

CHAPTER XXXIII

STEUBEN COUNTY.

STATISTICAL—COUNTY ERECTED—PULTENEY ESTATE—FIRST SETTLEMENTS—
COUNTY BUILDINGS—INDIAN OCCUPATION—PART IN MEXICAN WAR—TOWNS
—CORNING—RIVERSIDE—SOUTH CORNING—HORSELL—ADDISON—ARKPORT—
AVOCA—BATH—CANISTEO—COHOCTON — HAMMONDSPORT — PAINTED POST—
PRATTSBURG—SAVONA—WAYLAND—WOODHULL.

Steuben County was erected from Ontario County March 18, 1796. It has an area of 1,398 square miles. Of its land area of 894,720 acres, seventy-nine per cent or 706,899 acres are in farms. It has 5,143 farms, valued at \$26,436,523 with their buildings. Steuben has a population of 82,857, of which more than half are rural.

The county has 127 industrial plants. The employes of which, according to the 1929 federal statistics, receive \$10,515,670 yearly in wages. The plants pay out \$16,284,221 a year for materials, fuel and purchased power and the value of their products is \$42,368,686. Steuben has 3,134 miles of road, of which 346 are state highway. The number of automobiles owned within the county is 23,369.

Steuben County, in addition to its two cities of Corning and Hornell, has fifteen incorporated villages: Addison, Arkport, Avoca, Bath, Canisteo, Cohocton, Hammondsport, North Hornell, Painted Post, Prattsburg, Riverside, Savona, South Corning, Wayland and Woodhull. Bath is the county seat.

There are thirty-two towns, with population given as follows in the 1930 census: Addison, 1,975; Avoca, 1,783; Bath, 8,146; Bradford, 507; Cameron, 704; Campbell, 1,263; Canisteo, 3,391; Caton, 915; Cohocton, 2,514; Corning, 2,997; Dansville, 995; Erwin, 3,414; Freemont, 697; Greenwood, 968; Hartsville, 470; Hornby, 683; Hornellsville, 2,505; Howard, 1,032; Jasper,

986; Lindley, 945; Prattsburg, 1,421; Pulteney, 983; Rathbone, 695; Thurston, 647; Troupsburg, 1,124; Tuscarora, 839; Urbana, 2,108; Wayland, 3,071; Wayne, 516; West Union, 715; Wheeler, 677; Woodhull, 1,151.

The Seventh Range of Townships was annexed to Allegany County March 11, 1808; the part in the fork of Lake Keuka to Ontario County February 25, 1814; a part of Dansville to Livingston County February 15, 1822; a part of Reading to Yates County in 1824, and a part of Schuyler County February 15, 1822. A part of Steuben County rises to an elevation of 2,500 feet. The Cohocton River flows southeast almost through the center of the county. In high water it was once navigable for barks fourteen miles above Bath. Conisteeo River flows southwest of the Cohocton and nearly parallel. Tioga River rises in Pennsylvania, flows north and unites with the Canisteeo at Erwin and with the Cohocton at Painted Post, from the latter place the combined stream taking the name of Chemung River.

Steuben County, named after Baron Steuben, was all included in the Phelps and Gorham Purchase. It was sold by Phelps and Gorham to Ribert Morris who conveyed it to Sir William Pulteney and others in London. The territory was surveyed into townships and lots by William Bull, for the Pulteney Estate in 1792-93. Sales were made by townships at eighteen and twenty cents per acre.

First settlements were made in 1787-90 by immigrants from Wyoming, Pennsylvania, who located on the Chemung River, in the southeastern part of the county. These early settlers were originally from Connecticut. About 1790 settlements commenced in the western part, adjoining Yates County. In 1792-93 Capt. Charles Williamson, agent of the Pulteney Estate, commenced a settlement at Bath. He was a Scotchman and an officer in the British Twenty-fourth Regiment of Infantry during the Revolution but he did not serve in the war, as he had been taken prisoner by the French while crossing the Atlantic. Williamson was accompanied to Steuben County by a large number of Scotch and German immigrants and under his energetic leadership the settlement advanced rapidly.

The majority of the early settlers came by way of the Susquehanna and Chemung Rivers from Pennsylvania. Subsequently large numbers came from Eastern New York, New England and New Jersey. The county was divided by the Court of General Sessions in 1796 into six towns: Bath, Canisteo, Dansville, Frederickstown, Middletown and Painted Post. These comprised the territory now embraced in all the thirty-two towns and parts of Allegany, Yates, Livingston and Schuyler Counties. In 1790 the population of the entire county was but 168; ten years later it was 1,788.

Upon organization of the county in 1796, the county buildings were located at Bath. A wooden court house, one and a half stories high, with two wings, was built the same year. It was removed in 1828 and another court house of brick erected, to be later again replaced with the present modern structure. About the time of the erection of the first court house, a jail was built of hewn logs, which was superceded by the construction of another jail in 1845.

Today Steuben is the only county in the state with three court houses. Though all other county buildings are at Bath, court houses are located at Bath, Corning and Hornell for terms of both Supreme and County Court. This is to obviate long trips for jurors. A jail was erected at Corning in 1853-54, but now all prisoners are confined at Bath.

Steuben County is closely linked with the bloody Wyoming Massacre in Pennsylvania. Indians and Tories who planned the attack on the white settlement, acting under authority of British officers at Fort Niagara, followed the Indian trail across the Genesee Valley to the Canisteo upper reaches. Then they descended the stream eastward to within a few miles of what is now Hornell, where they cut down large pine trees on the bank and constructed canoes. In these they floated down into the Chemung and thence to the scene of their bloody work. The Chemung Valley from Painted Post to Tioga was at this time dotted with Indian settlements. The massacre was one of the motivating events leading to the Sullivan expedition.

Steuben County was one of the few in Central New York sending men to the Mexican War. One of the ten companies of 100 men each given by this state to form the Seventh Regiment of New York Volunteers was formed in the county. William E. Shannon of Bath recruited Company A, which he captained, leading it from Bath August 1, 1846, to New York, where it became Company I. On September 26, the command sailed for San Francisco and on April 1, 1847, were taken aboard the U. S. Lexington which took the troops to Monterey for ten months. The company was also at San Diego and San Pedro before being mustered out September 25, 1848. Captain Shannon died of cholera in Sacramento City November 3, 1850.

The town organization in Steuben was complicated. Addison was formed as Middletown in March, 1796, and its name changed April 6, 1808. A part of Troupsburg was taken off in 1808, Cameron in 1822, a part of Woodhull in 1828 and a part of Rathbone in 1856.

Avoca was formed from Bath, Cohocton, Howard and Wheeler April 12, 1843. The name is believed to have been taken from Tom Moore's "Sweet Vale of Avoca."

Bath was formed March 18, 1796. Pulteney was taken off in 1808, a part of Howard and Cohocton in 1812, a part of Wheeler in 1820, Urbana in 1822, a part of Avoca in 1843, and a part of Cohocton in 1852. A part of Urbana was annexed April 26, 1839.

Bradford, named for General Bradford, was formed from Jersey (now Orange, Schuyler County) April 20, 1836. A part was annexed to Orange April 17, 1854.

Cameron, named from Dugald Cameron, an agent of the Pulteney Estate, was formed from Addison April 16, 1822. Thurston was taken off in 1844 and a part of Rathbone in 1856.

Campbell, named for the Campbells, early and prominent settlers, was formed from Hornby April 15, 1831.

Canisteo was erected in March, 1796; a part of Troupsburg was taken off in 1808, Hornellsville in 1820 and parts of Greenwood and Jasper in 1827. A part was annexed to Troupsburg in 1818.

Caton was formed from Painted Post (now Corning) as Wormly March 28, 1839, and its name was changed April 3, 1840.

Cohocton was formed from Bath and Dansville June 18, 1812. A part of Avoca was taken off in 1843 and a part of Wayland in 1848; a part of Bath was annexed in 1852.

Corning, named for Hon. Erastus Corning of Albany, was formed as Painted Post March 18, 1796, its name being changed March 31, 1852. Erwin and Hornby were taken off in 1826 and Wormly (now Caton) in 1839. A part was annexed to Erwin in 1856.

Dansville, named from Daniel P. Faulkner, an early and spirited citizen known as "Captain Dan," was formed in March, 1796. Parts of Cohocton and Howard were taken off in 1812, a part of Wayland in 1848 and of Fremont in 1854. A part was annexed to Sparta in 1822 and a part of Cohocton was reannexed April 26, 1834.

Erwin, named after Col. Arthur Erwin, of Bucks County, Pennsylvania, an officer in the Revolution by whom the township was purchased from Phelps and Gorham, was formed from Painted Post January 27, 1826. Lindley was taken off in 1837 and a part of Corning was annexed in 1856.

Fremont, named in honor of Col. John C. Fremont, was formed from Hornellsville, Dansville, Wayland and Howard November 17, 1854.

Greenwood was formed from Troupsburg and Canisteo January 24, 1827. West Union was taken off in 1845 and a part of Jasper was annexed in 1848.

Hartsville was formed from Hornellsville February 7, 1844. Hornby, named from John Hornby, an English landholder to a large extent in Steuben and other counties, was formed from Painted Post (now Corning) January 27, 1826. Campbell was taken off in 1831, and a part was annexed to Orange (Schuyler County) April 11, 1842.

Hornellsville (now Hornell), named from Hon. George Hornell, one of the early settlers, was formed from Canisteo April 1, 1820. Hartsville was taken off in 1844 and a part of Fremont in 1854.

Howard was formed from Bath and Dansville June 18, 1812. A part of Avoca was taken off in 1843 and a part of Fremont in 1854.

Jasper, named from Sergeant Jasper, noted for his courage at the battle of Fort Moultrie, South Carolina, June 28, 1776, was formed from Troupsburg and Canisteo January 24, 1827, and a part was annexed to Greenwood in 1848.

Lindley, named in honor of Col. Eleazur Lindley, was formed from Erwin May 12, 1837. The colonel, who settled in 1790 and was original proprietor of the town, served in the Jersey Blues during the Revolution.

Prattsburg, named for Col. Joel Pratt, one of the first settlers, was formed from Pulteney April 12, 1813, and a part of Wheeler was taken off in 1820.

Pulteney, named for Sir William Pulteney, was formed from Bath February 12, 1808. Prattsburg was taken off in 1813 and a part of Urbana in 1848.

Rathbone, named from Gen. Ransom Rathbone, who settled in the town in 1842, was formed from Addison, Cameron and Woodhull March 28, 1856.

Thurston, named from William R. Thurston, a rich landholder, was formed from Cameron February 28, 1844.

Troupsburg, named from Robert Troup, general agent of the Pulteney Estate, was formed from Middletown (now Addison) and Canisteo February 12, 1808. Parts of Greenwood and Jasper were taken off in 1827 and a part of Woodhull in 1828. A part of Canisteo was annexed April 4, 1818.

Urbana was formed from Bath April 17, 1822. A part was annexed to Bath in 1839; a part of Wheeler was annexed May 3, 1839, and a part of Pulteney April 12, 1848.

Wayland, named for Rev. Dr. Francis Wayland, of Rhode Island, was formed from Cohocton and Dansville April 12, 1848. A part of Fremont was taken off in 1854.

Wayne, named in honor of Gen. Anthony Wayne, was formed as Frederickstown March 18, 1796. Its name was changed April 6, 1808. Reading (Schuyler County) was taken off in 1806,

Orange (Schuyler County) in 1813 and Barrington (Yates County) and Tyronne (Schuyler County) in 1822.

West Union was formed from Greenwood April 25, 1845.

Wheeler, named after Capt. Silas Wheeler, the first settler, was formed from Bath and Prattsburg, February 25, 1820. A part of Avoca was taken off in 1843 and a part of Urbana in 1830. The settler for whom the town was named served during the Revolution and was at the attack on Quebec, standing near Montgomery when he fell. Wheeler was four times taken prisoner during the war. He died in 1828 at the age of seventy-eight.

Woodhull, named for Gen. Nathaniel Woodhull, an officer in the Revolution, was formed from Troupsburg and Addison February 18, 1828. A part of Rathbone was taken off in 1856.

CORNING.

Once known as the El Dorado of the Southern Tier, Corning, on the south bank of the Chemung River, is today a progressive city where enterprise and vision in another generation have been crystalized in advancement equaled by but few communities of the area. With a population of 15,777, Corning is less than forty miles from the soft coal region, with natural gas for heat and light, and cheap electricity for light and power.

The community began its progress with completion of the Chemung Canal in 1833. When the bill for the canal was finding much opposition in Congress, Capt. Vincent Conklin of Horseheads drove his team to Blossburg, Pennsylvania, in the coal zone and laboriously conveyed a load to Albany, to prove that there were rich coal deposits in Northern Pennsylvania which could be tapped by construction of the canal. Largely as a result of this demonstration of the resources which the canal would bring to Albany, the bill for the waterway was passed April 15, 1829.

Erastus Corning of Albany foresaw the value of the project and in 1835 started organization of the Corning Company which purchased 340 acres of virgin territory on the site of Corning. A company survey showed that a railroad could be constructed from the town site, at the head of canal navigation, to the Bloss-

burg coal fields. And the cost would be less than that for a canal. A charter was obtained for a railroad to the state line at Lawrenceville. There Pennsylvania financiers secured a charter in that state to operate the road to the mines. In 1839 the Blossburg Railroad opened. Corning sprang into being.

A newspaper office was opened in 1840 and the Blossburg Advocate appeared. The same year the advance guard of the New York and Erie came. From Piedmont in Rockland County to Dunkirk on Lake Erie, workmen drove piles and spanned rivers with bridges. The Erie road was finished to Corning in 1849 and completed its full length in 1851. In 1852 there were 40,000 tons of Blossburg coal, brought by rail to Corning and transferred there and 50,000,000 feet of lumber were exported. In 1849 Corning stood third on the list of inland shipping ports in the state. Statistics of 1873 show that Corning exceeded in tonnage any other station on the Erie except Jersey City and Buffalo.

This shipping supremacy is maintained today by three trunk line roads entering the city—the New York Central, the Lackawanna and the Erie. Division offices of the New York Central are located there and the Erie and Lackawanna not far distant.

Corning by vote of 118 to five on October 25, 1848, decided to incorporate as a village and the first charter election occurred January 12, 1849. About 1840 the "Painted Post" post office had been removed from Centreville to Corning and in 1841 the name was changed to Corning post office. Corning was incorporated as a city in 1890.

In her schools today Corning takes just pride. But the inception of that pride in education came back in the fall of 1839 when a meeting was held at the home of S. B. Denton to launch a movement for organizing a school in the then district No. 14, town of Painted Post, village of Corning. By June, 1840, \$300 had been appropriated for building a school. The next September 1 the first school in the village was ready, a structure 24 by 30 feet. The first annual report showed an expenditure for the year of \$73 and 66 cents was left in the treasury.

With 260 pupils requiring an education and accommodations for only sixty, the proposition of building a new school was brought up in 1845. A year later by a vote of twenty to four, the sum of \$1,200 was voted for such school, which was put up on the village square. These schools continued to flourish and in 1850 the free school law was enacted. To supply any deficiency in school funds, \$1,200 was voted by the village and free schools introduced. The first expensive school was built in 1873 at a cost of \$70,000 under the name of Corning Free Academy.

The Corning Library was organized February 25, 1873, and opened in a new building on Erie Avenue February 4, 1874. Today Corning is proud of her great new World War Memorial Library, created in memory of those who gave all in that conflict.

Corning is as enterprising as when pioneers carved the community out of the forest. A few years ago the local automobile club boasted the distinction of having the largest membership in the United States for a city of the size of Corning.

The city has forty acres in parks, the main one being Denison Park of thirty-eight acres, a result of modern artistic landscaping. It contains a natatorium of very large size, with clear water pumped for a daily change and purified constantly with chlorification; after being heated by gas, it provides a constant source of joy to the bather and swimmer. Hundreds enjoy this privilege every day in season. Baseball, tennis, croquet, extensive playgrounds for the children with every variety of equipment and under intelligent supervision, all provide amusement and healthful occupation of the recreational kind for every member of every family. The facilities are used by people from very long distances and the pavillions are reserved sometimes two years in advance for gatherings of different kinds. The free use of these, together with gas for cooking, make the welcome of Corning felt to the stranger. A free tourist camp site is in the park, with use of the gas for cooking.

No city was ever better equipped with fraternal homes than Corning. Nearly all new, and built for the purpose, in size, appointment and general purpose they form a group of which any community may be proud.

The Masonic Scottish Rite Cathedral on Walnut Street, the Knights of Columbus Home on Cedar Street, the Elks Home on Walnut Street, the Odd Fellows Temple on Erie Avenue, the L. O. O. M. on Market Street, all provide ample accommodations for the members and to the visitor to the city.

In civic organizations, Corning has the Chamber of Commerce, Corning Rotary, Woman's Club, Woman's Business Club, Clonian Circle, American Legion and Women's University Club. Nearly all of these organizations function through the Chamber of Commerce, on the broader civic questions and issues.

People of Corning enjoying club life and service have at their disposal three finely appointed clubs in Corning Club, Corning Country Club and Imperial Club. Corning Club, one of the finest clubs in Corning, has always served its members with a high standard. It has made a most happy meeting place for the smaller civic functions and quiet dinners between business associates. Its membership embraces all that is best in the citizenry of Corning. The Country Club, with its location one mile from the city line, gives a twelve months' recreational service to its large membership through its finely appointed nine hole golf course, tennis courts, and winter sports. The club house is finely appointed.

The Imperial Club, for employees of the Ingersoll-Rand Company, the largest air compressor factory in the world, is in a beautiful old Colonial building, to which has been added a large dormitory capacity.

No sketch of Corning would be complete without mention of the development of glass making there on a scale unequaled in the world. Though the ancient Phoenicians are said to have first discovered how to make glass and the Egyptians made sham jewels of glass at least 5,000 or 6,000 B. C., the greatest advance in the art has been achieved at Corning. There the Corning Glass Works has the foremost laboratory and most comprehensive knowledge of glass making possessed by any industrial institution in the world.

The Corning Glass Works were established in 1868 by Amory Houghton, formerly proprietor of the Brooklyn Flint-Glass Works. Members of the Houghton family have expanded the

plant until it is probably the world's largest. One of the dynamic forces in this development is A. B. Houghton, recently American ambassador to London.

In 1878 Thomas A. Edison brought his dream of an incandescent electric lamp to the Corning Glass Works. It was but one of the long series of achievements of the company which specializes in scientific research in the manufacture and application of glass. Westinghouse bulbs are now made at Corning in the great plant which also turns out glass tubing for thermometers and steam boilers, radio tubes and insulators, clinical and laboratory glass, lantern globes, the famous Pyrex ovenware, art glass, cut, engraved and etched, auto lenses and windshields.

The Hunt Glass Works, Inc., makers of fine cut and engraved glass, is another of Corning's glass producers.

The Corning Hospital, with its registered nursing school, was incorporated April 11, 1900; it has a capacity of seventy-five beds, eighteen in wards and seventy-five in rooms, with twenty-five bassinets. The Corning Board of Health in 1912 established a tuberculosis dispensary at the City Hall, where surgical, pediatric, orthopedic, syphilis, neurological and tuberculosis clinics are held.

Corning, with its 5,655 families, is today a prosperous city, as evidenced by the 620 personal income tax returns filed there for 1928. It has seven public grade schools, three high schools, one junior high and three parochial schools, in which a total of about 4,600 pupils are enrolled. The strength of Corning's religious life is indicated by the city's three Baptist churches, one Christian Science, one Congregational, one Episcopal, one Hebrew, four Methodist, two Presbyterian, three Roman Catholic and three miscellaneous. The city's twenty-five manufacturing concerns turn out products valued at \$9,564,045 yearly.

The five financial institutions of Corning as shown by 1931 data have resources of \$14,425,784 and deposits of \$11,462,013. The city's school property is valued at \$1,000,000.

RIVERSIDE AND SOUTH CORNING.

Riverside, incorporated in 1922, lies west of Corning on the way to Painted Post. It has a population of 671, but in passing

from Corning to Painted Post it is hard to distinguish whether the community is a part of Corning or Painted Post or a separate corporation. Riverside has one small school, the students of higher grades going to the Painted Post High School. Affiliated with Painted Post in many ways, Riverside has both fire protection and water service from that village. Efforts have been made from time to time to have Riverside and South Corning annexed to Corning, but without avail, because of the lower taxes obtainable through remaining as separate villages.

South Corning lies to the southeast of Corning and is contiguous with the city. It was incorporated in 1920 and had a population of 714, as against 475 only fifteen years ago. The village has a comparatively new school building for grade pupils, but most of the high school students attend Corning Free Academy. Water and fire protection are supplied by Corning.

HORNELL.

Hornell, great railroad city of 16,243 in the upper Canistota Valley, is one of the few cities which in the past two decades has shown a constantly increasing population at each succeeding census. There have been no fluctuations downward. And from the days when it emerged from the forest, its growth has been largely due to railroads.

The period of Hornell's first rapid growth began with the construction of the New York and Erie Railroad. In 1841 the road's pile driver, a steam machine combining a pile driver, locomotive and sawmill, appeared at Hornell, then known as Hornellsville. It moved upon wheels, driving two piles at a time and sawing them off at a level as it passed. Running out of funds, the railroad company for a time suspended operations, but finally the road was completed and the first locomotive reached Hornell in September, 1850.

Progress of the place rapidly followed. November 19, 1851, the Hornellsville Tribune made its bow. The village was incorporated June 28, 1852, but it was not until 1888 that it was incorporated as a city. A branch road to Buffalo was opened in 1852, in a period when small fortunes were made in Hornells-



OWEGO FREE ACADEMY, OWEGO, N. Y.



COBURN FREE LIBRARY, OWEGO, N. Y.

ville in corner lots. Building boomed. There was not a vacant house in the community.

The first locomotive in Hornellsville was the Orange No. 4, built in Philadelphia. She was the first that ran to Attica and in fact the pioneer of the entire road. Engine No. 90 was the next, and the first to sound the steam whistle between Buffalo and Cleveland. She was taken from Boston to Piedmont on the Hudson on a schooner, then put on a scow and towed to Buffalo on the Erie Canal. There she was loaded on a ship and taken to Dunkirk on Lake Erie and ran the first train at that end of the road.

In 1851 Hornellsville had about 100 houses, two churches and two schools. Cobb's Hotel, corner of Main and Canisteo streets, was then the gathering place of travelers on the new road. Hundreds of inhabitants today owe their residence in Hornell to the presence of the Erie Railroad shops, which employ large numbers. The first Erie shop (or shed) was built in 1849 and enlarged the next year to accommodate three engines and machinery for their repair. It burned in 1856. Ground was broken for new shops and an engine house and the foundation laid in 1854, as the old shops were too small. The building was completed and dedicated by a grand ball September 4, 1856. Today there are many miles of switching tracks in Hornell and hundreds of cars pass through daily. The ancient shops have given place to new ones, covering several acres.

The first merchant in Hornellsville was Col. Ira Davenport, who came in 1815 with a single wagon load of goods, driving 300 miles from Harpersfield, Delaware County. He built with his own hands the first store, a frame structure 18 by 20 feet, a building later used as a kitchen for the old Black Horse Tavern. Davenport hauled his goods by team from Catskill, New York, and later opened stores in other places.

Andy L. Smith was the first tanner, coming in 1816. Dugald Cameron, son of the agent of the Pulteney Estate, settled in Hornellsville in 1814, and at one time was a justice of the peace. Judge George Hornell, from whom the community gets its name, made the first settlement in the town as early as 1793, purchasing 2,000

or 3,000 acres of land and erecting a grist and saw mill. At that time the nearest grist mill was at Elmira, sixty miles by later road but nearly 100 by the roads the pioneers were obliged to take. Journeys to that mill occupied weeks. For seventeen years Judge Hornell was the life of the settlement and the embodiment of its history.

Hornell was the town's first postmaster. Under his patronage the first school in the town was established about 1810, in a blockhouse outside the village. The first school inside the village came in 1813. In 1833 the district purchased land for a school on the point between Canisteo and Church streets for \$40 and the "Old Red Schoolhouse" was built at a cost of \$200. It was 22 by 28 feet in size. Many farmers' sons attending boarded in the village.

The first village library established in Western New York was provided by the Hornell Library Association, incorporated in 1868.

St. James Mercy Hospital was established in Hornell in 1890.

Bethesda Hospital was established and incorporated January 10, 1916.

Churches in the city date back a century. The First Presbyterian was organized July 10, 1832; Christ Episcopal Church, March 6, 1854; the First Baptist Church, October 17, 1852; St. Anne's Roman Catholic Church, 1849. These are the oldest.

Hornell today is a city of 4,130 families, 87.5 per cent of whom are native whites, one half per cent negroes and 12 per cent foreign born. In 1928 there were 750 in Hornell who filed income tax returns and in 1929 the number increased to 780. The city has 3,600 school pupils who attend five public grade schools, one high school, one junior high school and one parochial school. The city has two Baptist churches, one Christian Science, one Episcopal, three Methodists, two Presbyterian, one Roman Catholic and five miscellaneous.

ADDISON.

The picturesque village of Addison, on the Canisteo River in the town of Addison, has a population of 1,528. Addison was

named for Joseph Addison, English author and was called Tuscarora by the earliest settlers. The first settler in the town was Samuel Rice in 1791. The first sawmill was built by George Goodhue about 1793 and Samuel Smith opened the first store. Stephen Rice, son of the first settler, was the first child born in the town.

William B. Jones kept one of the first inns on the north side of the Canisteo. Solomon Curtis laid out a portion of the village on the north side and William Wombough a part on the south side about 1832. In 1830 the price of wild land in this locality was \$1.50 per acre, but in two years it had raised to \$2. About this time the valley became the scene of active mercantile and lumbering operations. In 1830 John Loop, Shumway & Glover, Wilcox, Birdsall & Weatherby began at Addison as lumbermen and merchants. They continued until 1832 when John and Peter Loop, Caleb Weatherby and Read A. Williams formed a co-partnership and built a store in the lower part of the village on the north side.

The village was incorporated in January, 1854, and the charter was amended by special act of the Legislature approved April 12, 1873.

A post office was established at Addison as early as 1804 and in 1830 a mail was brought once a week on horseback from Painted Post.

Dr. Frederick R. Wagner settled in 1830 as Addison's first doctor. There was no lawyer in town then, except James Birdsall, who was engaged in mercantile business, but later distinguished lawyers went out of Addison, including Andrew G. Chatfield, later a justice of the United States Court in Minnesota and F. R. E. Cornell, late state attorney for Minnesota and Supreme Court judge.

The First Presbyterian Church of Addison was formed in September, 1832; first Episcopal services were held about 1847, leading to creation of the Church of the Redeemer; the Second Methodist Episcopal Church was organized September 3, 1835; the First Baptist Church May 6, 1869; St. Catharine's Roman Catholic Church in 1854.

In 1847 four acres of land was bought north of the village as an academy site and a building erected at a cost of \$3,600. The school continued until destroyed by fire in 1856. Subsequently a private academic school in a brick dwelling was opened until the organization of the Union Free Academy in 1868.

Indicative of the early enterprise of the community was the construction of a plank road over the eleven miles from Addison to Elkland, Pennsylvania, in 1851, at a cost of \$20,000, by a company of citizens. The south seven miles of the road was surrendered to the towns through which it passed in 1857 and the rest September 1, 1878.

ARKPORT.

The village of Arkport, incorporated as late as 1913, traces its history back as far as 1797, when Judge Hurlbut and his eldest son, John, then a boy of twelve, came from Wyoming, Pennsylvania, and made a small clearing, planted a piece of corn and built a small log house. Today Arkport has a population of 575. Judge Hurlbut had previously purchased over 900 acres in the valley from a land speculator at \$4.50 an acre and afterward had to pay for the same land a second time at the land office.

After erecting his home, he returned for his family, returning the same year. The party came up the river in flatboats, to a point a mile below Arkport, making their way the remaining distance through a forest of weeping elms. Hurlbut was the first surveyor in Hornellsville (Hornell) and was employed almost constantly by the land office in making surveys in Steuben, Livingston and Allegany counties.

A year after arrival he built a two story log double house and began keeping tavern. In 1800 he built and launched the first ark ever run on the Canisteo and took it to Baltimore with a load of wheat. This opened a new market for surplus grain, pork and beer of the district. The same year he built a sawmill and storehouse on the east bank. Here in winter the farmers of the Genesee Valley would bring their wheat, corn, butter, cheese and other products and store them pending the time they could be moved to Baltimore by water. Thousands of bushels of grain

were sent yearly from this port and some seasons as many as eleven arks were loaded and sent down to the Susquehanna. As early as 1804 Gen. William Wadsworth of Geneseo started from Arkport, with two boat loads of oxen and reached Baltimore.

Commerce here went on well until the building of the Erie Canal, when the tide of travel turned through that waterway. But the early days had given a name to the settlement—Arkport.

AVOCA.

Avoca, ideally situated in the valley of the Cohocton, is a village of 835 inhabitants. Its first settler was William Buchanan, whose life of early adventure is scarcely duplicated in the history of the region. When a boy of seven at Wyoming, Pennsylvania, William was captured by Indians and taken to Western Pennsylvania or Ohio, where he was adopted by the chief. His red foster-mother, however, disliked the fondness of the chief for the little paleface. So she contrived to send him away well provisioned and headed to white settlements on the Susquehanna. He spoke the Indian tongue better than English. At the age of twenty he shipped as a sailor and traveled to many lands. On his return, while the ship was anchored three miles from shore, his longing to be free of ship service and on land again prompted him to swim to shore in the dead of night. He went into the eastern counties of the state, married and brought his family to Avoca probably about 1794.

The first school was a log house erected in 1818, near where the present railroad bridge stands. George Cameron was employed to teach at \$8 a month, a price considered high in those days. There were only two teams of horses in the entire town by 1812, oxen being used chiefly for hauling. Indian lodges were still numerous in the town when the first settlers came. Avoca was incorporated in 1883.

BATH.

Cloistered between towering hills, Bath, county seat of Steuben County, is the American descendant of Bath, England. The significance of its name is revealed in an historic incident of

Revolutionary days. A few years after the war of independence, the Pulteney Company of England, whose holdings once occupied much of Central New York, sent Capt. Charles Williamson to America to act in the company's interest. In 1792 he arrived on the present site of Bath and was entranced by the sweeping valley and its green clad hills. It reminded him of Bath, England, the home of Sir William Pulteney of the company which sent him to America. The embryo city of the West he there established was forthwith named in honor of his patron's English home, according to some histories. McMaster's history of the county says the community was named from Lady Bath, only child and heiress of Sir William Pulteney.

As early as 1793 Bath's wide streets were laid out by Charles Cameron, who with his brother and thirty men came down the Cohocton River on a flat boat. Liberty Street, the principal business thoroughfare, is 100 feet wide, though planned at the time of Bath's founding. At the end of this street lies Pulteney Park, a miniature Boston Commons. From the first the settlement grew rapidly, soon boasting a population of 2,000, which has grown today to 4,002. The Captain, who had then become Colonel Williamson, had a race track constructed and a theater built. He gave much advertising to the district in New York, Philadelphia and Baltimore.

Bath to outsiders is today probably chiefly known because of the famous Soldiers' Home there located. A sketch of this institution is given in the chapter devoted to state institutions.

Two important Indian trails once crossed each other in the valley where now run the principal streets of Bath, and these being long known to a few hunters, "Cross Roads" was the original name of the community. Williamson commenced actual settlement in 1793, in which year fifteen families took up their abode at Bath, a sawmill was built and a grist mill started. The first clearing about Pulteney Park was made a year later. Houses were erected as fast as thirty or forty men could build them. Indicative of the speed demanded by Colonel Williamson, was the erection of one building 40 by 16 feet, within forty-eight hours, a feat advertised in eastern newspapers.

Bath became the city of promise. Pioneers from the South pushed their canoes and barges up the rivers and men from the East toiled wearily through the forest with their oxen and sledges. Even planters in Virginia were attracted to Bath. Williamson staged great horse races on his mile course. Though there were but a few hundred scattered cabins from Niagara to the Mohawk, sportsmen from New York, Philadelphia and Baltimore gathered at Bath. As many as 2,000, including high bloods from Virginia, Maryland, Canada and Long Island, were there.

Then came the log theater at the corner of Steuben and Morris streets with a company of players from Philadelphia as an added advertisement. At one time the pretentious little city feared an invasion from the British in Canada, because of misunderstandings about land Williamson held at Sodus, Wayne County, on Lake Ontario. Williamson was given a colonel's commission by the Government, sent an express to Albany for 1,000 stand of arms, several pieces of cannon and munition supplies. Blockhouses and palisades were ordered thrown up and twenty-four hour watches kept. But the scare subsided. The village was then but a year old.

Bath for years before the construction of the Erie Canal was the liveliest place in the region. Being at the head of navigation of the Cohocton River and in direct water communication with Philadelphia and Baltimore, its founder envisioned it as the coming metropolis of the interior. But the Erie revolutionized the state's avenues of transportation and the dream faded. The outlet for the Genesee country was not by way of the Susquehanna.

In 1804 the village contained three streets—Liberty, running north from Pulteney Square, and Morris and Steuben, running east and west. There were but twenty-five buildings in the community. The village was first incorporated May 6, 1836. An act establishing a new charter was passed June 20, 1851.

The first school in the village, a small frame structure facing Pulteney Park from the west side just in front of the old log jail, was built about 1800. The next school was in a small building on the east side of the square. In 1812 citizens erected the

Academy on Steuben Street, but the school burned in 1824 and the "Red Schoolhouse" erected the following year to be used until 1848 as a school. It burned in 1849. A union school was formed in 1846 and a new school opened in the fall of 1848. It was a three story brick structure known as the Haverling Union School. It burned in 1865. Again a new school was erected. On June 10, 1868, it was voted to establish a union free school and the Haverling Union Free School was opened September 7, 1868.

The Bath Hospital was established in 1915. The Steuben County Tuberculosis Hospital, also known as Pleasant Valley Sanatorium, was opened in 1917.

Admirable highways serve the community, which is also on the Erie and the Delaware, Lackawanna & Western Railroads. Latest products of Bath manufacturers include ladders, knitted goods, milking machines, piston rings, awnings, etc.

Two live weeklies serve the village—the Steuben Courier, established in 1843, and the Steuben Farmers Advocate, which dates back to 1815.

Churches of Bath include the Centenary M. E., First Church of Christ, Scientist; First Baptist, First Presbyterian, Free Gospel Mission, St. Mary's Roman Catholic and St. Thomas Episcopal.

CANISTEO.

In the Canisteo Valley, where the earliest settlements in Steuben County were made, lies Canisteo Village, incorporated in 1873 and containing today 2,548 inhabitants. Where the community now stands there was once a Delaware Indian town, known in Colonial times as Kanestio Castle. It comprised some sixty hewn log houses, with stone chimneys. It was the castle of At-weet-se-ra, the "Delaware King" who in 1765, before the Sullivan campaign and the year after destruction of the place by Montour and Brandt, made a treaty with Sir William Johnson at Johnson Hall on the Mohawk.

Sir William had sent an expedition under Captain Montour, in the summer of 1764 and destroyed the Indian town because its inhabitants declined to give up two murderers who had killed two German traders somewhere in the country of the Senecas.

The inhabitants of the Indian village were a mixed set of Indians, of different tribes, fugitive slaves and deserters from the British army. At the time the village was razed, the Indians had a considerable number of horses, cattle and swine.

The broad, fertile valley attracted the first settlers in 1788. Col. Arthur Erwin drew Lot No. 1, where the village stands, but he exchanged lots with Solomon Bennett, who was the first settler, opened the first store and kept the first hotel. Bennett built a log house at the Corners which soon came to be called Bennettsburg. He also erected a mill a quarter of a mile east on Bennett's Creek.

The Erie Railroad, opened through the Canisteo Valley in 1850, gave the village a station on its through line between New York and Dunkirk and superseded river navigation as a means of transportation. But real community growth did not start until 1868 when the boot and shoe factory of L. Allison opened as the first real manufacturing establishment in the place.

Various planing mills, a sash, door and blind factory, a chair factory and another shoe factory and other industrial plants followed. With a population of only 342 in 1868, the place grew in the following ten years to about 2,000 inhabitants and the output of its factories totaled a million dollars a year.

The Canisteo Academy was chartered March 16, 1868, and a three story brick building to house it was completed in 1871 at a cost of \$17,500.

COHOCTON.

Cohocton Village, incorporated in 1891 and with a present population of 838, lies in a picturesque setting in Cohocton Valley. It is the center of a rich farming area, the principal produce being poultry products, potatoes, grain, hogs, sheep and thoroughbred cattle. It is served by the Delaware, Lackawanna & Western and the Rochester division of the Erie.

HAMMONDSPORT.

To the world of aeronautics, Hammondsport, village of 1,063 population at the head of Lake Keuka, is known as the "Cradle

of American Aviation," because the community and environs formed a laboratory for Glenn H. Curtiss in his development of aviation. Hammondsport's world prominence because of this one aspect of its history is sketched in the chapter of this volume devoted to aviation. The community is in the heart of the grape belt, its famous wine cellars and grape culture being discussed in another separate chapter.

The importance of Lake Keuka for navigation early attracted attention to Hammondsport. In those days the place was known as Pleasant Valley or Cold Spring, because of the icy spring which pours forth its waters in the village park along the lake. The name Hammondsport was given the place in honor of Lazerus Hammond, who in 1810 came from Dansville to settle. The original settler was Capt. John Sheathar, who came in 1796. His land was later acquired by Mr. Hammond who laid out a portion of his farm into streets and lots and gave the public square to the village. William Hastings was the first merchant, erecting a store in 1825. That year Ira G. Smith from Prattsburgh built a store and other buildings went up around the square.

While inland villages of Steuben County were hampered by building of the Erie Canal which diverted traffic northward, Hammondsport gained by it, as a village on the lake. The Pulteney estate agent, taking wheat and produce in payment for lands, made Hammondsport the shipping point by barges on the lake to Penn Yan, whence the produce was hauled by teams to Dresden on Seneca Lake and so reloaded there for canal shipment. In 1831 the Crooked (Keuka) Lake Canal was completed, linking Keuka and Seneca Lakes. The story of the canal is given in the chapter devoted to waterways. This gave impetus to building warehouses and stores in Hammondsport, which became the shipping center for Allegany, and parts of Livingston, Chemung, Steuben and Tioga (Pennsylvania) counties. But the Genesee Valley Canal cut off part of this tributary territory and when the Erie Railroad came through in 1850 and the Corning and Rochester branch two years later, lake shipping diminished. A daily line of steamboats plied between Hammondsport and Penn Yan until a half century ago.

Gen. George McClure erected the first store-house in Hammondsport and built the schooner Sally, the first vessel on Lake Keuka in 1803 to carry wheat from Penn Yan to his Hammondsport storehouse. In 1832 he erected a saw and plaster mill.

The first schoolhouse in the village was built in 1827 on the site of St. James (Episcopal) Church. A large stone building was erected for an academy in 1858. The village was first incorporated June 16, 1856, when it had 530 inhabitants. At a special election January 24, 1871, the village voted to reincorporate, under the general law of April 20, 1870.

The religious life of the community dates back more than a century to its early church beginnings. The Hammondsport Presbyterian Church was organized September 14, 1831, and St. James Episcopal June 15, 1829. Lazarus Hammond, for whom the town was named, gave the lot upon which the Presbyterians built their first church.

The village is noted for its scenic setting. Hammondsport Glen is a great cleft in the mountain and a reservoir of perpetual coolness. The distance from the level land above to the foot of the lowest waterfall is about one-half mile. The cascades in that distance number fifteen. The fall from the table land to the entrance of the glen is 400 feet. The entrance to the ravine is shadowy and spacious. The cathedral portion of the glen is formed by the sudden widening of the gorge, and is grand beyond description.

PAINTED POST.

Where the thriving village of Painted Post, with its 2,320 inhabitants, now stands there was once the solitary cabin of William Harris, a Pennsylvania fur trader who was the first white settler in all Steuben County. In 1786 he put up his cabin and a trading post near the north end of the bridge which spans the Cohocton in Painted Post. While on a visit to Pennsylvania in the winter of 1787, his place burned, but he rebuilt it and by 1889, when Phelps & Gorham sent out surveyors to survey the county, they made their headquarters at Harris' place.

The same year Col. Arthur Erwin from Pennsylvania came to Painted Post with a drove of cattle, which he was driving to Canandaigua. While resting the animals, he employed an Indian guide to show him the Steuben territory. So intrigued was he with the locality that on arrival in Canandaigua, headquarters for the Phelps & Gorham Land Company, he offered the cattle and future payments in gold for the land embraced in the town of Erwin, in which Painted Post is located. In the deed to this township the name "Painted Post" appears for the first time in a record or legal document.

The cognomen, "Painted Post," grew out of the erection by the Indians of a monument to the memory of the Seneca chief, Captain Montour, who died in 1779 of wounds received at the battle of Freeling's Fort.

"His comrades buried him by the riverside and planted above his grave a post on which were painted various symbols and rude devices. This monument was known throughout the Genesee forests as the Painted Post. It was a landmark well known to all the Six Nations and was often visited by their braves and chieftains."

This account of the origin of the painted post was given to Benjamin Patterson, a hunter, by a man named Taggart, who was carried a prisoner to Fort Niagara, and was a witness of the burial of Captain Montour or at least was in the encampment at the mouth of the Tioga at the time of his death.

Colonel Harper, a Revolutionary officer, claimed that the painted post was erected over the grave of a chief, who was wounded at the battle of the Hog Back and brought in a canoe to the head of the Chemung where he died. It was well understood by early settlers that this monument was erected in memory of some distinguished warrior, wounded in a border battle of the Revolution, and who afterward died at this place. The post stood for many years after settlement of the county and the story goes that it rotted down and was preserved in the barroom of a tavern until about 1810, when it mysteriously vanished. That the locality of the post was a favorite haunt of the Indian is

indicated by the numerous relics and skeletons that have there been unearthed.

The village plan was laid out in 1833 by Capt. Samuel Erwin and incorporation was effected in 1893. The first frame house on the village site was built in 1822 by Francis Erwin and remained until burned April 29, 1872. The place was used for a hotel. Erwin also built the first frame store on the northwest corner of Water and Hamilton streets opposite the hotel.

PRATTSBURG.

The settlement of Prattsburg, a village of 583 inhabitants and one of the most historic in the county, follows closely upon the settlement of Bath and seems a direct result of that movement. The village was incorporated in 1877.

William Root of Albany and Capt. Joel Pratt of Spencertown, Columbia County, New York, purchased township No. 6, third range of Robert Troup who had succeeded Williamson as agent of the Pulteney estate. Root's purpose for the deal was speculation, but Capt. Pratt desired to settle and found a religious society of the Congregational order. Because of this difference of motive, Mr. Pratt soon acquired Root's interest in the venture.

In 1799 Captain Pratt came to this region on horseback to make plans for his home. He selected a site on Urbana Hill, five miles southeast of Prattsburg and in 1800 he cleared 110 acres and planted it to wheat. This wheat was harvested and in the spring of 1802 was conveyed by ark to Baltimore and sold for \$8,000. It was not until 1805 that Captain Pratt brought his family within the present bounds of Prattsburg, but his nephew, Jarad Pratt, settled on what is known as the Luther Wheeler farm in 1800 and was therefore the first white settler within the town of Prattsburg. The second was a hunter, Daniel Buel; the third was Rev. John Niles, who came from Clinton (Hamilton College) in 1803. In 1805 Captain Pratt built a log house on the farm now owned by William B. Pratt. He built a frame house for himself and family in 1817 and it has remained in the family to the present time and has housed four generations of Pratts.

The Sabbath following the arrival of Rev. John Niles a religious service was held at the home of Jarad Pratt. On June 26, 1804, the "Prattsburg Religious Society" was organized by Timothy Field of Canandaigua and from this the name Prattsburg came to be applied to the town.

A number of the leading men in the settlement were Yale graduates. So it came about that the religious and educational aspirations of the people were the distinguishing characteristics of the little settlement. As early as 1822, a public meeting was called to consider the possibility of establishing a school for higher education.

During the following year, the people voluntarily pledged themselves to give \$2,000 toward building an academy and between \$3,000 and \$4,000 towards the support of the school. The school was opened early in 1824 with William Beardsley as principal. We are told the first recitation was in Greek. It was the only school of its kind in this section and drew students from all surrounding towns and counties. Many who were educated at Franklin Academy and Collegiate Institute in the early days became distinguished in work for state or nation, or were the leading citizens in the communities where they resided. The influence of the school extended from the Atlantic to the Pacific coast. Dr. J. L. Manning, pastor of the Old South Church of Boston, was educated here; Rev. Henry Harmon Spalding and Narcissa Prentiss, wife of Dr. Marcus Whitman, all pioneer missionaries to the Great Northwest were among its early students.

For a long time the only painted house between Bath and Geneva was the home of J. C. Higby, located on the side of Mrs. W. H. Hoag's home. It was given the distinguishing title of "Lily of the Valley."

In 1822, the Baptists after holding meeting in the district schoolhouse, built a log meeting house on West Hill, on land donated by the Pulteney estate. The Methodists built the Old Chapel in 1830. In 1828 the Presbyterians built a beautiful new church of Colonial type on land given by Judge Porter just East of the Academy. Both buildings continued to serve the people until February 28, 1923, when both church and school burned to

the ground in one of the most spectacular fires that ever visited Prattsburg. Within two years they were replaced by the modern brick buildings standing on the site today.

The Prattsburg News, a weekly newspaper established in 1871 by Paul C. Howe, assisted by his eldest son, W. L. Howe. The Kanona-Prattsburg Railway built in 1889.

SAVONA.

Savona, a village of 543 on the Cohocton River in the town of Bath, was originally known as Mud Creek. The first settlers were Thomas Corbit, who came from Pennsylvania with Colonel Williamson in 1793; John Doleson, who arrived from the Chemung in 1794, Henry Bush and Henry McElwee. A post office was established about 1823.

The Methodist Church of Savona was built in 1843, previous to which time services had been held in a schoolhouse. At first the Baptists held services with the Methodists but in 1856 built their own church.

The community is served by the Erie and the Delaware, Lackawanna & Western. Savona was incorporated as a village in 1883.

WAYLAND.

The Village of Wayland, in the northeastern part of the town of the same name, is a thriving village of 1,814 population; was settled by Capt. Thomas Bowles, a Mr. Bowen and John Hume, in 1808. A Mr. Hicks came in 1810 and Thomas Begole in 1814. The first sawmill was built by Benjamin Perkins; the first grist mill by Dugald Cameron and Abijah Fowler in 1816. Samuel Taggart kept the first inn in 1827 and James L. Monier the first store in 1830. The first school was taught by Thomas Wilbur in 1811.

The Wayland Village postoffice was established in 1852 and the village was incorporated in April, 1877, with H. S. Rosenkrans as first president.

WOODHULL.

Woodhull Village, of 290 inhabitants, is in the town of the same name in southern Steuben County, Tuscarora Creek flowing through the community. It was incorporated in 1899.

The first settlement in the town was made in 1805 by Stephen Dolson, Daniel Johnson, Patrick Breakhill, Bethuel Tubbs and Samuel B. Rice. Caleb Smith came in 1808. The first birth was that of Polly Smith, the first marriage that of Levi Rice and Cynthia Tubbs and the first death that of Benjamin Tubbs. Caleb Smith built the first gristmill in 1805; Ichabod S. Leach kept the first inn and Joseph Tubbs the first store. The first school was taught by Abner Thomas.

The Woodhull Academy and Union School was erected in 1868 by public subscription. Hamilton Marlett donated ground for the building. The Presbyterian Church of Woodhull was organized October 15, 1831; a Free Baptist Church society about 1834 and the First Baptist Church November 20, 1835.