  
Lancaster, NY 14086

## *Membership Application 2016*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State + Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Interests (i.e. Buffalo Beer, Insulators, etc.): \_\_\_\_\_

\_\_\_\_\_

Can we email the Newsletter as an Adobe PDF file (Requires Adobe Reader a free download from Adobe)?    ☐ Yes    ☐ No

Regular Membership with Newsletter by email (\$15.00) \_\_\_\_\_

(Make Checks Payable to GBBCA)

Long Distance with Newsletter by email only (\$10.00) \_\_\_\_\_

All Memberships with Newsletter by U.S. Mail (\$20.00) \_\_\_\_\_

Comments: (What would you like to see as a club or in programs?) \_\_\_\_\_

\_\_\_\_\_

Can we put your name in the Membership Directory? (Given to Club Members Only)

Yes

No

\_\_\_\_\_



## December Party Photos



Left, Bottle Bingo awards

Right, Pre-Bingo Dinner



Left, GBBCA members enjoying dinner

Right, Dinner conversation



Left, GBBCA President Pete Jablonski was the big winner!

Right, Second Place winner, Dan Domino



Left, Third Place Winner, Bob Watson

Right, Fourth Place Winner, Craig Maefs





## A Boy , A Bridge, A Kite and A Bottle

We all need a distraction from our 9-5 grind. For me like many of you its bottles. For 18 years I taught students in an alternative education program. Basically last alternative to jail. It was high stress at times so all the more reason I needed an escape from the stress. The school was located in the old part of Niagara Falls known as Suspension Bridge. In 1892 the village of Suspension Bridge was incorporated into the city of Niagara Falls. Frequently after work I would probe some vacant lots and do some digging. Mostly I would get some Suspension Bridge Bottling Work hutches or some Suspension Bridge pharmacies embossed EJ Smith Suspension Bridge embossed with a picture of a fan. One day I dug one of my favorite bottles . It was embossed Eugene Laurier Suspension Bridge NY but it did not have a fan. It had a picture of the Suspension Bridge that spans the roaring Niagara River connecting Niagara Falls NY with Niagara Falls Ontario Canada. The book *Pharmacy on The Niagara Frontier* shows Laurier was in business from 1892-1909 on Lewiston Avenue. **Here's where I take you back into my time machine to discover the history behind this fabulous bottle.**



Over a century and a half ago, the mighty Niagara Falls, once known only to the local Native Americans, was being transformed. Sightseers packed the banks of the gorge, with their numbers doubling every five years. **Tourism was exploding upon this natural wonder. In 1845, railroad advertisements, calling it “The**

center of a vortex of travel”, both cheapened and glamorized it. The promoters of two major railroad lines, Canada’s *Great Western* and New York’s *Rochester and Niagara*, the forerunner of *New York Central*, touted Niagara Falls as the new tourism Mecca. The majestic sight of Niagara Falls, previously visited and viewed only by the fortunate privileged class, was becoming more available to the general public.

A bridge spanning the turbulent gorge was envisioned. It would provide a highway over the gorge and allow commerce and people to pass more freely between Canada and the United States. Charters were obtained in 1846 from the Government of Upper Canada and the State of New York for the formation of two companies that were to own the bridge jointly; the Niagara Falls Suspension Bridge Company in Canada, and the International Bridge Company the USA. There must have been dollar signs dancing in their eyes as they calculated that the number of tourists would double as soon as the bridge was passable. Even at a toll of 25 cents per passenger, they felt that the bridge would be profitable within the first year alone. Up until this time, the only way to cross the imposing gorge was to go upstream and take a turbulent ride in a small ferry. The joint commission knew very little about bridge building. They did not even know if spanning a gorge 800 feet wide and 200 feet deep was practical. The leading engineers of Europe and North America were polled and quickly gave a negative response and opinion of the projects viability.

There were only four men who said it could be done; that building a bridge across the tumultuous Niagara River was possible. An interesting detail in this story is that all four of these men (Ellet, Roebling, Keefer, & Serrell), would each eventually build a suspension bridge across the Niagara Gorge somewhere between Niagara Falls and Lewistown; a distance of about 15 miles, all within a few years of the original Request For Information.



On November 9, 1847 after quite a contentious competition, an Engineer, described as swift and impetuous, Charles Ellet Jr. of Philadelphia, was awarded the contract to construct a bridge at the chosen site. Ellet, also known to be flamboyant, bold and ambitious, was extremely anxious to be the first man to bridge the Niagara River. This had been his burning desire since 1833 when he believed the Niagara offered him the greatest challenge. After studying suspension bridges in France, Ellet is quoted as saying, about the bridge across the natural chasm, that **he did not know “...in the whole circle of professional schemes, a single project which it would gratify me so much to**

**conduct it to completion.”**

The location of the chosen site was at the narrowest point of the gorge, immediately above the Whirlpool Rapids. The bridge was to connect the site of what was to become the Canadian village of Elgin (later Clifton, and then Niagara Falls, Ontario), with the American Village of Bellvue (now Niagara Falls, NY). Ellet was about to begin construction in January of 1848 when he was faced with his first obstacle. The building of a suspension bridge is commenced with the stretching a line or wire across the stream. However, it was the turbulent roaring rapids, the 800-foot wide gap, and the 225-foot high shear cliffs of the Whirlpool Gorge that made a direct crossing impossible. Ellet and his colleagues, to ponder this dilemma,



held a dinner meeting at the Eagle Hotel in the Village of Niagara Falls, New York. The conversation revolved around various methods to get the first line across the Gorge. Ellet, himself, proposed the use of a rocket. A bombshell hurled by a cannon was suggested. Some thought a steamer might navigate the rapids, knowing that the Whirlpool Rapids would devour any smaller craft and that ferries were too far upstream.

Local ironworker, Theodore G. Hulett (future Judge), suggested offering a cash prize to the first boy who can fly his kite to the opposite bank. The promotional prone bridge builder probably enjoyed exercising originality, and invited the areas youngsters to a kite-flying contest.

There was a tremendous turn out for the kite contest that was held in January of 1848. The kites began appearing on the Canadian side of the gorge, taking advantage of prevailing winds from West to East. The **first to succeed in spanning the gorge with his kite, named the 'Union', was fifteen-year-old American, Homan Walsh.** Homan crossed to the Canadian side of the gorge by ferry just below Niagara Falls, and walked the two miles along the top of the cliff to the location that the bridge was to be built. Homan had to wait a day for the wind to cooperate; it was a kite contest after all! However, on the second day, the **winds were perfect and Homan's kite went right up and flew high above the gorge.**

**Homan's kite flew all day and into the night.**

At midnight, as he had expected, the wind died and the kite began to descend. Then there was a sudden pull of the line, and it went limp. He realized what happened.

**Homan's kite string had broken. It was cut** on the edge of the sharp rocks and broken ice. The bad luck continued for Homan

**Walsh, the ferry wasn't crossing the river** because the broken ice made it too dangerous. He was marooned on the Canadian side in the town of Clifton for eight days. Fortunately he stayed with friends while he waited for the ice to clear enough to resume ferry service.

Finally, after eight days, he was able to go back to the US side, retrieve his kite, and repair it. Homan Walsh then made his way back to the Canadian cliff side, where he was able to fly the kite to the opposite bank. There it was caught and attached to a tree. He won the kite-flying contest on (or about) January 30, 1848, and was awarded the cash prize. His cash prize was either five or ten dollars (US). Accounts vary, depending on publications.

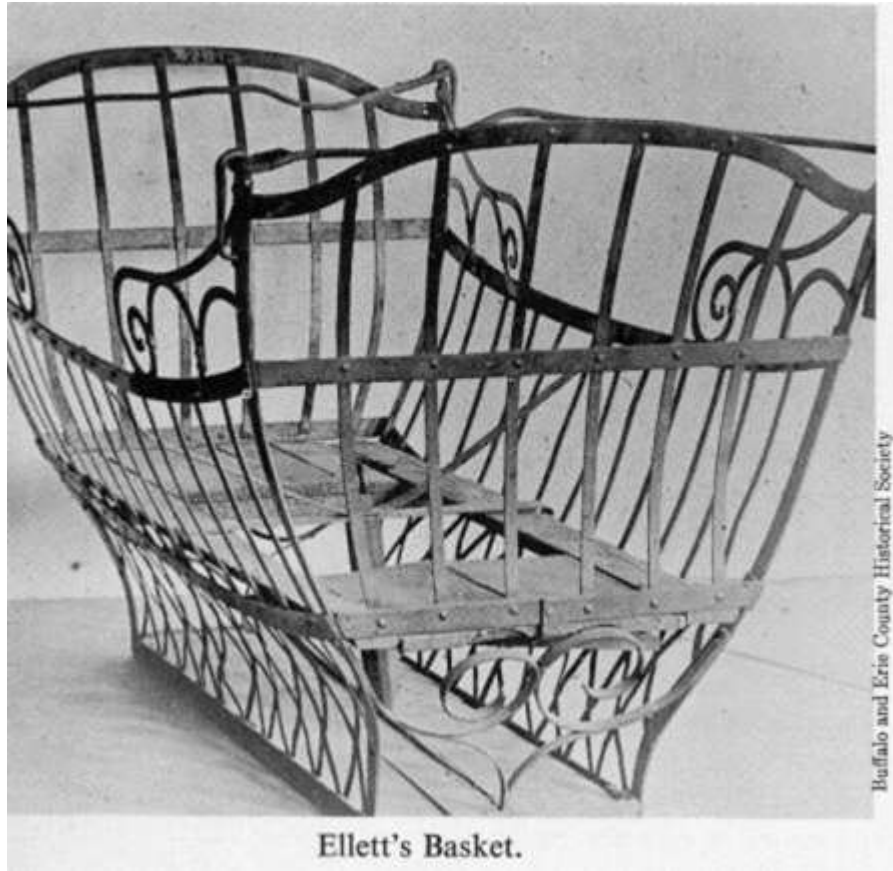
Why the kite contest, and commencement of construction, was started in the dead of winter, is difficult to comprehend, given the severity of the weather. In fact, the only reference found to weather was the listing of the ice jam that kept Homan Walsh on the Canadian side for eight days, and later as a cause of a construction accident.

Eighty years later, Homan Walsh, then living in Lincoln, Nebraska, recounted that his most precious memory was this exploit of his boyhood – his part in starting the first bridge over the gorge.



Ellett's basket, riding on cables strung between towers, 1848.

The day following the successful kite flight, a stronger line was attached to the kite string. A rope followed, and eventually a cable consisting of thirty-six strands of number 10 wire.



Ellett's Basket.

On January 31, 1848 the *Buffalo Dailey Courier* published this account; **"We have this day joined the United States and Canada with a cord, half an inch in diameter, and are making preparations to extend a foot bridge across by the first of June. Our Shanties are erected and we have a large number of men at work. Everything is going ahead. Men are very busy laying out the town of Bellevue, and are making arrangements for putting up a large hotel. The situation is a beautiful one, and bids fair, in the opinion of many to surpass the town at the Falls. I will keep you advised of the progress."**

Ellet then built two temporary, fifty-foot wooden towers facing each other across the gorge. There was 1,200-foot of cable that passed over and was anchored to the towers. The next challenge faced by Ellet and his bridge building team was how to get the materials, supplies, and workman shuttled back and forth across the gorge.

It was time for another meeting in the Eagle Hotel Tavern. Over pints of ale, Ellet and Hulett designed an iron basket. The completed basket looked like two high backed rocking chairs facing each other. The iron basket would hang suspended from rollers on the cable and be winched from one side to the other by a man turning a windlass.

Ellet, always in search of publicity, decided he would be the one to make the maiden voyage across gorge in the precarious cable car, going from one side and then to the other. On March 13, 1848 he wrote to the bridge companies:

**"Dear Sirs, I raised my first little wire cable on Saturday, and anchored it securely both in Canada and New York. Today (Monday) I tightened it up, and suspended below it an iron basket which I had caused to be prepared for this purpose, and which is attracted by pulleys playing along the top of the cable. In this little machine I crossed over to Canada, exchanging salutations with our friends there, and returned again, all in fifteen minutes. The wind was high and the weather cold, but yet the trip was a very interesting one to me - perched up as I was two hundred and forty feet above the rapids, and viewing from the centre of the river one of the sublimest prospects which nature has prepared on this globe of ours. My little machine did not work as smoothly as I wished, but in the course of this week I**

*will have it so adjusted that anybody may cross in safety."*

It wasn't long before others were lining up to pay a fee and go for a ride across the gorge. It quickly became the most novel thrill of the Niagara. Ellet's contract did not allow for him to collect tolls... so he didn't. He charged \$1.25 to *"Observe first hand the engineering wonder of bridging the Niagara"*. Often up to 125 people a day crossed the gorge, three-quarters of them women. One man, so the story goes, took one look at Ellet's iron basket and opted for the little rowboat passing as a ferry. Then he walked the two miles back to the bridge site to meet his wife, who was calmly getting out of the iron basket. Ellet's original iron basket is currently on display in the collection of *The Buffalo and Erie County Historical Society* in Buffalo, NY.

Ellet completed his service bridge in July 1848. Going from bank to bank in a horse drawn carriage must have been astonishing. Charles Ellet Jr.

**was so impatient that he didn't wait** for the safety railings to be constructed on both sides of the span. He called for a horse and buggy, and standing with the reins in his hands, *"Like a Roman Charioteer"*, one newspaper reported, drove himself across the flimsy structure to the cheers of the spectators. The report also stated that women fainted at the sight and strong men gasped. But, as author Pierre Ber-ton noted, *"Women were forever fainting and strong men gasping in the records of that century."*



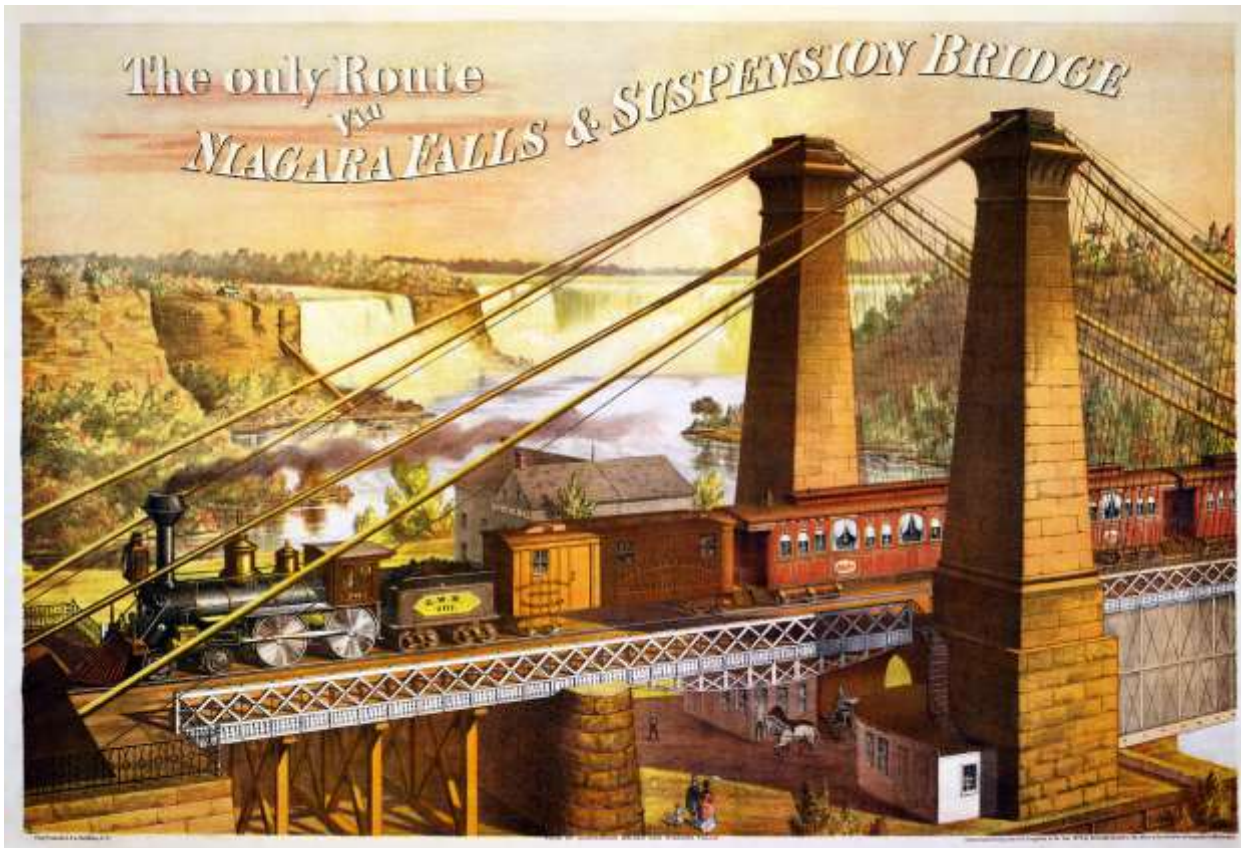
*Niagara Falls Suspension Bridge, 1848, the first bridge across the Niagara Gorge*

The bridge that was built with the aid of a kite was officially opened to the public in August 1, 1848. As **bridges went, Ellet's was somewhat primitive. It was 762 feet long and 8 feet wide. It was a heavy oak plank** roadway suspended 220 feet above the river from iron cables, elevated on either side. It seemed originally intended more as a novelty for tourist or as a convenience for local residents, than as a commercial highway.

Seven years later, however, using Ellet's span as scaffold, a railroad suspension bridge across the Niagara was completed. To carry the traffic loads of the day, a suspension bridge of two levels was proposed. The lower deck would be for horse drawn carriages and pedestrians, and the upper deck for train traffic. They **said it couldn't be done, but an Engineer, John Roebling, had a secret technique. The secret was an inven-**tion he devised for the manufacture and winding of steel wire into cables. If he could only get them to let him try it! They did, he did, and on March 8, 1855, the steam engine *London*, weighing 23 tons, crossed the new double-decked bridge at a brisk speed of 8 miles an hour.

All because of a kite!





Wanted: All Antiques: Bottles, Books, insulators, marbles, glassware, toys, boy scout, military, RR lanterns, beer advertising, post cards, stoneware, pottery, furniture etc...

EBay Listing service 25%

commission includes shipping items

Peter Jablonski (716)440-7985

**WANTED: Dunkirk, Jamestown, Olean NY -  
Bradford & Warren, PA BREWERIANA**

**Breweries:**

**Koch's, Kuhn's  
Dotterweich,  
Jamestown,  
Olean, Warren,  
& Bradford**

Joe Gula  
317-726-0810  
joeffd@indy.rr.com



**TOP PRICES PAID!**

**W A N T E D**

**DECORATED STONWARE  
ANTIQUE BOTTLES**

**1901 BUFFALO PAN AM**

**DAVE POTTER**

**716.771.1581**

**POTTER8151@ROADRUNNER.COM**

Buffalo blob and bimal beers and  
pontiled sodas wanted.

More than reasonable prices paid.

Joe Guerra (716) 674-5750 (h);

(716) 843-5824 (w) (716) 207-9948 (cell)

jguerra3@roadrunner.com

Wanted- Milk bottles from anywhere or anything old from the Tonawanda's.

I buy, sell, trade or talk milk bottles.

e-mail Dnldairy@aol.com

Dan Browning (716) 694-7122

*John & Dave's  
Buffalo Brewing History*



John Eiss & Dave Mik

WEB SITE: [www.buffalo brewing history.com](http://www.buffalo brewing history.com)

PORCELAIN INSULATORS  
FRED M. LOCKE  
IMPERIAL  
LIMA, NY

CATALOGS  
BOOKS  
RELATED ITEMS

**INSULATORS  
WANTED**

GLASS INSULATORS  
TILLOTSON  
ERW  
BOSTON BOTTLE WORKS

EMAIL: limaporc@yahoo.com

KEN WILLICK  
7349 SENECA AVE  
LIMA NY 14485  
(585) 624-3007

**WANTED: BEER BOTTLES** and  
brewery items from AMHERST AND  
WILLIAMSVILLE, NY.

Kevin Maria

e-mail [SunriseSaloon@aol.com](mailto:SunriseSaloon@aol.com)

**ALWAYS LOOKING FOR: BUFFALO &  
ERIE COUNTY BREWERIANA & HISTORY**

**DAVID MIK**

**39 MICHAELS WALK**

**LANCASTER, NY 14086**

**BUFFALO BREWERIANIST - HISTORIAN**

**(716) 681-1772**

**BUFFALOBEE@VERIZON.NET**

ABA

NABA

ECBA

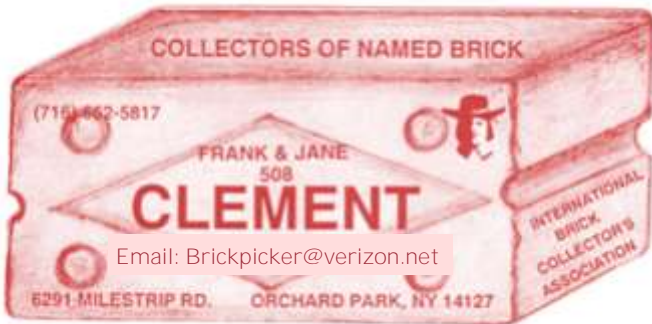
**BUYING ANTIQUE BOTTLES & FLASKS,  
EARLY GLASS (BLOWN, SANDWICH, ETC.), WHIMSIES,  
PAPERWEIGHTS, MARBLES, INKS, JARS, ETC.**

**CHRISTOPHER T. DAVIS**  
**ANTIQUe BOTTLES AND GLASS**

522 WOODHILL  
NEWARK, NEW YORK 14513

315-331-4078  
cdavis016@rochester.rr.com





Milk bottles and any other items relating to  
**Hutts Dairy of Buffalo NY**

(NOT the same name in Philadelphia, PA)

Peter Hutt 850 10th Street, NW , Washing-  
ton, DC 20001,

Tel:(202)662-5522, phutt@cov.com

Buy-Sell-Trade  
Lectures/Talks

Free Appraisals



## FRUIT JARS

John Spagnoli  
115 Elmhurst Dr.  
Orchard Park, NY 14127

Collector of Embossed  
Mason Jars

[jjrsrspagnoli@yahoo.com](mailto:jjrsrspagnoli@yahoo.com)

716-662-0885

I collect pre-prohibition beer bottles from Lock-  
port New York.

I'm looking for early beers bottles from: Lockport  
Brewing Company, Union Brewing, Crandell, Nai-  
smith, Dumville, Ulrich, Richardson, Wendell, May-  
ers, etc.

Mike Niethe Lockport NY

[mniethe@lockportny.gov](mailto:mniethe@lockportny.gov)



Bob Sheffield

Antique Bottle Collector

Buy, Sell & Clean Bottles

Contact:

345 Gillett Road  
Spencerport, NY 14559  
(585) 352-4604

Visit Us!  
15 Lafayette Ave, Buffalo  
Thursday, Friday 3-7 pm  
Saturday 12-4 pm

[communitybeerworks.com](http://communitybeerworks.com)



Wanted Koehler Beer Signs &  
Wayne Brewery Items Erie PA  
Call Norm at 814-450-2094



**Historical Research & Recovery**  
*"Preserving the Past One Privy at a Time"*

Peter Jablonski 716-440-7985  
Don Portik 716-471-5480  
Dave Potter 716-480-2586





GREATER BUFFALO BOTTLE COLLECTORS ASSOCIATION

12489 Hunts Corners Rd  
Akron NY 14001

Email: [peterjablonski@roadrunner.com](mailto:peterjablonski@roadrunner.com)



## Find of the Month

This is a pontiled 7 inches tall by 2 3/4 inches in diameter bottle embossed "Dr. CRONK GIBBONS & Co/SUPERIOR ALE/BUFFALO/N.Y.". The most common color for these bottles is emerald green. There are also much less common amber versions. Both colors come pontiled and smooth base.

The bottle, however, is the first I have seen in a lighter blue-green color. The bottle is definitely not just a lighter version of the emerald green color; it is a different color all together. I don't know if this was another color which was tried out at some point but then discontinued or if it was another color used for these bottles on a regular basis.

- Joe Guerra



## Club Notes

The Greater Buffalo Bottle Collectors Association's January General Meeting will be held on Wednesday, January 13<sup>th</sup> 2015 at 7:00 PM at St. Peter's Episcopal Church on Longmeadow Road in Amherst. The subject will be: Share your best 2015 find

For information regarding club meetings and events, including potential weather related cancellations, please feel free to contact: Joe Guerra 716/207-9948 or Pete Jablonski 716/440-7985

Suggestions for programs should be sent to Club President::Pete Jablonski 12489 Hunts Corners Rd Akron NY 14001



## SHOWS & EVENTS

24 January 2016 (Sunday) **Bayport, New York** – The Long Island Antique Bottle Association Show at the Girl Scouts of Suffolk County Juliette Low Friendship Center, Lakeview Avenue, Bayport. For anyone who is interested, please contact the Long Island Antique Bottle Association at [libottle@optonline.net](mailto:libottle@optonline.net), or you can call us at 631.589.9027, just ask for Mark. For mail inquiries, our address is Long Island Antique Bottle Association, 10 Holmes Court, Sayville, New York 11782-2408. Visit us on Facebook at Long Island Antique Bottle Association and give us a share or a like! Contact: Mark Smith, President by default L.I.A.B.A. **FOHBC Member Club**

10 January 2016 (Sunday) **Taunton, Massachusetts** – The Little Rhody Bottle Club Annual Show & Sale, New location at the Holiday Inn off Exit #9 of Route #495, 700 Myles Standish Blvd., Taunton, Massachusetts, Info: Bill or Linda Rose, 508.880.4929; [sierrama-dre@comcast.net](mailto:sierrama-dre@comcast.net)