

SARDINIA



1821 - 1996

175th ANNIVERSARY



Early Maple Sugaring - 1917

IMPORTANT HISTORICAL EVENTS

- 1809 George Richmond and two sons arrived, opening a tavern in the western part of town.
Ezra Nott settled in the eastern part of town.
- 1810 Elihu Rice arrived from Rhode Island.
Giles Briggs established a tavern at Rice's Corners (Genesee and Olean Roads).
- 1811 Ray Briggs was the first birth in Sardinia.
- 1812 Sumner Warren built the town's first saw mill, on Hosmer Creek.
- 1813 The first marriage was that of James Reynolds to Anna Richmond.
- 1816 Horace Clark opened the first dry goods store.
- 1818 The town's first schoolhouse was built just north of Rice's Corners.
- 1820 The first doctor, Bela Colegrove, arrived from Rhode Island.
The Baptist Church was the first to be organized.
- 1821 Sardinia was separated from the Town of Concord. Elihu Rice was the first supervisor.
The first Methodist class was formed.
- 1823 Chauncey Hastings started building a store and hotel in the village.
- 1824 Two acres were purchased on the north side of Genesee Road for a burying ground.
- 1825 Joseph Rice built the Cherry Tavern; his later structure is still at Routes 16 and 39 corner.
The Creek Road (now Route 39) was cleared.
- 1829 Sardinia Baptist Church, the present Town Hall, was built.
- 1835 W. W. Cornwell built the first grist mill and tannery.
- 1840 Nelson Nourse built a woolen factory, later used as a grist mill, on Mill Street.
- 1842 The original Methodist Church was built at 12849 Schutt Road.
- 1843 A. J. Adams built a carriage shop at the "upper corners" (Genesee and Savage Roads).
- 1847 Chauncey Hastings built a new general store on the corner of Savage and Schutt Roads.
- 1861 - 1865 The American Civil War.
- 1867 The 100 feet high "Liberty Pole" was erected at Schutt and Savage Roads intersection.
- 1869 St. Mary's Catholic Church was built on the corner of Foote and Pratham Roads.
- 1871 Buffalo, New York and Philadelphia Railroad opened a line through Chaffee.
- 1878 Sardinia and Springville Railroad opened, locating a depot near Schutt Rd. and Rt. 39.
- 1879 E. M. Sherman opened a dry goods store in Chaffee.
A cyclone on July 14 caused much destruction in the Chaffee area.
- 1880 Frederick Bigelow built a hotel, later owned by Hiram Savage, in Chaffee.
- 1881 Chaffee Post Office was established with E. M. Sherman as the first postmaster.
Protection United Methodist Church was built.
- 1882 The present Sardinia Methodist Church on Savage Road was built.
- 1886 This was the only year in which no license to sell liquor was issued in Chaffee.
- 1895 On July 4, Fire destroyed many stores, a tavern and skating rink in Chaffee.

- 1896 Methodist and Baptist Churches were constructed in Chaffee.
- 1900 Frank Eddy and Addison O'Dell formed O'Dell & Eddy Co. to make shoe last blocks.
- 1906 Buffalo and Susquehanna Railroad was built to run from Buffalo to Wellsville.
- 1909 The main structure was constructed at the Olmsted Camp on Benton Road.
- 1911 - 1918 World War I
- 1912 The first road was paved between Sardinia B. & S. and Chaffee Pennsylvania depots.
- 1913 The first Boy Scout Troop in Sardinia was organized with Hayden Orr as scoutmaster.
- 1915 Dwindling membership led to the closing of the Sardinia Baptist Church.
- 1917 The first electric lights were installed in Chaffee.
- 1925 Chaffee Methodist Church, closed; Preston Rice Sr. later used the building as a home.
- 1927 The first of sixteen annual Community Fairs was held August 9-10 at the Town Hall.
- 1929 A brick high school was built on Savage Road for \$60,000.
- 1930 J. R. Shaw, C. L. Shaw and R. Olin opened an automobile dealership in Chaffee.
- 1934 The Sardinia American Legion Post was chartered.
- 1941 - 1945 World War II
- 1942 New York State adopted a 40 mph speed limit to conserve tires, gasoline and oil.
- 1946 Town of Sardinia purchased the first rotary Snow-Go in Erie County.
The Schiener family started a hardware business in Sardinia.
- 1948 Memorial Volunteer Company was formed and obtained its first truck.
- 1950 Dial telephones became available to about 250 Chaffee customers.
- 1953 St. Jude's Roman Catholic Church was built on the corner of Savage and Genesee Roads.
- 1955 Emergency First Aid service was made available to residents.
- 1956 The Chaffee-Sardinia Kiwanis broke ground for a 25-acre park on Genesee Road.
Earl's Drive-In opened.
- 1957 An Olympic-size swimming pool was built at the park.
- 1958 Savage Road's south end was straightened, Hosmer Brook moved, Benton Road made dead-end.
- 1959 The "Liberty Pole" blew down.
- 1970 Erie County established Sprague Book Park, partly in Sardinia and partly in Concord.
- 1971 The Town of Sardinia celebrated its sesquicentennial.
- 1973 The Sardinia Historical Society was established.
- 1975 The Sardinia Historical Society Museum was opened to the public.
- 1977 The Blizzard of 1977 buried western New York for several weeks early in the year.
Manion Park was established in Chaffee.
- 1979 The school in Sardinia was closed and the building deeded to the town.
- 1985 Michael Uhteg supervised planting of 1,000 evergreens along Route 16.
- 1990 The first Earth Day celebration in Sardinia was held.
- 1995 Josie's Nichols Brook Restaurant, located at Olean and Schutt Roads, burned.

EARLY HISTORY

A group of merchants and businessmen in the Netherlands had formed the Holland Land Company, purchasing much of New York State from Robert Morris of Philadelphia, a financier of the Revolutionary War. The area that is now Sardinia was then part of Albany County, extending from the Hudson River to Lake Erie. In 1772, the western part was apportioned to Tryon County and after the war was renamed Montgomery to honor the American general. Townships were established. Whitestown, including about half of the entire state, extended from east of Utica to the Niagara River. In 1789 the state legislature divided Montgomery County; our township, Northampton, was then part of Ontario County in the western part of New York State.

The Holland Land Company then formed the Township of Batavia. The first agent of the Holland Land Company, Theophilus Cazenove of Philadelphia, engaged Joseph Ellicott as principal surveyor of the company's Western New York land. In 1804, as a result of Ellicott's survey, Batavia was divided into four townships extending from the Pennsylvania border to Lake Ontario. Batavia lay on the east, then Willink and Erie, and Chatauqua farthest west and south of Lake Erie.

In 1808, the state legislature created Niagara County, including the present day Niagara and Erie Counties, and divided it into three townships: Cambria, Clarence and Willink. In 1812, Willink was divided into four towns, the southeastern one being Concord; then on March 16, 1821, Sardinia and Collins were separated from Concord, marking the official founding of the Town of Sardinia. The new town was named for a favorite hymn tune of General Ezra Nott, one of the first settlers.

Originally Sardinia included Springville and a southeast part of the present Town of Concord. Since residents of both Sardinia and Concord were displeased with this decision, on May 1, 1822, boundary lines were changed to place Springville in the Town of Concord and giving the present areas.

The township is about 51 square miles or 31,937 acres in area. Shepherds Hill, named for Captain Samuel Shepherd, and located southwest of the center of town is the highest point, rising 1040 feet above Lake Erie.

For its first seventeen days, Sardinia was in Niagara County. Then, on April 2, 1821, Erie County was established, giving the geo-political divisions that still exist in this area today.

Statement of Andrew W. Shedd, of Sardinia

In the Spring of 1818, in company with Warner Fay and Joseph Gilson, I started from Albany on foot, with packs on our backs, for some part of what was then termed the "West". Chataqua was the principal point we had in view.

When we got as far as Sardinia, we stopped at the log hotel kept by David Calkins. While here, the settlers persuaded us to inspect the land in the vicinity, with a view to locating. Among them was Deacon Pratt, a Surveyor, who lived where E. Stickney now lives. He took us on lot thirty-eight, where I now live. We there took an article of the lot, Fay taking the south part, one hundred and twenty acres; Gilson the north part, one hundred and forty acres, and I the middle part, one hundred and forty acres.

We built us a small log house, about ten by twelve feet, and covered it with bark and cut a hole through the west side for a window. We had no glass, but used a board when we wished to keep the storm out; had no chimney, only a "Dutch back", and a hole through the roof to emit the smoke; made a floor of basswood plank, split out and hewed a little to level and smooth them. Our bedstead was the floor, which held a straw bed--I slept the fore side, Gilson the backside and Fay in the middle.

After completing our cabin, we began to consider where our provisions were coming from. We finally got General Nott's oxen, and Mr. Calkins' cart and I went to Aurora in search of provisions; finding none, I went on to Buffalo--found but little there; was directed to a man named Folsom as the only one likely to have any on hand. I purchased some beef and pork of Mr. Folsom, which I put in a barrel and bound onto the ex. of the cart, there being no box on it. I came home via the beach of the lake, Hamburg and Aurora. I stayed one night in Hamburg--fourth of July--and could hear the cannon in Buffalo; the next night in Holland, at Mr. Humphrey's, reached home, having been gone six days. I was tired and discouraged, and told the boys they could have all the meat but I was going to some other parts.

In the Fall Fay and I went to Middlebury, in what is now Wyoming County, and engaged in teaching....Gilson remained at the shanty whilst we were gone. Fay and I returned the next Summer after the close of our Summer terms of school. I was taken sick with typhys fever at Deacon Pratt's, and was attended by Drs. Prindle of Sardinia and Frank of Warsaw; recovering late in the Fall, I returned to my school at Middlebury.

The next Spring, I returned to my farm in Sardinia, where I have since resided.

from Erasmus Briggs, History of the Original Town of Concord, p. 829.

TOWN DEVELOPMENT

In 1809, the first known white settlers arrived in the area now the Town of Sardinia. That spring, George Richmond and two sons arrived from Vermont, locating on the Cattaraugus Creek, near the southwestern corner. In the summer, his wife and younger children joined them while Ezra Nott and two cousins, settled in the eastern part of the town.

Several more New Englanders arrived in 1810. These included Horace Rider, Henry Godfrey, Randall Walker, Henry Bowen, Francis Eaton, Benjamin Wilson, Daniel Hall, John Cook, Smithfield Ballard, Elihu Rice and Giles Briggs. By 1811, about fifteen families lived in the area, most of them located along the Cattaraugus Creek or near Genesee Road east of Savage Road.

Richmond and Briggs opened taverns, necessary because of poor roads and long distances between settlements. These became the gathering centers of the area. Chauncy Hastings' store, built in 1823, seemed to attract customers who soon began to establish homes and farms. The town grew rapidly. George S. and Thomas Collins opened a carding mill in 1820 and Nelson Nourse a woolen factory in 1840. Also in 1835, W. W. Cornwell built a gristmill and tannery behind the present Ken Sporysz home on Savage Road.

By the early 1820's church meetings were being held. (cf.: CHURCHES)

In the winter of 1818-19 Obediah Madison and his family arrived with oxen and sled from Bennington, Vermont. They settled on

100 acres in the area first called Madison and now Matteson Corners after him. Communities developed in Pratham in the west part and Protection in the northeast part of the town.

The first newspaper serving this area was the Buffalo Gazette, begun in 1811. The Sardinia Censor started about 1890. George A. Smith, the first editor, was succeeded by Thomas B. Crocker. After several subsequent owners, this paper is now part of the Arcade Herald and serves an area of several towns.

In 1821, the Sardinia post office was established; Horace A. Clark was postmaster. At one time, there were two rural routes from the Sardinia Post Office. They had been discontinued before it closed in 1995.

By 1840, a regular post road from Aurora to Olean served all towns along the present Route 16. A post office in Protection served that area from 1851 until 1943.



Mail Service - early 1900's

The Chaffee post office opened in 1881 at

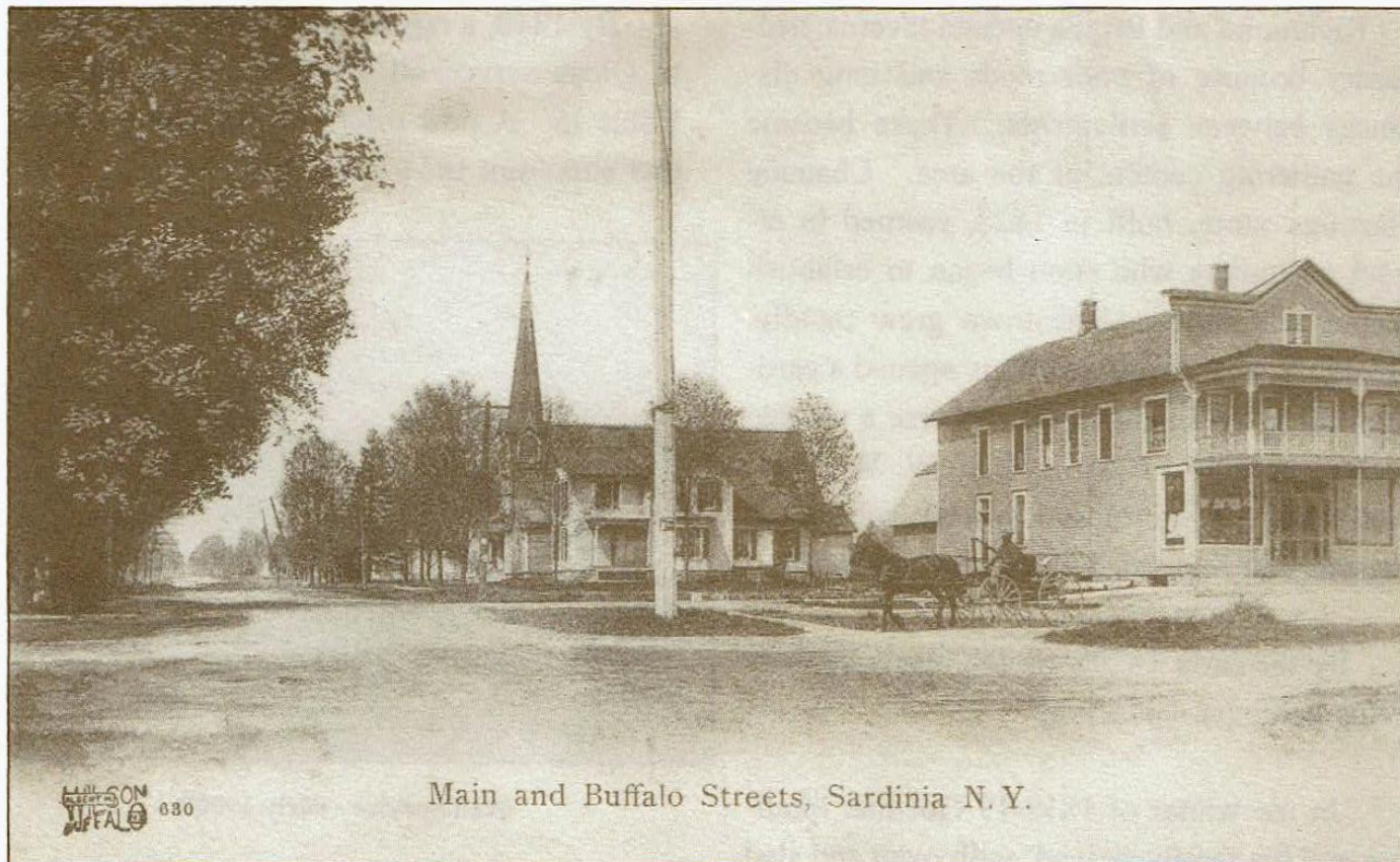
the grocery store with E. M. Sherman, its merchant, the postmaster. By error, when the post office was established, the name was spelled with only one f, but that has now been officially corrected. Today this, the only post office in town, has one rural route.

After the Civil War, a 100-foot high liberty pole stood at the intersection of Schutt and Savage Roads. A large flag was raised there on all patriotic holidays. When the top became unstable it was cut to about 60 feet but still used as a flagpole. Later more was cut and electric lights placed on it illuminated the corner until its final demise in 1959.

In 1956, Walter (Jake) Schiener, Robert Schiener and Preston Rice Jr. formed the Sardinia Improvement Co. to create residential

areas. They bought approximately eleven acres in Sardinia village from Fred Bolender and subdivided it into twenty-four lots on Deerfield Drive where Robert Schiener built the first house. They then bought farm land and created seventeen lots of Hosmer Heights.

Businesses and farms flourished through World War I to the Depression. Then, with increased industrialization, the growth of automobile transportation nationwide, and innovations in farm machinery and equipment, larger businesses replaced smaller, privately owned ones. The number of farms in Sardinia gradually declined and although there are still many businesses, they are of a more limited variety. Today, most residents of Sardinia travel to nearby towns or to Buffalo for employment, shopping and business purposes.



Main and Buffalo Streets, Sardinia N. Y.

Liberty Pole - Main and Buffalo Streets, Sardinia.

ITEMS FROM OLD TOWN RECORDS

Voted to pay Giles Briggs for four gallons of whiskey to be used as a "tonic" to workers at a "road bee" opening a new road. (1822)

Voted to refund John McCoy fifty-three cents overpaid his Tax. (1844)

Voted that the adjournment of town meetings be voted for by Ballots Hereafter. (1846)

Voted that cattle, horses, sheep, hogs and geese shall not be free commoners to this town. (1851)

Voted that we pay one shilling per head for all heads of crows killed in the town, except on Sunday, between this and the next town meeting. (1851)

Voted to raise fifty dollars to fence the burying ground. Voted that Ezra Nott and Thomas Holmes and Thomas Hopkins be authorized to oversee the building of the fence and expend the money. (1851)

Voted that Prince Goodspeed be paid the sum of \$2.50 for digging graves for poor people. (1853)

It was voted that the sexton of the burying ground be authorized to cut all the noxious weeds growing on said lot twice during the present year, once before the 10 day of June and again during the month of September and if necessary remove them out of the way at an expense not exceeding \$5.00 and charge same to town.



Olean Road looking South, early 1900's: R. Willis Hardware and R. Savage Store

*Excerpts from **CHAFFEE** by A Man Up a Tree*

Writtten about 1910; Author unknown

*When the whistle blows you get off the train
And it's always snowing when it doesn't rain.
On the end of the depot this sign you see,*

C-H-A-F-F-E-E

** * * * **

*You walk down the street to a big Hotel;
If you're five minutes late you won't get a smell.
In the bar room the land-lord grabs you by the paw,
And says this is Hotel D. Shaw.*

** * * * **

*This silver tongued gent is an old time Speeler,
His name is Honorable Ebenezer Wheeler.*

** * * * **

*CHORUS: C-H-A-F-F-E-E
That's the only place for me
Where everybody knows who everybody is,
And all the old women know the other fellow's BIZ!*

*Walk down to the store with the flag pole on top,
Where they keep dry goods and a milliner shop.*

** * * * **

*Next thing you come to is Bert Allen's store,
Where the men swap lies and spit on the floor.
That story in the paper you've all read of course.
Bert's the only pebble in the Chaffee police force.*

** * * * **

*Just around the corner is the meat man Brown.
You'll always find him there when he isn't up town.*

** * * * **

*There's a nice new building on the corner site,
Where the Odd Fellows meet every Wednesday night.*

** * * * **

*I thought and thought and it nearly stumped me,
To find a rhyme about the O'Dell and Eddy Company.
They have a nice new office beyond the barber shop.
If you want to sell your sugar bush that's where you
want to stop.*

*Uncle Rob and Harry run the village mill,
And they put the long green in the money till.
Harry keeps fast horses kicking down the stalls,
But Rob puts his money in his overalls.
The only real monopoly Chaffee has ever known
Is the Erie Wyoming Telephone.
If you're sick or it's stormy so you can't get out at all,
Just send for Ben Shippy and he'll screw one on the
wall.*

** * * * **

*Again you ask Central, "Is this line always busy?"
Yes, there's twenty-one phones on the line with
Lizzie.*

*There's a black stand pipe near the railroad track,
That looks just like a big smoke stack.
It's connected to the faucet in the kitchen sink.
It's nicer than that old wood pump where father
used to drink.*

** * * * **

*A two story hall is the next thing you see,
Where the Grangers meet for their Christmas tree.*

CHORUS:

** * * * **

*Just across the corner is Pomeroy's Store.
They keep things there that you never saw before.
Cheese full of skippers and coffee ground coarse,
And if Hubby doesn't support you, you can get a
divorce.*

*Pomeroy the Postmaster is a wise old snail,
For he reads all the postal cards that go through the
mail.*

*Just around the corner is the blacksmith shop,
With a sign on the end and a chimney on top.
At the forge stands a good looking smutty nosed
chap,*

*Always wide awake but his name is Knapp.
Across the street lives Doctor Bordon.
He sends his patients across the river Jordan.
If you wake up some morning and find a baby in the
house,*

*Just blame it to him or Jennie House.
They both try to lay it on the poor old stork,
But we're not from Missouri; we're right from New
York.*

** * * * **

CHORUS:

*If you want a gasoline engine or a McCormick mower,
Just walk yourself around to the hardware store.
There is no one in sight but Rob and Frank,
For Joe's gone to put his nickel in the bank.
Go down to the schoolhouse; it isn't very far.
You say to the teacher, "Is this all the kids there are?"*

** * * * **

*This is the end of my silly little rhyme.
If you want to buy a copy it'll cost you half a dime.
If you don't like the reading, don't blame me.
For that's the way it looks to a man up a tree.*



Olean Road and Briggs Street, looking Southeast, Shaw's Hotel on left



Main Street in Chaffee, looking North, store on left, hotel on right



Rollerskating in Chaffee about 1906

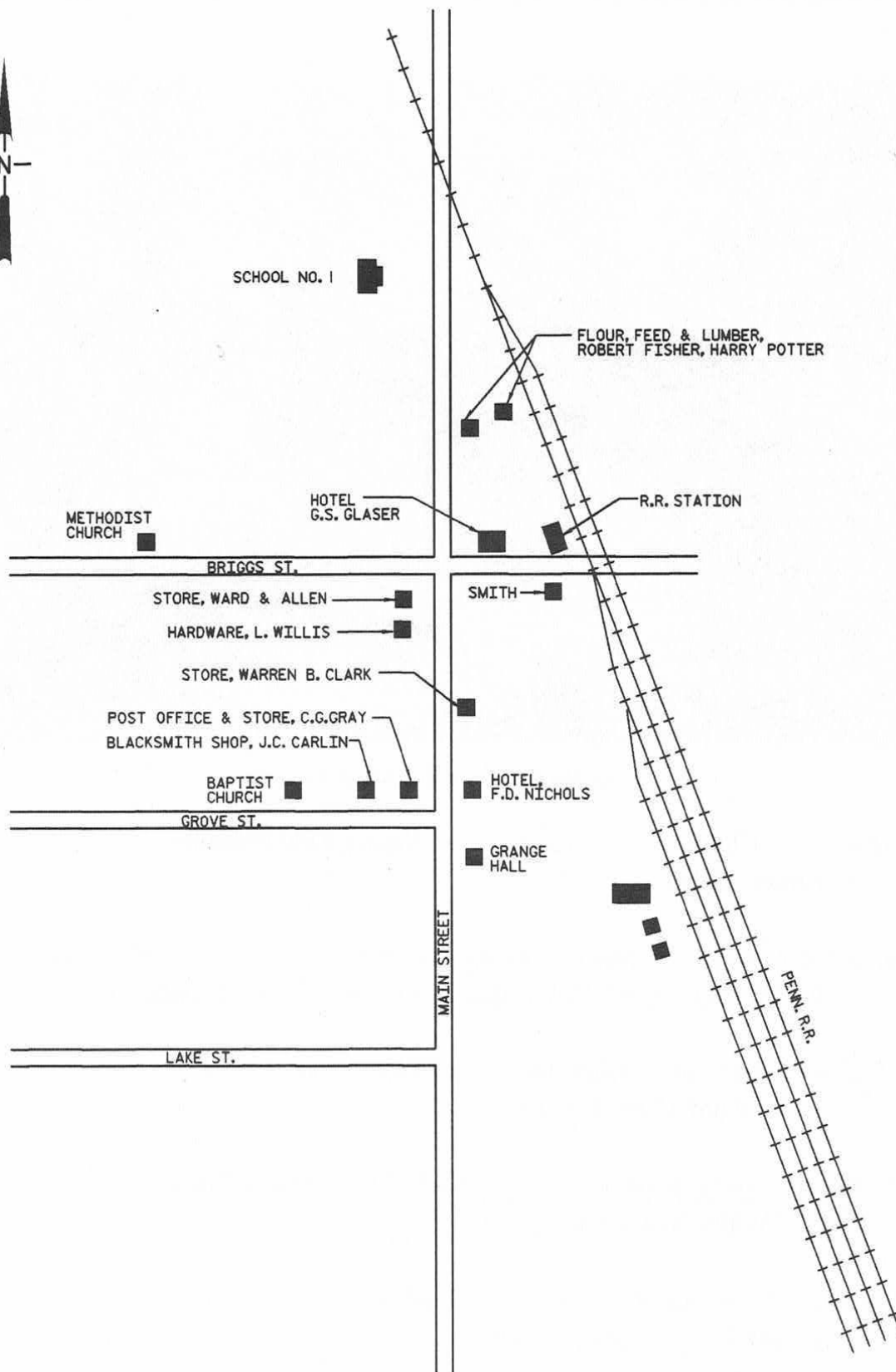
Front: ____ Glasner, ____ Glasner, ____ Glasner, Orin Richardson,
Gilbert Richardson.

Second row: Frank Thomas, Genevieve Pomeroy, Ruby Blood, Gertie Parker
Pollitt, Nell Gilbert, Vivian Richardson, Ida Crawford, Sadie Carlin.

Third row: John Carlin, Hoyt Butler, John Pollitt, Sam Gilbert, _____,
Jessie Ward, Hettie Pomeroy.

Fourth row: Hoyt Stevens, _____, Ed Jackson, Howard Pomeroy,
Rob Willis, Bert Allen.

Fifth row: Claude Stevens, _____, Claude Butler, _____, _____,
Everett Brown, Frank Nichols.



CHAFFEE

Several families had already settled along the Olean Road area by the mid 1800's. Very soon after the construction of the Springville and Sardinia Railroad (cf.: TRANSPORTATION), a thriving community developed at the eastern terminus, Sardinia Junction.

Two stories about the name have circulated for years. One states that it honors Bertrand Chaffee of Springville, president of the railroad; the second claims it was named for Carl Chaffee, a conductor on the line.

E. M. Sherman built a store in 1879 on the south side of Briggs Street. Sherman served as postmaster in the post office located in his store. In 1880, Frederick Bigelow built a hotel across from Sherman's store at about the present location of the fire hall. In the early 1880's, Ransom Savage built a general store on the southwest corner of Olean and Allen Roads. Directly south of that was Robert Willis' hardware store. At the present location of the I.O.O.F. building was the Butler Build-

ing, housing W. B. Clark's store and a hall used by the Methodists. The upstairs was used at times as a roller rink.

A disastrous fire on July 4, 1895 destroyed the Butler Building, the store and a barn behind the store, the hardware and the Alex Wilkins house.

The Odd Fellows Hall was built in 1910, and by 1908, David Butler had Chaffee Mills on the east side of Olean Road across from the present Ronald Wiedemann home.

SETTLERS in 1814: Jacob Wilson

Benjamin Wilson Danial Hall Jonathan Cook

ALSO by 1866: S. Howell O. Simons

B. Wilson

J. Holmes A. Wilkins A. Rosier A. Crook

O. Phelps S. Butler L. Hall W. Hall

J. Weatherlow

ALSO by 1880: O. J. Beardsley

O. Green, former Buffalo Police Commissioner

also by 1905: S. Howell M. Stone

E. Haley W. Warner C. Webster.

CHAFFEE FIRE

Wyoming County Herald - July 4, 1895

Sincere sympathy of citizens of Arcde is extended to those who suffered so severely by the disastrous fire which overtook our sister village, Chaffee, the evening of the 4th which is supposed to have started in the oil room of Smith's Drug Store. In a short time it had destroyed all of the heaviest portion of the business places and was caused, in part, by the lack of water. The fire spread to E. Smith's General Store and post office, whose loss was \$6000.00, insurance \$2500.00. The Butler Block, containing W. B. Clark's Store and a hall, occupied by the Methodist Church, R. L. Willis Hardware and dwelling, A. W. Wilkins dwelling. R. L. Willis loss was \$6000.00, insurance \$1200.00. The Methodist people had newly seated their hall and had purchased a new organ, which has all been swept away and they are now worshipping in the grove. Rob Willis had just put in five tons of coal, which is at present still on fire.

PROTECTION

Protection, first named Stone Mills, straddles the towns of Sardinia and Holland where they are divided by Cazenovia Creek.

About 1840, a Mr. Porter built a hotel on the Holland side. His wife objected to the words "hotel" or "inn" or "tavern" on the sign so it read "Protection Harbour". Later the "harbour" was dropped, giving the hamlet its name.

The Buffalo, New York and Philadelphia Railroad built a depot there around 1871. Throughout the years, there have been many businesses in the area, including a dry goods store, at least two hotels, cider and saw mills and a canning factory. None of these businesses remain; today Protection is chiefly a residential area of mostly older homes.

FAMILIES in the 1830's: J. Cook R. Hawks

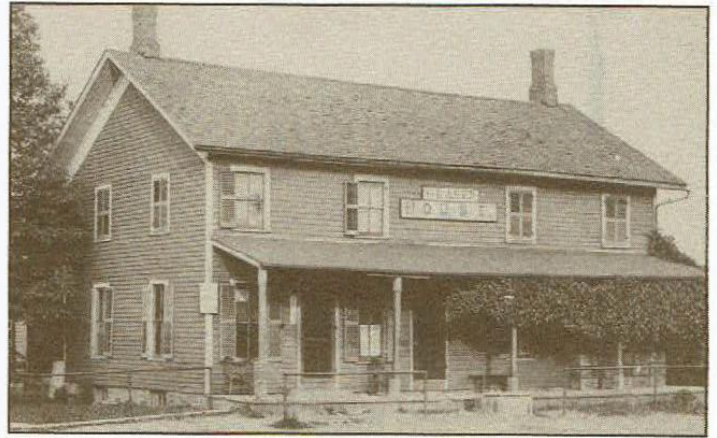
E. Rogers M. Wheeler VanDusen J. Vosburg

ALSO by 1866:

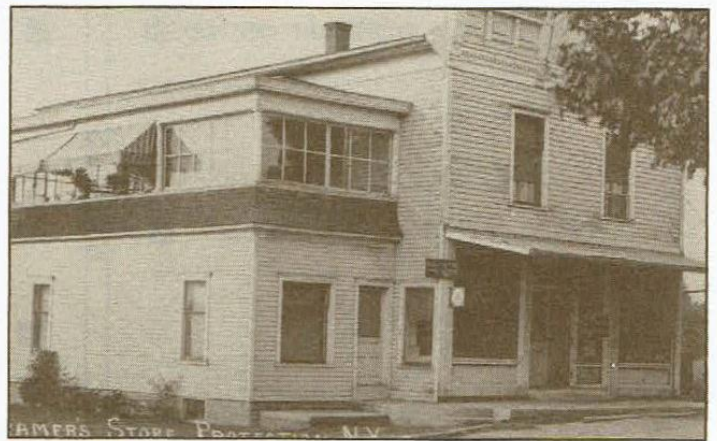
W. Kingsley O. Child A. Crocker C. Woodworth

ALSO by 1880:

F. Wagoner M. Hannon F. Farrington

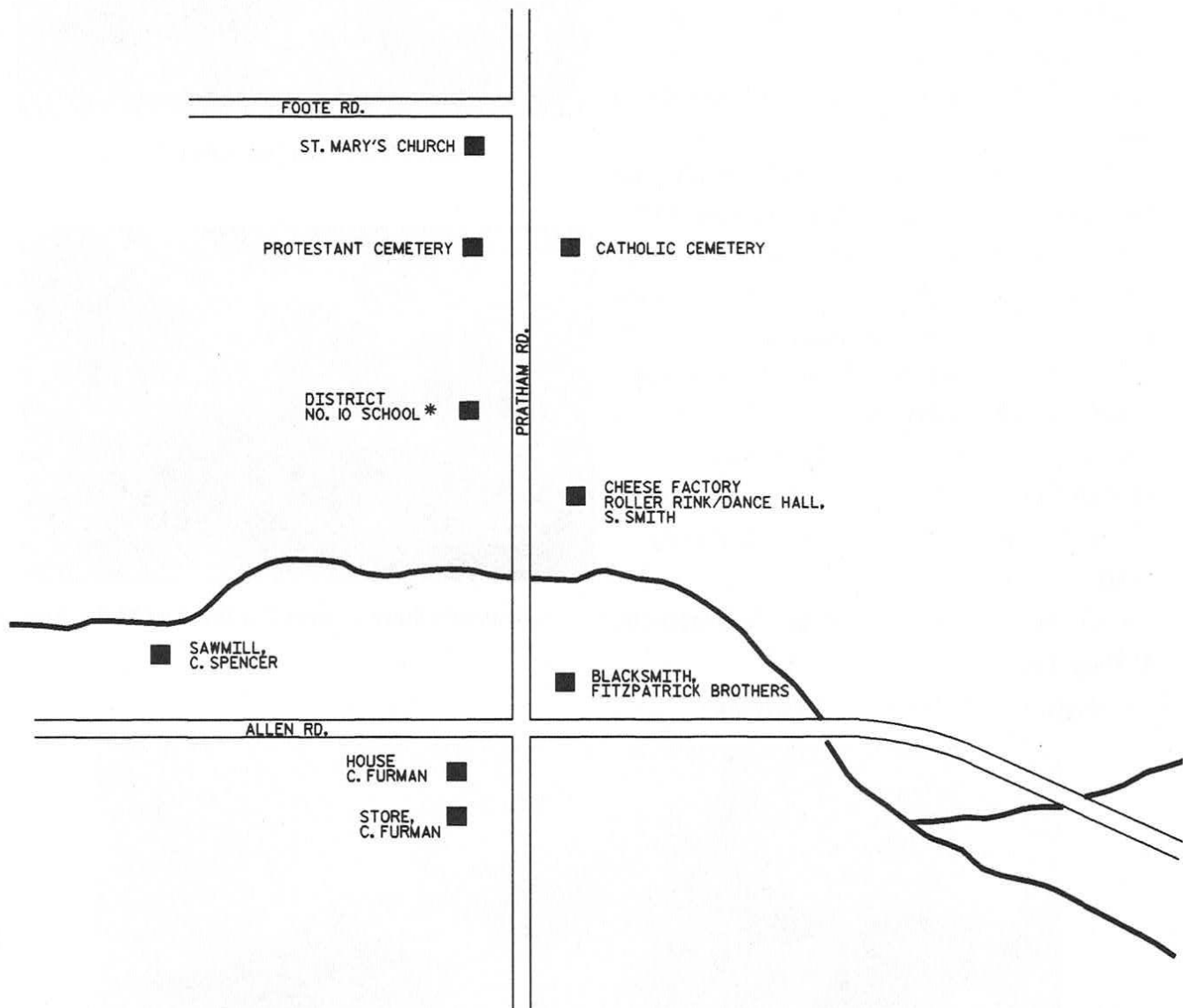


Glaser House Hotel on Miller Avenue



J. Kramer's Store across from Hotel on Miller Ave.





* C. FURMAN'S STORE WAS MOVED TO THIS LOCATION AFTER THE SCHOOL BURNED, IT IS NOW A HOME.

PRATHAM SETTLEMENT 1880's – 1890's

THE PRATHAM SETTLEMENT

In the middle of the nineteenth century, the Pratham Road section of the town was quite populated. Deacon Stephen Pratt, a surveyor, had purchased 1,229 acres of land there in 1820. By 1828, when Charles Spencer arrived from Vermont, three other families were living there. Then in the 1830's Pratt subdivided and sold his land.

Spencer opened a sawmill on Allen Road and in 1859 Thomas Fitzpatrick arrived from Ireland and opened a blacksmith shop at the corner of Allen and Pratham Roads.

By 1866, the area was more populated and School District #10 had been established.

In 1869, St. Mary's Roman Catholic Church was built on Foote Road near Pratham. (cf.: CHURCHES)

By 1880, C. Furman had a store at the corner of Allen and Pratham Roads. A cheese

factory had been located just south of the Catholic cemetery. A dance hall and roller rink was later located upstairs of the factory.

In the early 1930's the school was destroyed by fire. Sometime after 1934, Furman's store was moved to the former location of the school. It is now a private home owned by Joseph Brunner at 10839 Pratham Road.

FAMILIES by 1828 : Isaac Bradshaw

John Philips Jr. Deacon Beach

also by 1866: Fitzpatrick Spencer

Cottrell Furman Frisbee

Hinklebury VanDusen Garfield

Kitsley Beasor Snow Sibley

also by 1880: Hagelberger

Hiler Gardinier

also by 1909: Fattey Dombroski

Card Domes Fuller Smiller

POPULATION OF SARDINIA

<u>year</u>	<u>population</u>	<u>year</u>	<u>population</u>
1830	1,453	1920	1,518
1840	1,743	1930	1,518
1850	1,761	1940	1,700
1860	1,942	1950	1,778
1870	1,704	1960	2,145
1880	1,767	1970	2,505
1890	1,728	1980	2,792
1900	1,548	1990	2,667
1910	1,644		



The O'Dell Family in 1881: *Standing:* Addison James, Essie and Effie, Elmer
Seated: Hattie, Lorenzo Dwight with Lulu, Seymour Cleveland, Mary Wagner O'Dell.



The Rice Family about 1908: *Back:* Lynn, Dana; *Center:* Alice, Alfred, Aresteen, Bertha; *Front:* Preston, Lloyd.

PIONEERS, SETTLERS and OTHERS

In order to save space we have listed only living descendants presently residing in town.

Immediately following the arrival of the first settlers, the population increased rapidly. Most newcomers came from New England.

MAJOR-GENERAL EZRA NOTT

(ca. 1787 - 1864)

One of the most enterprising and colorful young men of early Sardinia was Ezra Nott, the first arrival in the eastern part of town. In 1809, he helped open the "Old Genesee Road" for wagons. He was Major of Militia in the War of 1812, later rising to the rank of Major General. He and his wife, Hannah, lived on the Genesee Road near the present cemetery. Reportedly, at the end of the War of 1812, at a religious service at the Nott home, the preacher read from a newspaper the official proclamation of peace with Great Britain. It is believed that Nott selected the name Sardinia to honor a favorite hymn tune. Nott's last descendant here, May (Mrs. Gordon) Stockin, granddaughter of Nott's daughter, Eliza Nott Drake, died in 1981.

MAJOR ELIHU RICE

(ca. 1785 - 1863)

Elihu Rice, originally from Rhode Island, had lived several years in Cazenovia, N.Y. and arrived in Sardinia in 1810. He bought 556 acres, east of the present Route 16, extending from Cattaraugus Creek to Genesee Road. He saw active service in the War of 1812, and was, at one time, in command of Fort Schlosser on the Niagara Frontier. Rice married Ezra Nott's sister, Elizabeth. A dealer in cotton goods, black salt and potash, in

1821, he became the first supervisor of Sardinia and, in 1844, chairman of the Vigilante Committee of the Underground Railroad.

Rice descendants include Alice (Mrs. David) Andres, Dale Rice, Preston Rice and two of his children, Dan and Sandra Rice.

HORACE RIDER

(1789 - 1850)

Horace Rider settled on the Middle Road in about 1811. In 1840, he built a brick Greek Revival home, one of Sardinia's oldest and finest, on what is now Benton Road. Abigail, daughter of Rider and his wife, Catharine, married James Hopkins (cf.: ROBERT HOPKINS) and the home was in the family for many years. Their son James, who married Mary Long, was a member of the State Assembly in 1868. Electa, another daughter, married George Andrews, proprietor of the hotel in Sardinia.

JOHN JOHNSON

In 1811, John Johnson of Arcade purchased 100 acres along the Cattaraugus from the Holland Land Company. Here he and his wife established a home; their first son Richard was born March 11, 1812, the second child born to pioneer settlers in the Town of Sardinia. Richard married Eliza Curtis in 1838. At least three of their children have descendants recently or presently living in the town.

Ann Johnson married twice - to David Goodemote and then to Albert Ellis. Her son Eugene was the father of Harry and Howard Ellis and grandfather of Lois Kittleson.

Minerva Johnson (Mrs. Henry) Witheril had a son, Clair, operator of one of the first gasoline stations and automobile repair shops in Sardinia. His son, Hector, a lifelong resident, died in 1975.

Volney Johnson's daughter, Ella, was the mother of Allan Spencer, and grandmother of Donna Guy and Cliff and Earl Spencer. They and their children, Art Spencer, Lois (Mrs. Joseph) Lariviere, Dan Spencer and Gloria Wojtaszazak, still live in town as do Claude's daughter, Lorena (Mrs. Michael) Termer and Stanley Spencer's descendants, Donald Spencer, Fay Martindale, Sharon Neamon and Kenneth Spencer.

JEREMIAH O'DELL

(1791 - 1831)

Jeremiah O'Dell and three brothers emigrated from Wales to work on the Erie Canal. He and his wife, Prudence Lamphere, settled in Sardinia around 1825. Their son, Avertia, and his wife, Rosannah Ward, lived in Holland. Their son, Lorenzo Dwight I, and his wife, Mary Wagner, settled in the Dutchtown area on Wagner Road. Their son, Seymour and his wife, Sara Palmerton, lived just north of the former district #1 schoolhouse on Olean Road. In the 1930's they moved the former District #1's one-room schoolhouse to Allen Road and made their home there. He had part interest in the O'Dell and Eddy Company (cf.: MANUFACTURING) and was also instrumental in the development of the marl deposit at Paradise Lake (cf.: MINING). One of their three children was Lorenzo Dwight II (L.D.) who married Ruth Horner and had five children, none of whom live in town.



Henry and Minerva Witherel

GILES BRIGGS

Giles Briggs arrived in 1812. He established a tavern near the present intersection of Genesee and Savage Roads. Here the first town meeting was held. Briggs' son, Ray, was the first child born in Sardinia.

Another descendant, Jonathan Briggs, had the long-standing distinction of having been a teacher in town for over fifty years.

POLLARD STONE

(c.1788 - 1843)

Pollard Stone purchased land in Sardinia in 1816. Eli, born here in 1828 to Pollard and Electa Stone, fathered seven children. Two of them have descendants here today: Robert, Roland and Charles Rosier, sons of the late Grace (Mrs. Harold) Rosier, Everett (Bill) and Ted Domes, sons of the late Pearl Jewert Edwin Lee Casey and Ron Casey, descended from Eli Stone's son Wilson.

REUBEN LONG

(1764 - 1846)

Reuben Long brought his wife, Rosette Golden, and family from Connecticut in 1816. He was the grandfather of Reuben E. Long, born in 1840, a prominent citizen and the first and only veterinarian in town. Reuben E. Long's daughter, Mabel, married Fred Hakes. Her descendants include a daughter, the late Ruth (Mrs. L.E.) Palmerton and a grandson, Duane Holts.

DAVID BIGELOW

(1776-1839)

David Bigelow arrived from Avon, N.Y., in 1817 having served in the War of 1812. One of the children of David and Anna Cole Bigelow, George, husband of Martha Titus, was elected supervisor six times. Other children were Mrs. Ira Cook and Mrs. Julian Simons. Descendants include Geraldine (Mrs. Grant) Rhoads, her daughter, Janice (Mrs. John) Meyerhoff and grandson, Chad Nourse.

JOSEPH RICE

(ca. 1788 - 1869)

Joseph Rice came to Sardinia a few years after his brother, Elihu, and bought the southern 256 acres of his property. In 1825, he built the Cherry Tavern, named for the large cherry orchard planted there. In 1842 he built the larger structure still standing on the northeast corner of Routes 16 and 39 at 12389 Olean Road. His family operated the tavern until the 1870's. It was an important Underground Railroad station. Joseph and his wife, Elizabeth, had no sons, but their daughter, Caroline, and her husband, Edwin Schutt (pronounced Skutt), inherited the tavern.

From that family Schutt's Corners and Schutt Road received their name.

DR. BELA COLEGROVE

(ca. 1797- 1874)

A legend in Sardinia, Dr. Bela Colegrove came from Rhode Island with Joseph Rice in 1820, and, except for a brief stay in Buffalo, practiced medicine here until he died. House calls, important in his practice, took him into adjacent counties and even into Pennsylvania. Recognized as one of the foremost physicians and surgeons in western New York, Dr. Colegrove was also active politically, serving several terms as town supervisor and also as Associate Judge for several years.

Colegrove and his wife, Adelaide Sprague, lived in the square brick house still practically in original form on Genesee Road next to St. Jude's Church. For many years that corner was known as Colegrove's Corners

CHAUNCEY HASTINGS

(ca. 1792 - 1864)

Chauncey Hastings, born in Vermont, arrived in Sardinia in 1822. He married Elargia Titus and was probably the first regular storekeeper in town, and the first tavern proprietor in present-day Sardinia village. George Williams (cf.: SCHOOLS) was a great-grandson.

ROBERT HOPKINS

(1787 - 1845)

Robert Hopkins and his wife, Submit Howe, settled on the Middle Road near the VanSlyke Road in 1823. His son, James Hopkins (1816-1894), vice president of the narrow gauge railroad, married Horace Rider's daughter, Abigail. They and their grandchild-

dren, Mazie (Mrs. T. Ray) Benton, Clarence, Roy and Neal Hopkins, lived on the Benton Road, earlier known as Hopkins Hill Road.

Other descendants include Joyce (Mrs. James) Mitchell, Lois Kittleson, Marjorie DeGolier and her children, Virginia (Mrs. Everett) Domes, Dennis, Dan and Duane DeGolier, also Diane Hutchinson, Donald Hopkins and Jody (Mrs. John) Hulton.

JOSIAH ANDREWS

(1786 - 1876)

Josiah Andrews came to Sardinia in 1824 from Coventry, Rhode Island. He and his wife, Amy Capron, both lived to be 90 years old. Their nine sons and two daughters all lived in Sardinia. George was the proprietor of the hotel; Warren operated a store. Warren's grandson, the Rev. Fred Bolender, was pastor at the Sardinia Methodist Church for 25 years. Josiah Andrews' grandson, Olney Andrews, spent most of his life in Sardinia, died in 1957, just before his 100th birthday. His daughter, Grace (Mrs. Foster) Paine maintained a home where they spent their summers, the present Michael Buttino home at 12109 Savage Road.

CHARLES SEARS

(1804-1885)

Charles and Miranda Sears settled in 1830 on Route 39 about a mile west of Sardinia Village. Sears bought 50 acres for \$208.00. By 1883, he had accumulated 149 acres. Walter (Jake) Schiener, their great-great-grandson, presently lives on this property.

Other Sears descendants include Jake's son, Jeff, his brother Robert, and Robert's son, John, the current Town Supervisor.

NATHANIEL BOWEN

(1801 - 1866)

Nathaniel Bowen came first to Colden as a ten-year old boy with his father, Nathaniel A. Bowen. Young Nathaniel returned to Massachusetts to attend school. He married and brought his wife, Wealthy Caneday, and their daughter back to this area, locating on the Creek Road between the Richmond and Goodemote places. Later he moved to Riceville. His daughter, Silphina, married Bela Colegrove Remington. The Remingtons had lived in the Town of China (Arcade) and Bela Remington's father, a carpenter, helped build both the Sardinia Baptist Church and the old Colegrove home. Descendants of Bela and Silphina Remington are Florence M. and the late Laurence R. Rupert

CALEB CUTLER, JR.

(ca. 1807 - 1876)

Caleb Cutler, Jr., came with his people to Holland from Wardsboro, Vermont, in 1816. In 1837, he bought a farm on the Warner Gulf Road in Sardinia. Beattie (Mrs. Edwin) Casey, daughter of Caleb and Cynthia Briggs Cutler, was the great-grandmother of Edwin Lee Casey, who now lives on the farm, and grandmother of the late Kenneth Casey, who ran Casey's store in Sardinia from 1963 to 1973. Ken Casey's son, Ronald, still lives in town. 159 years is one of the longest periods of continuous ownership of land by the same family in the Sardinia records.

ANDREW MIHM

(1824 - 1885)

Andrew Mihm was born in Germany and came to live on the present Mehm Road

in 1851. At one time, he owned 500 acres. He and his wife, M. Catherine, had seven children. Caroline (Mrs. John) Ellis, the only one who married had one child, Mabel (Mrs. Albert) Bockhahn. Her descendants include Gerald and daughter Debbie (Mrs. Clayton) Bennett, Theodore and his son Jed, James and his daughter Diane (Mrs. James) Noel, Robert and William and his son Charles and their children. Charles operates the farm of longest continuous family ownership in town.

SAMUEL HAWKINS HOWELL

(1818-1906)

Samuel Hawkins Howell and Eveline, his wife and the daughter of Silas Meech, Arcade's first settler, came from Yorkshire Center in 1865. They established a farm and built the house on Olean Road (11750) now owned by Kathy Brehm, a great-great granddaughter.

Samuel's son, Ralph, was the father of Emery Howell who, in 1922, purchased the neighboring farm, now Jim Hills' house at 11630 Olean Road. There Howell ran a canning factory in the mid 1930's to supply his Home Dairy Cafeterias. Only in existence a few years, the factory employed local people.

Descendants now living in town are Emery Howell's daughter, Nancy Ornce, her daughter, Kathy (Mrs. Dennis) Brehm and the Brehm's son, Brandon.

Nancy, interested in genealogy, has traced the family back eleven generations and found Mayflower passengers Stephen Hopkins and his daughter Constance in the family tree.

FRIEDRICH WIEDEMANN

(1835 - 1912)

Friedrich (Fred) Wiedemann, born and

educated in Germany, came to Buffalo in 1854. He served one year in the Civil War and came to Sardinia in 1874. He and his wife Elisabeth, also born in Germany, accumulated 250 acres of land. Their son John had twelve children: John's son, John Jr., had many grandchildren; Laura Domes was the mother of Ruth (Mrs. Arthur) Carlsen, Elvina (Mrs. Richard) Schaus, and the late Everett Domes Sr, all of whom have families here; LeGrant (Shine), born in 1904 and believed to be the oldest lifelong resident of Sardinia, is the father of Patricia (Mrs. Ed) Mitrowski, and Ronald, and grandfather of current Town Clerk, Betsy (Mrs. John) Marsh; Frederick's (Mike's) children and their families include Marge (Mrs. James) Kelly, Norman, Barb (Mrs. Norman) Hopkins, Dianne (Mrs. Richard) Morris, Linda (Mrs. Leonard) Hochadel and James. Henry, another son of Fred and Elisabeth, had a son, Frank, who traveled from Protection to Buffalo Normal School by train, becoming a teacher and administrator. He and his wife, Clara Ehman, were the parents of Jane (Mrs. Earl Kruse) and grandparents of Karl Kruse and Kathy (Mrs. Ken) Bemb. Following Clara's death, Frank married Ethel Mester. They had one son, James, and granddaughter, Debbie.

MORRIS O. PITCHER

(1839 - 1917)

Dr. Morris O. Pitcher came to Sardinia in 1874, the year of Dr. Colegrove's death, and established a practice that lasted until shortly before his own death. The Sardinia School closed on the afternoon of his funeral. Milton, son of Morris and Lucretia Nourse Pitcher, ran a hardware store and served as

principal of the Sardinia School, postmaster, town clerk for several terms and town supervisor for three terms. Their son Morris lived until 1970, most of his life in Sardinia.

DELMER H. SHAW

(1859-1908)

Delmer Shaw was born in Sardinia to Alfred and Sophia Shaw. He and his wife, Myrtle Francis, had five children, Grace (Mrs. Roy) Olin, Charles L., Helen, James R. and Robert. He ran the Hotel Shaw in Chaffee; two sons and son-in-law started a car dealership still operating there (cf.: BUSINESSES).

Descendants include: Grace's daughter, Betty Olin, Charles' son, Dale, and Dale's children, Charles and Samantha and their families.

FRED ARMSTRONG

(1865 - 1944)

In 1919, Fred Armstrong came to Sardinia from Arcade with his wife, Mattie, and their children. They resided at the old Colegrove farm on Genesee Road. Armstrong's son, Jesse, owned Armstrong's Garage on the corner of Route 39 and Savage Road from 1945 until 1970. Descendants include Ken Armstrong, owner of Pioneer Motorsport, and his children, Terry, and Lori (Mrs. Kelly) Roblee, who are also descendants of Mayflower passengers Richard Warren, John Billington and William White.

MABEL YOX KELLER

(1899 - present)

Mabel Amy Yox (Mrs. George) Keller was born on May 22, 1899 in Colden. Still residing on Pratham Road, she is apparently

the oldest resident of Sardinia. She raised seven children, three of whom, George, William and Mabel (Mrs. Earl) Spencer, are still residents of town.

JULIUS CARLSEN

(1887- 1974)

Born in Norway to Carl Solberg and Maria Andersen, Julius Carlsen's last name was, as was the Scandanavian custom, derived from his father's first name. As part of their continuing education, he and his brother, Adolph, worked on a fishing boat for two years. In 1904, the two were aided by a minister in Boston to leave ship. After two weeks in Canada, they came to Buffalo where Julius worked as a bridge builder.

In 1899, his wife, Lova Lindgren, her sister, Helga and their parents, Charles Lindgren, a wainwright on a sailboat, and Inga Westman, had come from Gotland, a small island in the Baltic Sea near Sweden. They traveled in the hold of a sailboat; the trip took a month. In 1909 the two families moved to Warner Gulf Road in Sardinia.

In 1912, Julius and Lova Carlsen bought a 108-acre farm on 12609 Genesee Road. Their son Arthur and his wife, Ruth, still live in the home there. Arthur Carlsen has served the community as town clerk, supervisor for fifteen years, chairman of the Erie County Board of Supervisors and Chairman of the newly--formed County Legislature and also as Commissioner of Elections.

Other Descendants include Helen (Mrs. Kenneth) Casey and her son, Ronald, Arthur's daughter, Judy Shaw and her daughters, Amy (Mrs. Tom) Lewis and Patty (Mrs. Michael) Hatch.

FERDINAND FERALDI

(1880-1928)

Ferdinand Feraldi, an orphan from the northern part of Italy, worked for the railroad in Buffalo. A fellow worker who was saving to bring his wife from their homeland in Sicily promised to bring back a neighbor girl to be Feraldi's wife if Feraldi would finance his trip to Sicily. Rosa Crisafulli and her brother, Angelo, from Palermo, came to Buffalo from Ellis Island on March 19, 1913. Ferdinand, still a railroad employee, married Rosa on March 25. They lived in Delevan and Arcade, then moved to Chaffee in 1919, purchasing a house on Grove Street.

Twelve children were born to this union; several still live in the town: Lawrence, Mary Lloyd-Jones, Carmel, Joseph and Samuel, as well as Carmel's daughter, Ann, and Samuel's son, Philip. Philip has the distinction of having been the youngest person elected to Supervisor, having served from 1988 to 1993.

GEORGE G. KITTLESON

(1880 - 1957)

George and Minerva Kittleson and their children moved from Artisian, South Dakota in 1917. They settled on 84 acres at 13120 Genesee Road, the current Ritchie Watkins home, where he sold ice blocks to area residents. Their children were Herbert, Ethel (Mrs. Herbert) Schaus, Fern (Mrs. Ruehl) Dabolt, Kenneth and Lyle. Ken served as Fire Company President and Chief and was a rural mail carrier for twenty-four years. He also trained and showed horses. Ken's and Marie's children, Ronald, Connie (Mrs. Preston, Jr.) Rice, James, Patricia (Mrs. David Hossenlop, and their families still reside in town

PARKE W. DAVIS

(1902 - 1961)

Parke Davis founded an automobile transport business, M & G Convoy Co. During World War II, their trucks hauled torpedoes.

At the close of the war, Davis and his wife, Josephine, moved to Allen Road. He was instrumental in the organization of the Chaffee-Sardinia Kiwanis, which then supported the founding of the fire company (cf.: ORGANIZATIONS - KIWANIS, FIRE COMPANY). Because the first fire truck was stored in Chaffee, Sardinia village residents were unhappy about their area's lack of a truck. So Davis' company furnished a truck and added a tank.

In 1956, Davis was instrumental in the Kiwanis purchase of the park on Genesee Road and in 1957 he donated a substantial amount toward the cost of the pool and adjoining building. Throughout the years he also gave generously toward remodeling at both Methodist Churches and Chaffee Baptist Church.

BYRON FISHER

(1912 -)

Byron Fisher, son of Robert and Ida Gest Fisher, is a lifelong resident of Chaffee. Robert had come from Holland in 1908, and, with a nephew, Harry Potter, operated the Fisher and Potter Feed Mill. Byron has held many offices, including Chief, First Aid Captain and Fire Police Captain of the Chaffee--Sardinia Fire Company, President of the Kiwanis and Noble Grand of the Oddfellows. He is recognized by many because, after a long career in the hardware business, he accepted an invitation to appear in TV commercials for a hardware chain which appear on stations over a large geographic area.

LAURENCE R. RUPERT

(1902 - 1978)

Laurence Rupert (cf. NATHANIEL BOWEN), born in Sardinia, taught school in Buffalo and Sardinia. After his retirement he had an international gladiola business and also specialized in moths and butterflies. He held offices at Sardinia Methodist Church, with the Empire State Gladiolus Association and was a National Entomologist. The first historian of the Town of Sardinia, he wrote the printed history of the Town of Sardinia, published in 1971 and the 1976 addendum. His sister, Florence

M. Rupert, succeeded him as historian.

MICHAEL C. UHTEG

(1967 - 1987)

Michael Uhteg, member of Troop 627, became the first Eagle Scout in Sardinia in 1985. His project was to oversee planting 1,000 evergreen trees along stretches of Routh 16 in Chaffee that suffered chronic whiteouts on windy winter days. Local businesses donated goods and numerous volunteers helped plant the trees which are just now growing to a size to be effective in their purpose



The Continentals Fife and Drum Corps of Sardinia - before 1863

Back: Elihu Rice, Bob Humphrey, ____ Ramsey, L.D.O'Dell, ____ Sampson, George Cary

Front: ____ Hadley, ____ Fisk, ____ Glasier, ____ Munger, ____ Robinson

excerpts from the **Diary of Dr. Bela Colegrove**

I came to (Sardinia) July 3, 1820, at the instance principally of my friends, Elihu and Joseph Rice and Henry Bowen; we had been neighbors in Rhode Island. Joseph Rice and I emigrated at the same time, and for several days we traveled in company on our journey hither, he with a pair of horses, wagon-load of goods and wife, and I with a single horse and buggy and no wife. The country was very new, ...the roads bad, houses mostly log cabins and the prospect, as I first thought, rather cheerless as a location for a doctor...

My calls multiplied rapidly and within a few years my circle embraced a territory about thirty miles in diameter, with occasional trips into Northern Pennsylvania, a distance of seventy-five miles. It required almost herculean strength to meet with anything like decent promptness the incessant demands of professional labor, and for much of the time the use of two or three horses...

I think I must have treated during the almost fifty years that I have practiced, some twenty-five or thirty cases of fractured skull;...all but two or three of which recovered. I must have amputated as many arms and legs, with nearly the same success.

By an imperfect list... I must have aided professionally at the birth of over three thousand children. Among the number was one case of four living children at one birth. Neither (sic) of the infants had sufficient vitality to live...

I bought the farm where I have since resided of Mr. Andrew Crocker, in 1821. There were on it at that time two log buildings--one a dwelling house near where my son Clinton now lives, the other a joiner shop near where my office is. The latter was for sometime on Sundays the Baptist meeting-house, in which Deacon Stephen Pratt, Deacon Colby and Elder Hammond used to preach. About 1823 or 1824, I built a small one-and-a-half story house where the shop stood.

About this time I was twice a candidate for the office of Member of Assembly and fortunately, as I now think, was defeated at both trials. My first competitor was Calvin Filmore, my second Reuben B. Heacock. I felt myself sufficiently complimented in receiving every vote in my own town and large majorities in three adjoining towns ... In 1841 I was elected to that office and have served the town as Supervisor for some six years. And in my poor way filled the office of Associate Judge for several years; yet my political honors ...furnish me little satisfaction in review, having never felt myself at home in any station or employment, save the practice of my profession. Those who are yet alive...by whose sick couch I have stood or sat and watched out the weary hours of painful nights in humble but earnest and anxious efforts to mitigate and assuage their sufferings, will bear testimony to my fidelity and good intentions and with them I am content to leave it...

I think my conclusion to settle in Sardinia for life was not fully attained for the first twenty years' residence there. I felt conscious, whether justly or otherwise, that I stood at the head of my profession in quite a large district of country. I was aware that I was depriving myself and a rising family of the advantages of more refined society in a larger place. But a better-hearted community of plain country farmers could not be desired and I always felt that I shared largely, perhaps too largely, their confidence and respect...

from Erasmus Briggs, History of the Original Town of Concord, p. 823.

Dr. Colegrove died March 19, 1874, aged seventy-seven years.

ELECTIONS IN EARLY TIMES

In early days, the towns were not divided into election districts. Elections were held for three days and the inspectors with ballot-boxes went from one point to another to receive the ballots.

TOWN OFFICIALS - 1821

Supervisor.	Elihu Rice	Highway Commissioners. . .	Giles Briggs
Town Clerk.	Daniel Needham		Benjamin Sanders
Assessors.	Daniel Hall		Horace Rider
	Morton Crosby	Collector.	Oliver Wilcox
	John M. Adams		

TOWN OF SARDINIA SUPERVISORS

Elihu Rice	1821, 1838	Charles B. Russell	1885-86
Benoni Tuttle	1822	Albert Hale	1887
Morton Crosby	1823	Robert Hopkins	1888-89
Horace Clark	1824, 1826-30	David Butler	1890
Bela H. Colegrove	1825, 40-41, 45-46, 54	George W. Cook	1891-92
George S. Collins	1831-32	R. W. Savage	1893-97
Henry Bowen	1833-35, 1850	Clark F. Crosby	1898-1901
Matthew R. Olin	1836-37	Luzerne N. Smith	1902-03
George Bigelow	1839, 43, 59-60, 66-67	Howard Freeman	1904-07
Frederick Richmond	1842, 1844	Jesse Ward	1908-13
Thomas Hopkins	1847-48	Robert Olin	1914-15
Joseph Candee	1849, 1851-52	J. Gilbert Allen	1916-19
Mitchell R. Loveland	1853, 1856	Milton Pitcher	1920-1924
Seymour P. Hastings	1855	Edward T. Miller	1926-33, 36 - 39
James Hopkins	1857-58	Dana Rice	1934-35
James Rider	1861-62	T. Ray Benton	1941-51
Welcome Andrews	1863-65, 68-69	Art Carlsen	1952-67
G. C. Martin	1870	Richard Wiedemann	1968
Roderick Simons	1871-72	Walter F. Schiener, Jr.	1969 - 77
George Andrews	1873-74	Len Hochadel	1978 - 81
Addison Wheelock	1875-76, 79-80	Clint Salmon	1982 - 87
Hiram D. Cornwell	1877-78	Philip D. Feraldi	1988 - 93
Luther Briggs	1881-82	John Schiener	1994 -
Charles M. Rider	1883-84		

TRANSPORTATION DEVELOPMENT

HIGHWAYS

Early transportation consisted of ox-drawn wagons. One or two yoke of oxen might have a single horse attached in the front. Then, as more people began to arrive, it became necessary to provide for better transportation.

The first road cleared in Sardinia was the Genesee Road, extending completely across the town in an almost straight east-west line. The Holland Land Company had engaged Sumner Warren, Ezra Nott's uncle, to open a wagon road on a route previously surveyed. Young Nott was one of four assistants who cleared timber in the summer of 1809 to make the road passable for wagons.

Most of the other main roads in the town were surveyed and opened within the next few years. At first these were only trails suitable for wagons in summer and sleighs in winter, weather permitting.

The Creek Road was cleared in 1825 and used as a stage road by 1828. The stage came through Arcade and Yorkshire, continuing west on the south side of the Cattaraugus to The Forks, crossing the creek and continuing on the north side meeting the present Creek Road near the foot of Lords Hill. The section of road west from The Forks was abandoned when the bridge there was washed out.

Later a north-south route, following close to the present Olean Road, was established.

Settlers maintained early roads and were each assigned an amount of time to do this work, usually in spring after the winter weather damage. Outside help was used for new road construction. A farmer would be

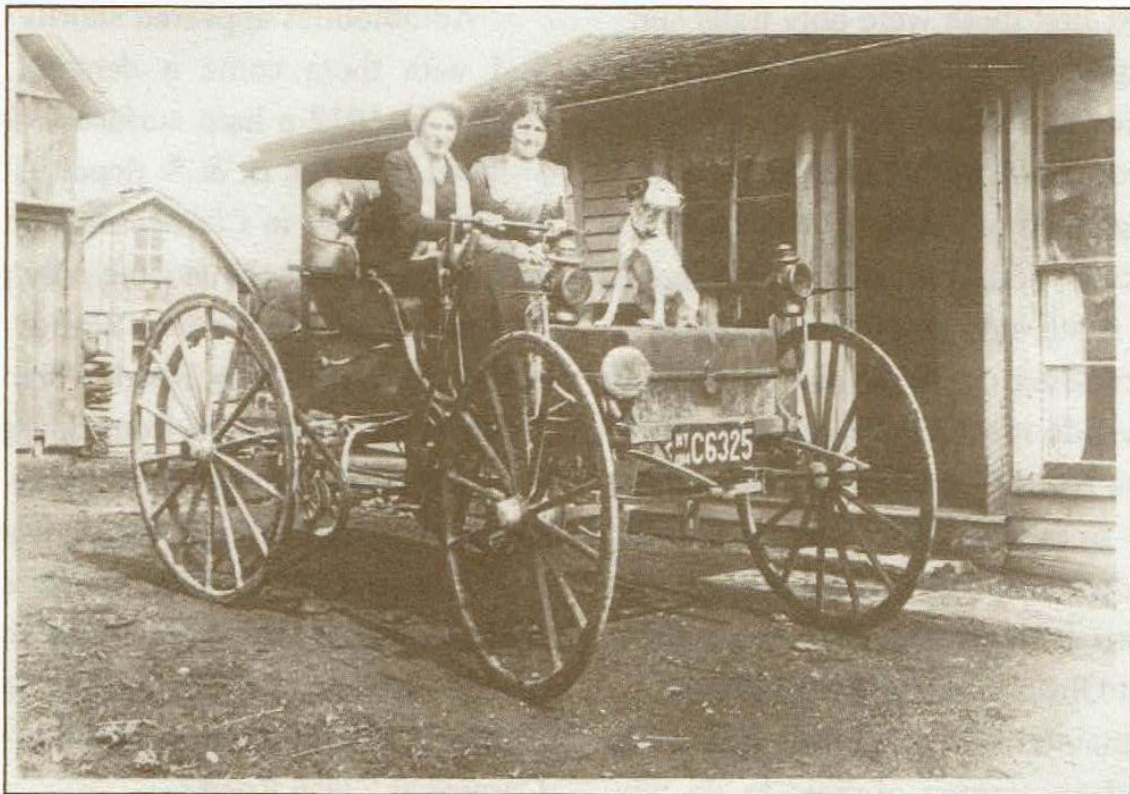
given tax credit for time spent on road work.

A project that might have had a tremendous impact on Sardinia, but was abandoned before reaching our town was the building of a plank road from Elk Street in Buffalo to the Cattaraugus Creek, authorized in 1848 by the Erie County Board of Supervisors. It was to enter Sardinia near today's Sprague Brook Park, cross Pratham Road and continue southeast across Allen Road and a short distance on Domes Road. It would then follow Mihm Road to Genesee Road, southeast to what was then the Middle and Warner Gulf Road intersection, then southeast to Cattaraugus Creek.

Automobiles appeared shortly after 1900, and with them came a demand for paved roads. In 1912 a hard surface road was constructed from the B. & S. depot in Sardinia to the main corner in Chaffee, following Savage and Allen Roads. It was the only paved road in town until 1917 when Savage Road was paved north of Allen Road. The next year, Allen Road was paved from Savage Road to East Concord, making Springville accessible by paved road, although Arcade was not.

About 1920 the state constructed a concrete pavement on Olean Road and in 1922 the contract was let for paving Schutt Road from the Liberty Pole in Sardinia to Schutt's Corners at Olean Road.

Throughout the years there were erosion problems along the Creek Road, necessitating



Iona and Florence Witheril
"Holmans' Gas Buggy" - 1914

frequent changes as the stream changed course. Thus, paving was delayed until 1930. There has been much erosion control work done and there have been no major changes in the road course since it was paved.

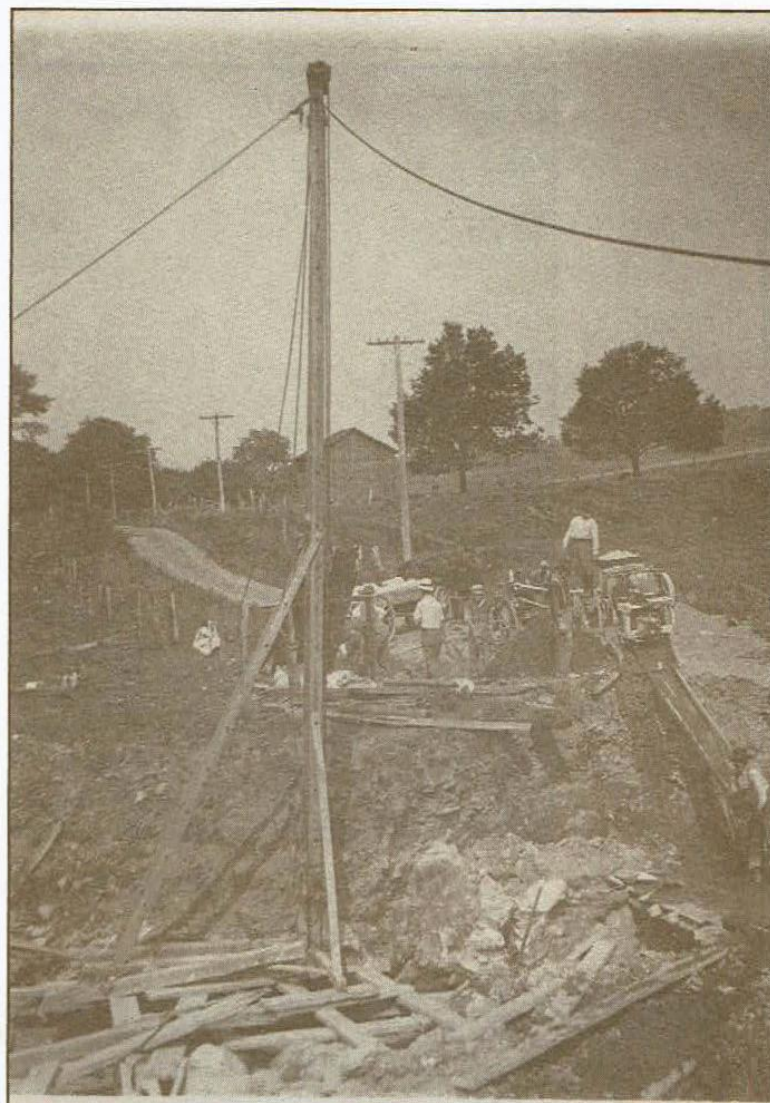
Both before and after the emergence of the automobile, sleighs were used for winter-time travel, but snow had to be cleared from the roads. One method used as recently as the 1930's was "kettling". A V-shaped plow pulled by a horse and steered by a man walking behind cleared the deep groves left by the sleigh runners. Then a large iron soap kettle was weighted and chained to the runners of a horse-drawn bobsled. The kettling produced a smooth, packed path for horses to travel.

Even after the advent of the hard-surfaced roads, cars were not driven in snowy weather. The winter of 1925-1926 was the first in which plowing was undertaken to keep the main roads open.

In 1958-1959 the south end of Savage Road near Cattaraugus Creek was straightened. Because of the extremely steep incline on the old road, Hosmer Creek had to be diverted about 500 feet to the east. Consequently, it now flows on the east of Savage Road. The abandoned portion of the road is still visible, especially when the trees are bare. A newer, more modern bridge has now replaced the old steel high-topped bridge.

Route 39 was straightened in the late 1970's because of numerous car accidents on the sharp curve near the triangle in Sardinia.

A new Highway Department building was built in 1991 on Route 39 west of Sardinia.

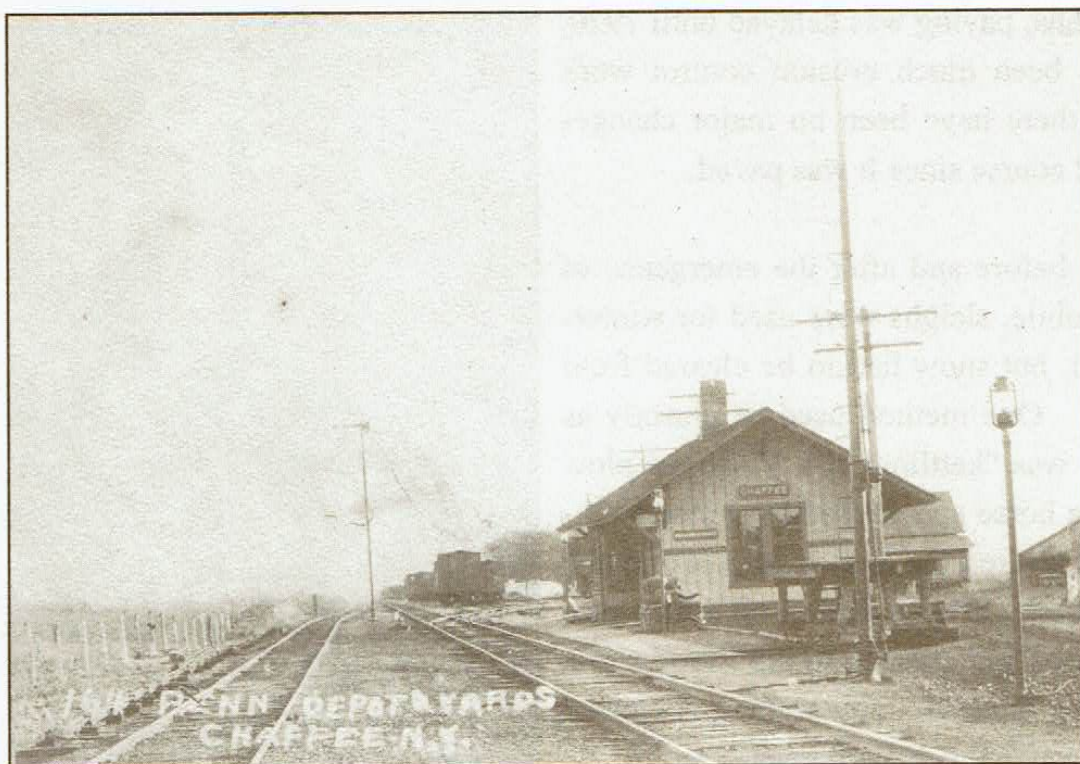


Early Road Work in Chaffee



"Ladies out for a drive"

*From left: Alta Reese, Flossie Arnold,
Ida Pitcher (driver), Mazie Benton, Bertha Sears*



Chaffee Depot, looking Southwest



Chaffee Depot - 1908

RAILROADS *

BUFFALO, NEW YORK & PHILADELPHIA

The first train to pass through the town was on the Buffalo, New York and Philadelphia Railroad in 1871. That railroad became part of the Pennsylvania system about the turn of the century and is now part of the Penn Central system.

For many years, this railroad provided excellent passenger service to Buffalo from the depots in Protection and on Briggs near Olean Road in Chaffee. Three passenger trains went into the city each morning, returning later in the day. Other through trains did not stop at smaller stations such as Chaffee.

The Pennsylvania Railroad provided a major service to this area in the transportation of goods. Milk from this area went to Buffalo by rail. Farmers hauled the milk to the Chaffee depot, open 24 hours a day, where the cans were loaded onto the passenger train that left just after 7 a.m.. This slow train stopped to load milk at every station along the way.

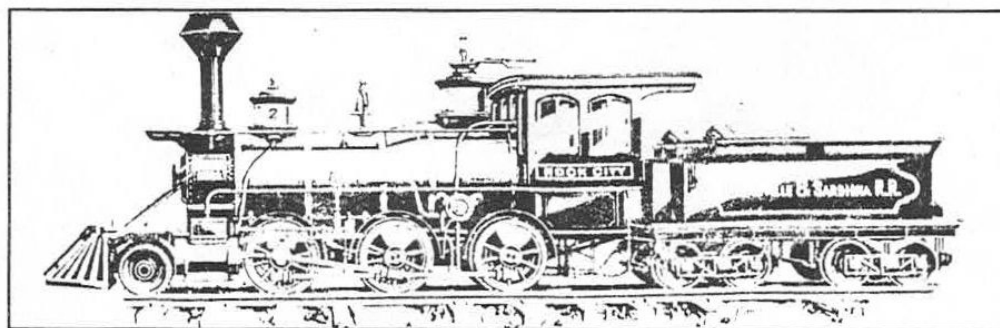
Railroad use declined as better highways were developed and the Chaffee depot was torn down in the early 1950's.

SPRINGVILLE & SARDINIA

Although it operated for only a few years and one-way trip of less than twelve miles could be completed in an hour, the Springville and Sardinia Railroad had permanent effects upon the Town of Sardinia.

This narrow gauge road, built quickly in 1878 to bring railroad service for passengers and goods to Springville, had one terminus in Springville and one at the Pennsylvania tracks at a point first called Sardinia Junction (cf.: CHAFFEE). The company was organized in May, the first rails laid in July and the job completed in 80 1/2 working days. Sardinians pledged \$7,000, Springville people \$10,000. Total cost was \$61,813.95. Bertrand Chaffee was president, James Hopkins vice president and Sardinians Roderick Simons, James Hopkins, Charles Long, Newell H. Hosmer and Gansavort Wood were directors.

Groups of Irish and Swedes laboring on the line took up rooms in Sardinia. A locomotive was ordered from Brooks Locomotive Works of Dunkirk. An extra stagecoach was put on to take folks from Springville to Sardinia to watch the progress.



Rock City

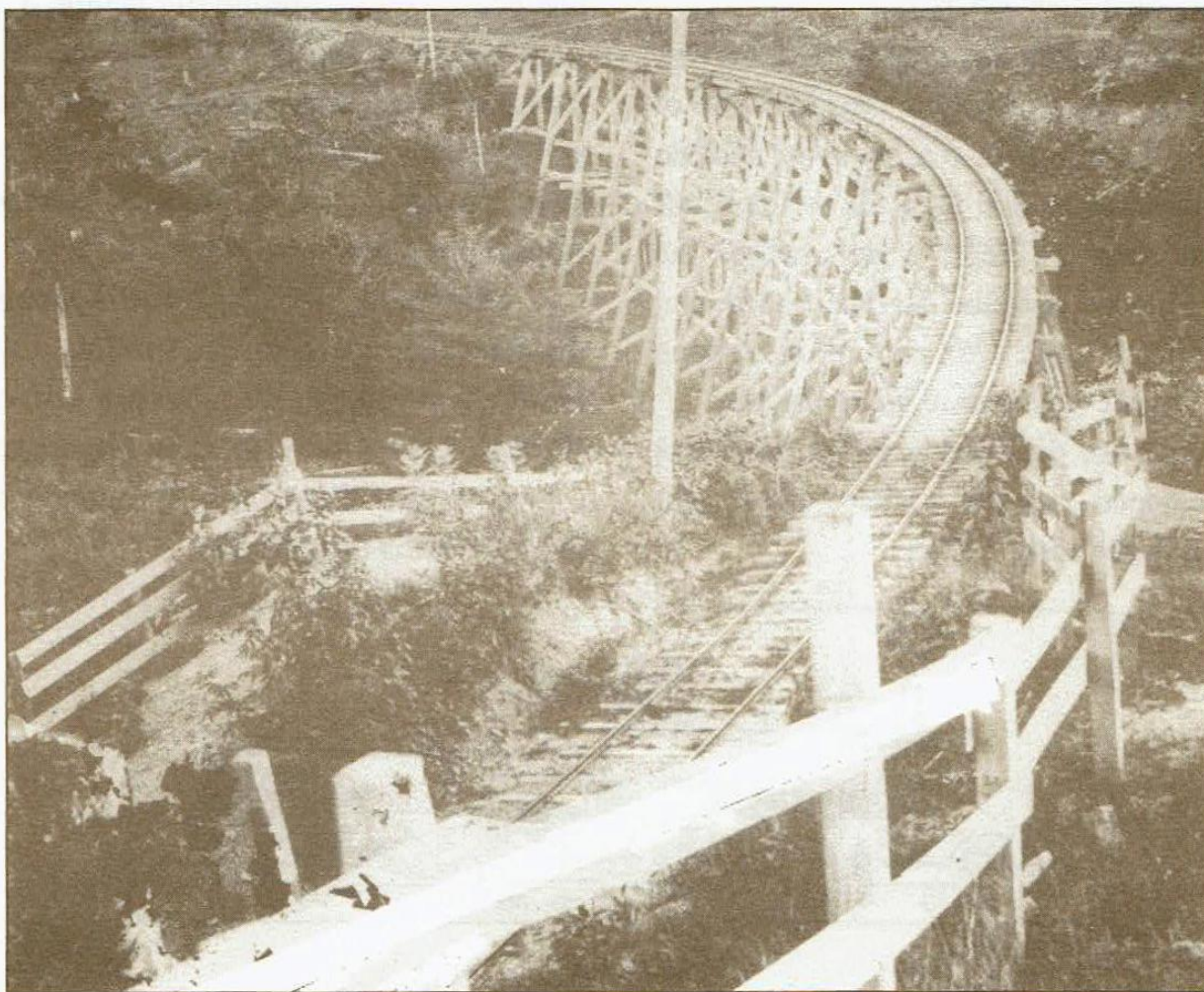
16-ton narrow gauge "Mogul" 2-6-0 type locomotive built in 1877 by Brooks Locomotive Works

* Track layout shown on map of schools on page 48.

For several miles in the western part of town, the route lay between the Middle and Creek Roads. Some traces remain in these areas. There were twelve trestles, as high as sixty-one feet, built of hemlock. One at Richmond Gulf was about 1/4 mile long. Mr. Chaffee, in attempt to demonstrate the safety of the trestles, walked to the center of a span and announced that if it would support his 250 pounds, it certainly would permit the locomotive and cars to pass safely. Railroad travelers could purchase an insurance policy with a \$3,000 death benefit, or \$15 a week for indemnity. People must have been convinced; they traveled for picnics, revivals and other excursions from Springville to Sardinia.

The route reached the present Route 39 and ran along the southeast side of the road to the depot in the triangle now occupied by Sardinia Supply, Inc. It then crossed Schutt Road between the present Cirbus and Mersmann residences, continuing northeast, crossing Genesee Road west of the cemetery and continuing to the eastern terminus.

At its peak, the line had two locomotives, the Rock City and the Little Darling, two box cars, six flat cars, a baggage and a passenger car. One of the larger items hauled was the twenty-two ton General Wadsworth statue in Maplewood Cemetery in Springville. It required five flat cars to do the job.



Springville and Sardinia Narrow Gauge Trestle at Richmond Gulf

Winter's snow brought special problems. The locomotives would push a plow through the drifts. In December 1878, the locomotives and plows reached the Sardinia cemetery, but there Rock City left the tracks dragging Little Darling with her. Crews of up to 75 men attempted to open the line but fresh drifts obliterated their efforts. The line was closed until February 1, and the railroad earned a new name, "The Snow & Slow".

With the construction of a branch of the Buffalo, Rochester and Pittsburgh Railroad through Springville in the early 1880's, use of the Springville and Sardinia Railroad greatly decreased. The roadbed, ties and rails were deteriorating. In mid-December 1884, as the railroad was facing another winter, its service was discontinued. Its importance to Sardinia, however, is recognized by a historical marker on Olean Road in Chaffee.

BUFFALO & SUSQUEHANNA

The Buffalo and Susquehanna, a third railroad through Sardinia, ran from Buffalo to Wellsville. Trains first ran here in 1906. Not as profitable as had been expected, the "Backup and Stop" was discontinued in just over ten years. The power line now occupies its old right of way except for a short distance at the east end. The fill where the railroad crossed Richmond Gulf in the west of town was about one hundred feet above stream level. A fill about half as high crossed Hosmer Brook east of Savage Road. Alum Rock Bridge, named for the alum in the rocks along the creek bank, crossed about eighty feet over Cattaraugus Creek in the southeast of town.

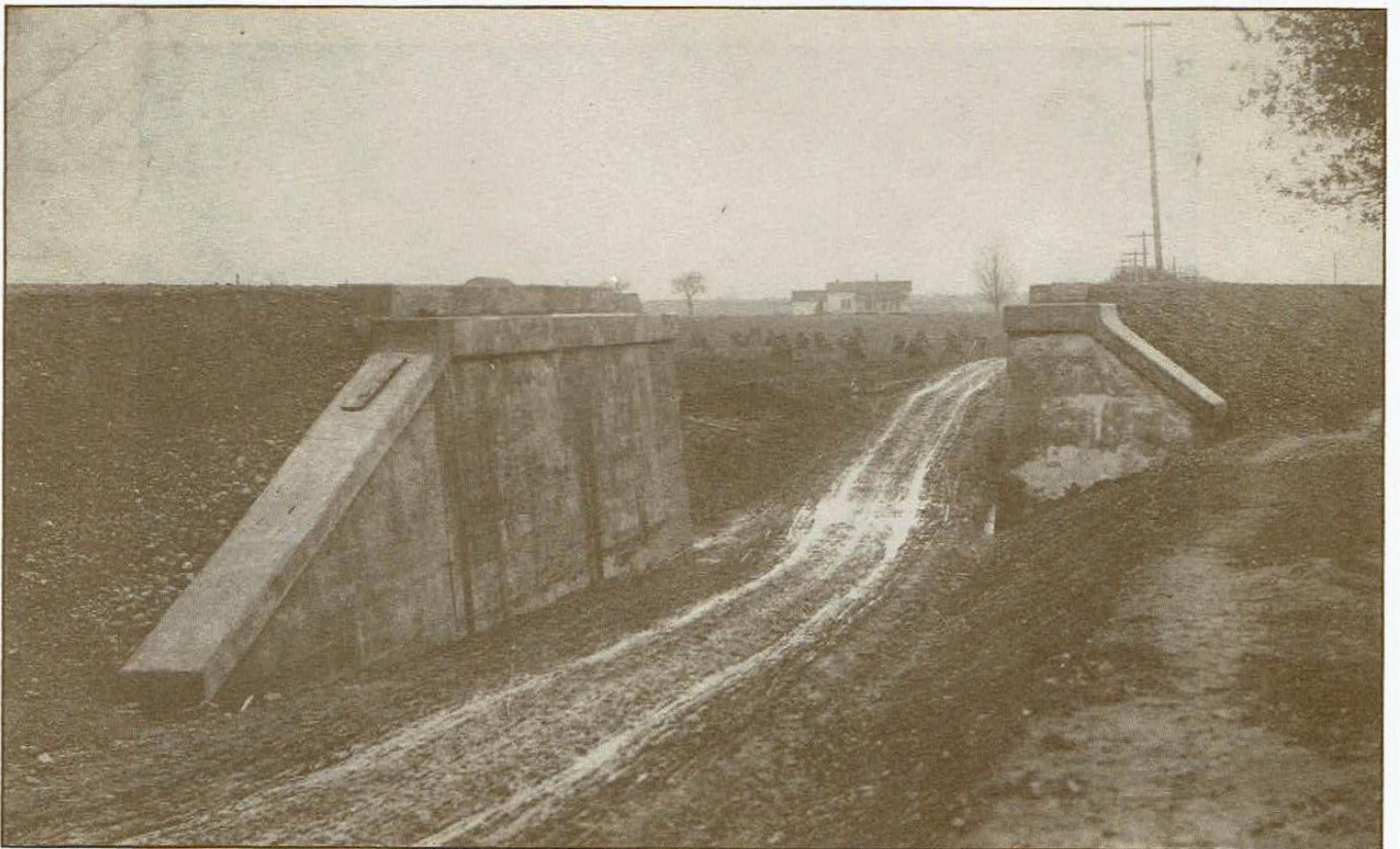
The depot across Savage Road from present-day Rosie's Pub was later moved north of Schutt Road and is now a home at 12360 Savage Road.



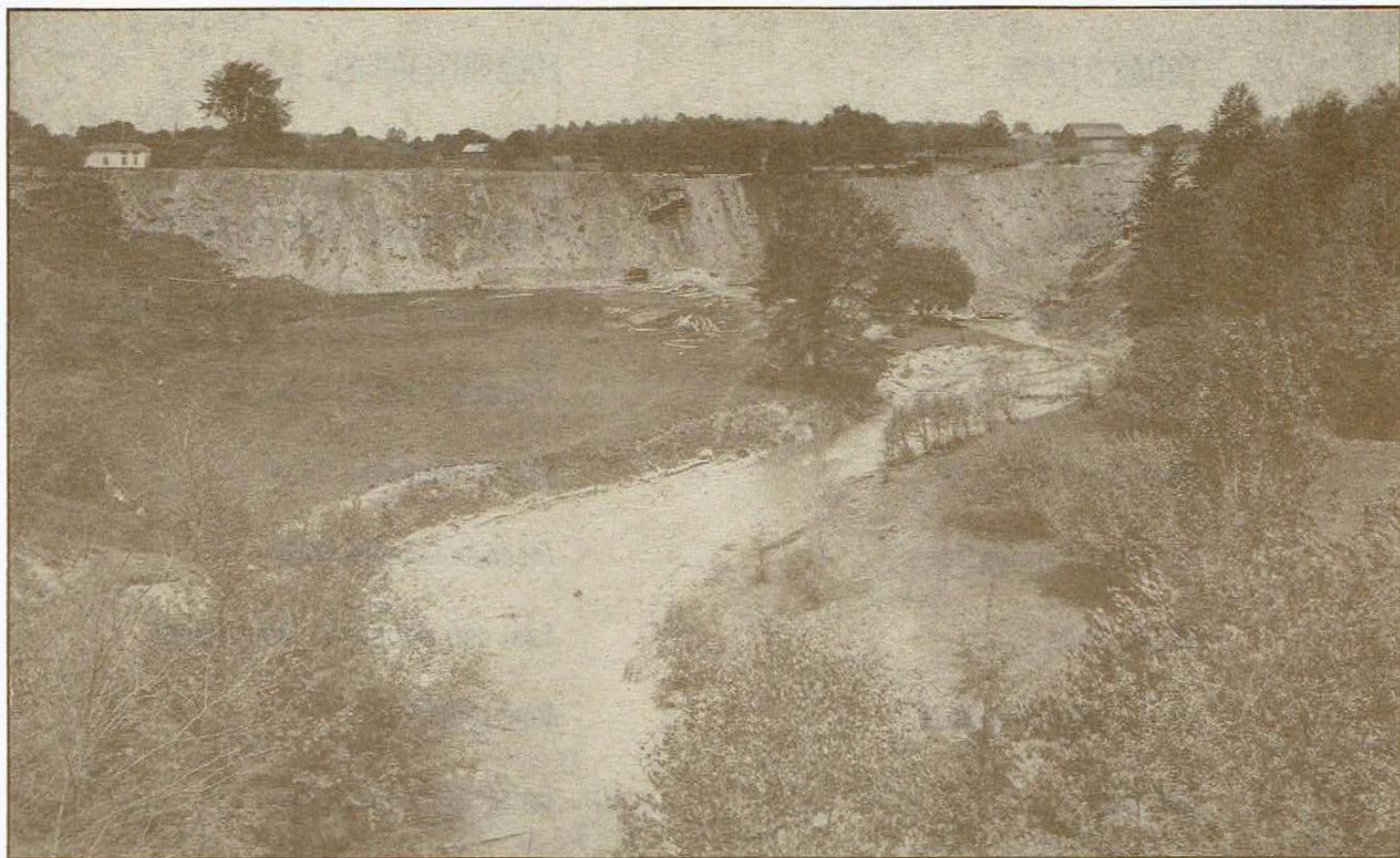
Buffalo and Susquehanna Station



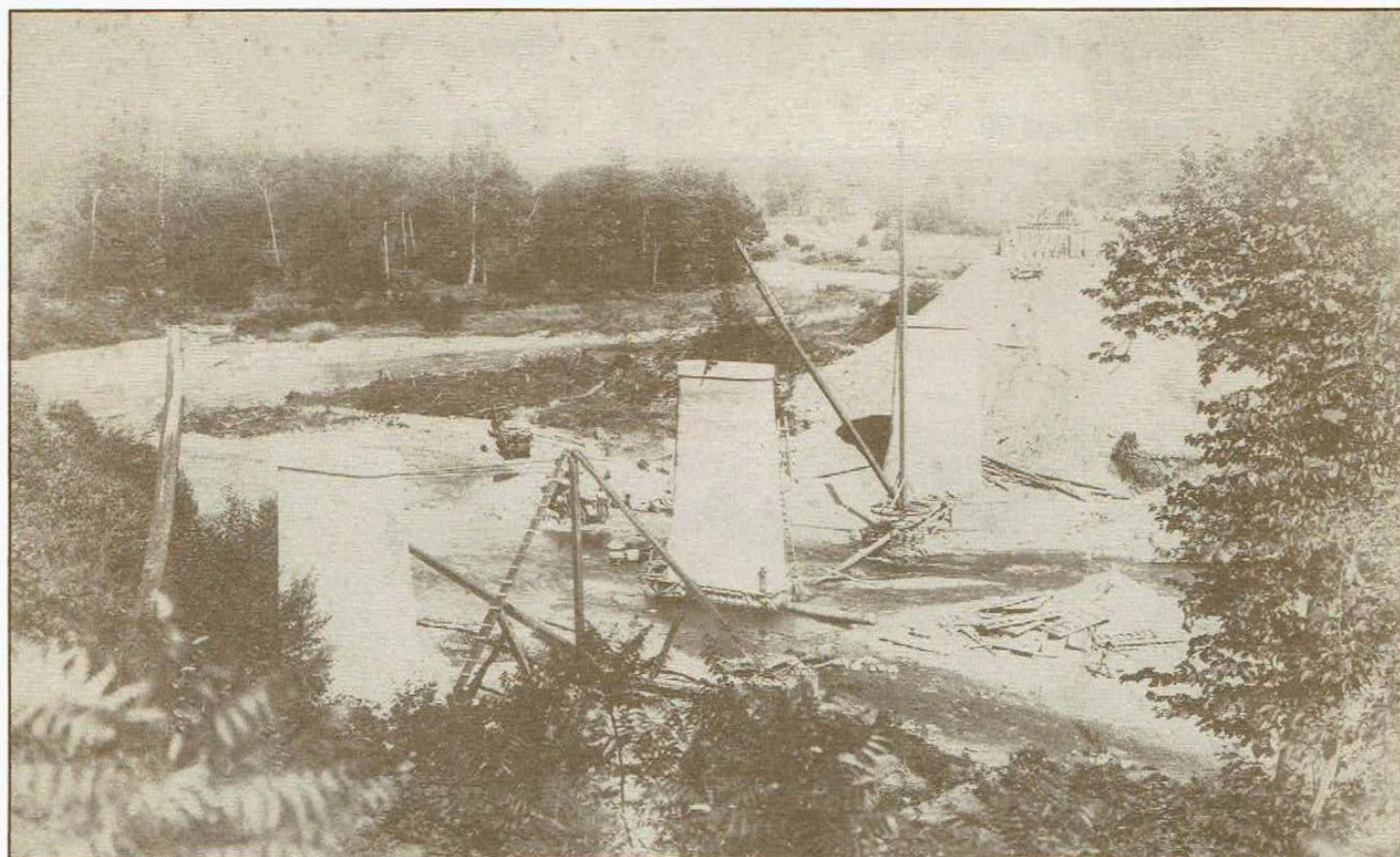
Inside the Buffalo and Susquehanna Depot



Route 39 Buffalo and Susquehanna Bridge - 1905



B & S Railroad Fill across Hosmer Creek - 1905
 Arnold's Hotel at left; Barn at right on farm now owned by Hossenlopps.



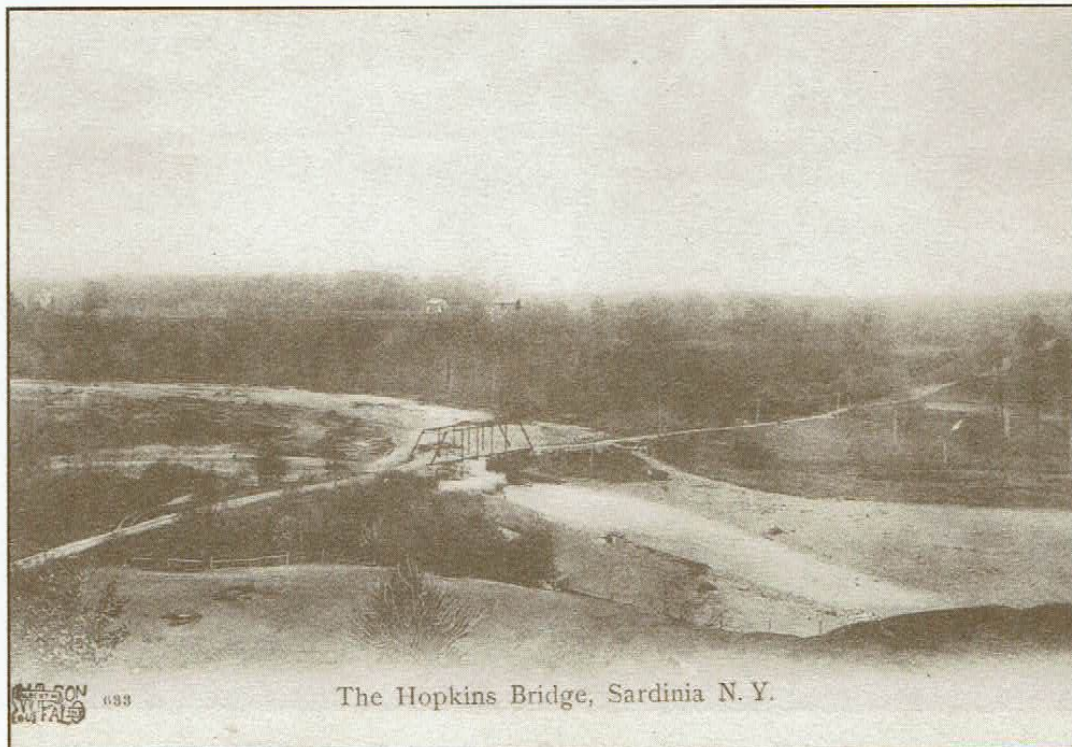
Alum Rock Bridge over Cattaraugus Creek - 1905

CHANGES IN NAMES OF ROADS AND INTERSECTIONS

TODAY'S NAME

FORMER NAME(S)

Savage Road from route 39 to Cattaraugus Creek	Buffalo Street
Footte Road	Catholic Church Road, Cottrell Road
Genesee Road	Cattaraugus Road, Rices Corners Road
Allen Road	Briggs Settlement Road
Olean Road, Route 16	Holland Yorkshire Road
Matteson Corners Road	Madison Corners Road
Middle Road	East and West Road, Eddy Road
Curriers- Sardinia Road	Punkshire Road
Route 39	Cattaraugus Creek Road
Schutt Road from Rt.39 to Savage Road	Main Street
Olean and Genesee Roads	Rice's Corners
Savage and Genesee Roads	Colegrove's Corners
Routes 16 and 39	Schutt's Corners



The Hopkins Bridge, Sardinia N. Y.

FARMING

Most of the first settlers of Sardinia lived on farms. Those in the eastern part of town found a gravelly loam soil, those in the western part, largely clay. Drainage is principally by the Cattaraugus Creek and its tributaries.

The early farmer raised most of the food for the family and its animals. He grew potatoes, turnips and other vegetables, usually had an apple orchard, perhaps raised from seed. Corn, wheat and buckwheat were ground into meal or flour at the gristmill. He raised cattle, hogs, chickens, often sheep, ducks, geese and guinea hens. The early farm wife made the family's butter and cheese. Later, however, a cheese factory was in reasonable distance of each farm. Farmers hauled milk to the factory, returning with whey for the hogs. Cheese was usually also available there.

The only available sugar was from maple trees. Butternut and beech trees furnished nuts; berries could be found in clearings. Wild game and fish were also plentiful.

Because wolves were a constant threat to farm animals, a bounty system was begun in 1822. At first the bounty was \$5 for a full-grown wolf; but by 1828 the bounty was \$10.

Farm women carded, spun and dyed wool, then knitting or weaving and sewing it into clothing. Some flax was also raised here. Cattle hides were processed at the tannery and the shoemaker made boots and shoes to order.

Occasional farms had water from natural

springs, but usually there were wells. Hand operated apparatus lowered the empty bucket into the well and then raised it full. Later hand pumps and still later windmills were common. In the 1900's, first gasoline- and later electric-powered pumps supplanted these.

Early farm equipment was very crude. A blacksmith made plowshares tipped with steel for wooden plows. Wooden drags were fitted with iron teeth. Oxen pulled these items. By the time horses were generally used, better equipment was available.

Grains were cut with a sickle or a scythe and threshed with a flail, either in the barn or on a specially prepared floor outdoors. The first threshing machines were too expensive for every farmer to own, so the owner would go from farm to farm and, with local crews, thresh on several farms each fall. The farm wife provided meals for the entire crew.

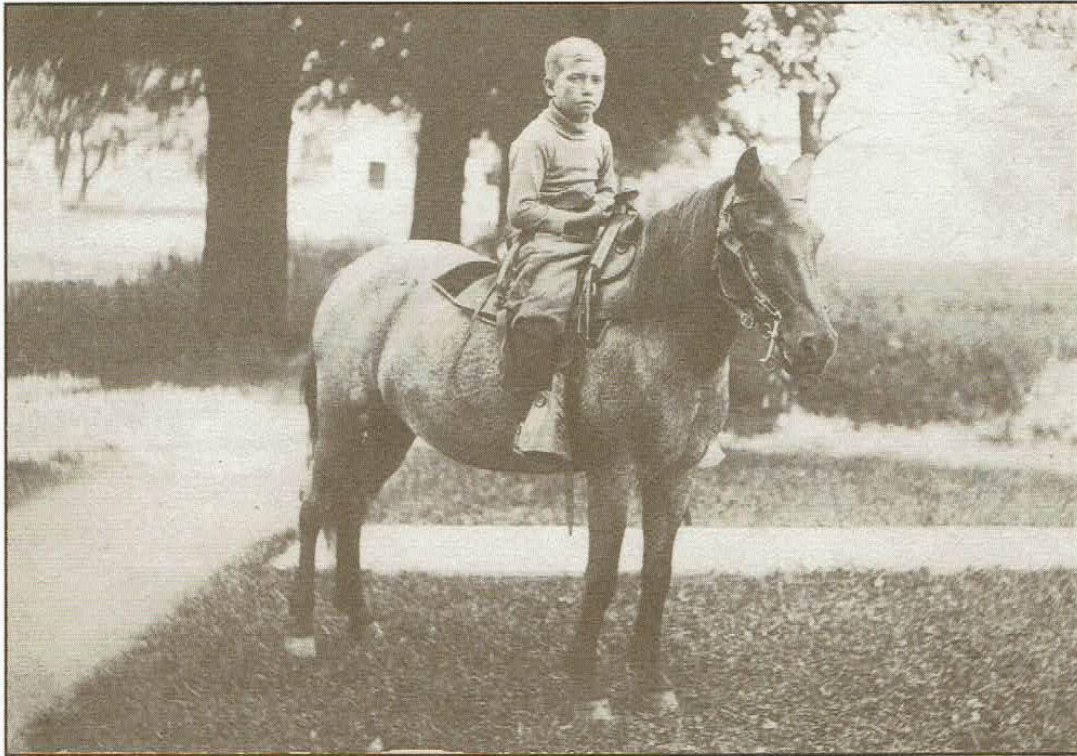
As recently as 1920, most farms maintained diverse activities, using work horses, raising hogs and poultry, potatoes and other crops. Rural schools closed a day or two in October so that pupils could pick potatoes.

The number of operating farms in Sardinia has decreased over the years; those remaining are specialized. Erie County reforestation plantings along Middle and Genesee Roads cover much former farmland. Other acreage has been subdivided into sites for permanent residences or for summer homes.

FAMILY OPERATED FARMS - 1996

<u>Farmer</u>	<u>Location</u>	<u>Products</u>	<u>Acres</u>
Lawrence Baker	Genesee Road	dairy	258
Richard Biehl	Middle Road	dairy	344
* Charles Bockhahn	Genesee Road	dairy	359
Andrew David Boldt	Genesee Road	vegetables	67
* William Bremiller	Pratham Road	dairy	112
Peter Button	Warner Gulf Road	dairy	238
Duane DeGolier	Middle Road	dairy	335
Dennies Family	Genesee Road, Rte. 39	beef, grain, vegetables	395
Gerald George	Curriers Road	dairy	217
Russell George	Genesee Road	dairy	48
William Hopkins	Schutt Road	horses	16
Edward Krueger	Route 39	dairy	71
Samuel J. LaScala	Route 39	dairy	149
Meyer Brothers	Middle Road	dairy	300
Doug J. and Douglas G. Morrell	Savage Road	dairy	390
Palmer Brothers	Warner Gulf Road	dairy	425
Vinent Perry	Genesee Road	dairy	200
M. K. Phelps (Nicholas & Vincent)	Chaffee-Curriers Road	potatoes, vegetables, syrup	378
Joseph Reynolds	Curriers Road	dairy	111
Gordon Smith	Pratham Road	dairy	285
Lyle Spaulding	Domes Road	maple syrup	97
Richard Stojek	Genesee Road	dairy	54
Don and Russell Vacinek	Route 39	dairy	277
Ted Wiedemann	Curriers Road	dairy	225
Harold Wittmeyer, Jr.	Allen Road	dairy	111

* These farms are the longest operating in town, Bockhans' since 1886 and Bremillers' since 1911.



DeVere Sears - about 1916



Maple Grove Dairy Farm - Northwest Corner of Savage and Allen Roads
 built by H. S. Johnson - 1888; burned in early 1920's



Schutt Road Bridge over Hosmer Creek looking East

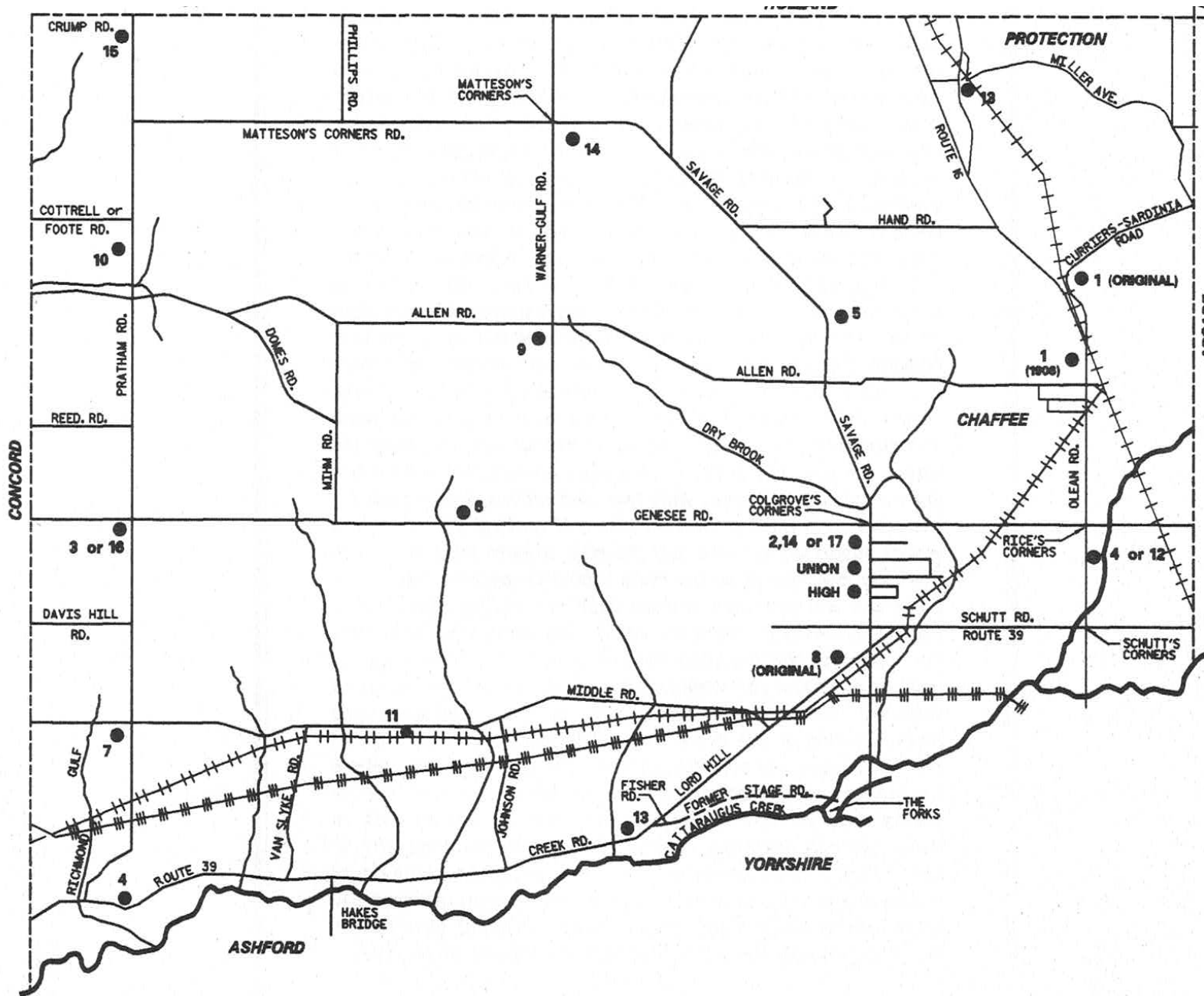


Former Bolender Home on Northwest Corner of Savage and Schutt Roads

Reflections of Ezra Nott recorded by S. H. Nott

In the spring of 1809 the Holland Land Company engaged my Uncle Sumner Warren to open a wagon road from the eastern limits of town beginning on lot 3 and extending six miles west to lot 60...This road was afterward called "The Old Genesee Road", and uncle's duty was to cut timber and clear it off wide enough to allow a wagon to safely pass along without hindrance from these obstacles, and no grading was done. Early in June 1809, Uncle began his work with a party of four to assist him. (They were) Summer Warren, Jabez Warren, Asa Warren and myself. We set out to work from Aurora with axes, handspikes and provisions for two weeks. Bread, baked pork and beans were to be chiefly our daily rations, while our shelter was to be improvised wherever night overtook us...Uncle's oxen were hitched to the cart and we took our way southward; after the first two miles (on the proposed Genesee) we were compelled to cut our way through an unbroken wilderness....This would appear to many now-a-days as almost an impossibility to undertake to cut their way through the forests, yet we did and made nearly twelve miles the first day, camping out that night on lot 17 in the Town of Sardinia...We pitched our tents, the blue heavens o'er us, and built our campfire right where the orchard now stands...The next morning, we were all up with the sun and, after a hearty breakfast of bread, pork and beans, we broke camp and proceeded on our way. About 11:00 that day, we struck the survey line one mile west of Colegrove's Corners...The next morning we supplied ourselves with two days rations, and set out for the east end of the line, with the intent of working westward...The woods abounded in game and the little streams were filled with the most delicious of all the finny tribe--the speckled trout. The game law was unknown and we were not always compelled to confine ourselves to prepared rations. We progressed nicely with our work and the following Sabbath was observed as a day of rest...(For the next two weeks we kept cutting hard.)...On the third Saturday I shouldered my rifle and set out for a deer-lick. I had been informed of one in the little brook just west of us...I found that the Indians had constructed a "bough house", or blind, where the hunter could watch the "lick" and himself not be seen...The following day...we finished the job and then we turned back to where we had made our claims. On the 27th of June, 1809, at about 11:00 a.m. on lot 19 near the road, just south of the house of Newell Hosmer, I made my first brush heap and on the same day Uncle Sumner and the boys after partaking of dinner, went east to Rice's Corners near the brook, and went to chopping on his claim.*

* Genesee Road between Savage and the cemetery
from E. Briggs, History of the Original Town of Concord, p. 784.



- ++++ PENNSYLVANIA
- ++++ SPRINGVILLE & SARDINIA
- ==== BUFFALO & SUSQUEHANA
- SCHOOLHOUSE

SCHOOLS & RAILROADS

EDUCATION

The first known school classes in Sardinia were taught in 1812 in George Richmond's home by his daughter, Anna. In 1814, Miss Melinda Abbey taught in the first school in the eastern part of the town, a log cabin on the Genesee Road near the Hosmer residence, beside the stream now known as Hosmer brook.

In 1818 a more pretentious log schoolhouse was built just north of Rice's Corners. Often on Sundays religious services were held there; it was also a shelter for newly arrived families before they found permanent quarters. The seats were hemlock slabs; pupils stood by shelves at the window to write.

As population grew, districts, each with a one room schoolhouse, were organized, some wholly within town, others crossing town or county lines. Teacher training usually required a high school education and, in some cases, a one-year "training class". One teacher was responsible for teaching students of all ages for a salary of about \$5.00 per week. Teachers quite often boarded in turn at homes near the school.

Pupils were not graded but progressed by ability and interest. By the 1890's the grade system was used and some teachers taught eight grades in one room. Classes were short; pupils not reciting sat farther back, studying or listening to the class in progress.

Eventually two schools in town had more than one teacher. A two room school built in 1906 on the west side of Olean Road in the north part of Chaffee replaced a one room school that was farther north.

Two one room school districts in Sardinia, one on the road to Springville and one on

Savage Road farther north, combined in 1882 and built Sardinia Union School on Savage Road where the town highway buildings later stood. Two teachers served grades one through eight. In 1906, after a heated contest, residents voted to make this a high school.

The building was remodeled to make four rooms, one for grades 1 through 4, one for 5 through 8 and two for high school. Two high school teachers enabled a student to earn a High School Regents' diploma. The first class graduated in 1908. One graduate was Fred W. Bolender, later minister at Sardinia Methodist Church, the second, George Williams, the third, Nora Johnson, later Mrs. Charles Gliss and still later Mrs. George Williams.

In 1921 the State Education Department removed four year privileges, permitting only two years of high school and requiring pupils to finish elsewhere. Many took the train to the school in Delevan. Then, in 1929, a new High School, costing \$60,000, was built farther south on Savage Road and a four year high school was restored.

World War II caused a teacher shortage and the district joined Arcade Central School, the last Sardinia class graduating in 1943. Arcade is now part of Pioneer Central School.

The Sardinia building housed elementary classes until 1979 when it was closed as a school and deeded to the town.

From 1985 to 1995 Cattaraugus-Allegany BOCES leased the top floor for New Directions, a work-study school for ninth and tenth grade students at risk of dropping out of school. Rising costs and Pioneer's decision to work with similar students in their own

buildings caused the closing of this program.

Since the town obtained the building, it has housed offices of Town Supervisor, Town Clerk, Assessor and Judges' Chambers. A pre-school meets twice a week and the gymnasium is used for many community activities.

THE FIRST SCHOOL on Genesee Road

STUDENTS:	Hamilton Merriam	Mason Merriam
Sally Hall	William Hall	Caroline Hall
Esther Wilson	Wm. Cartwright	Adolphus Merriam
Mary Merriam	Rena Merriam	Orrin Godfrey
Sally Godfrey	Luther Abbey	Aurelia Hosmer

POPULATION INFORMATION FROM AN 1855 SCHOOL MAP

White Males	905
Females	872
Total Population	1777
Native Born	1684
Foreign Born	84
Aliens	29
Read only, over 21	6
Can't read, write, over 21	6
Land owners	334
Native voters	412
Naturalized voters	26
Dwellings	359
Families	317
Churches	2
Hotels	3
Retail Stores	4
Deaf & Dumb	1
Insane	3
Newspapers	0

THE LOG SCHOOL-HOUSE

*in the Spring of 1818, "Uncle Daniel Hall", the man that whipped to death with beech sticks the wolf he had caught in a trap, started out one morning with axe and square and other tools, to put up a school-house. He was joined by enough of the nieghbors (sic.) to cut the logs and put up the body of a log-house, about twenty-four by twenty-six feet, the same day. The site selected was about one hundred and eight rods north of Rice's corners and near the northwest corner of the Nichols' farm and just south of the second pond-hole north of the corners. The door and entry were on the south side, near the east end. A large stone chimney was next, fronting west, and in the northeast corner was a closet for the children's dinners, hats and overclothes. The other sides had each a small window and a shelf for writing and holding books and slates, and for scholars to lean against, and a stout hemlock slab and legs served for seats. Three smaller slabs near the center of the room nearly completed the outfit.**

On one of the lower benches were cut drawings for three-men-Morris, fox and geese, checkers &c. Of course these games afforded amusement and disciplined the mind to concentration of thought; but the fact is undeniable that the children that took most interest in games took the least interest in books. Under the floor was a hole three or four feet square where unruly children were sometimes dropped by taking up a short board. The terrors of darkness, or internal spunk sometimes made it a difficult matter to keep the child's head below the floor. It once required the weight of the teacher and two of the largest girls to keep a girl, Elvira Cook, from putting her head through the floor. That was an episode that relieved the schoolroom of monotony while it lasted. That girl afterwards made the trip across the continent without the aid of railroads and made crack-shots with a revolver...

The old schoolhouse was sometimes used as a temporary residence by families seeking homes; some one of whom doubtless dug the hole under the floor in which to store vegetables.

A levy was made upon the pond for amusement both in Summer and Winter. To wade in the water and climb the trees, some of which still remain, to hunt for birds' nests, to stone frogs, and catch

blood-suckers and let them suck the blood from the foot until they became bloated and sluggish, were some of the sports of the Summer. Sliding on the ice in Winter was a favorite pastime, though not a boy in school had a pair of skates. The nearest approach to them was a handsled. One-old cat, two-old-cat, baseball, with stumps for bases, were favorite sports. Sometimes when the teacher was absent for dinner (the teacher boarded around), the benches would be put out of the way, and some girl with a good voice would sing "Monnie Musk", "Molly put the Kettle on", "Lake Erie", or "The Girl I Left Behind Me", the sets would form and shake out reels, jigs and French fours, with enthusiastic, if not with graceful movements. Anna Hall or her sister Sally, Caroline and Jane Eaton furnished the music...

*In the Summer season, the Indians from near Buffalo, in their travels to Canadea, Allegany county, would pass the school house in squads of from two or three to forty. Of course they were a terror to the children, and the female teachers always seemed to breathe easier after they had passed...The Indians seldom carried anything except a rifle and tomahawk. The squaws often carried a large pack on their backs, or a papoose lashed to a board with all but the little fellow's head and neck covered by the blanket. This gave the little fellow the appearance of standing up in his mother's blanket, with a good view of all that passed. Every stout, burly, copper-faced old fellow was believed by the children to be the old Chief, Shongo. He and his band used to make a halt near the site of the Cherry Tavern, both before and after it was built. One of the teachers once told us, "There goes the old white woman."** She was not as stout-built as the squaws, but carried a pack. Her face was well-bronzed, but had none of the Indian features...After school the scholars had the satisfaction of learning that the teacher was right, as the band stopped at the Cherry Tavewrn, and it was reported...that the "old white woman" was along.*

** This first schoolhouse was abandoned by 1828.*

***Mary Jemison, kidnapped by Indians when a child, lived among them her entire life, residing near Geneseo in her later years.*



District #1 School



The First District #1 School on Curriers-Sardinia Road - 1900

SCHOOL DISTRICTS IN SARDINIA

Some areas show different district numbers at different times. Changes in population size led to closing of some and merging of other districts.

DISTRICT #1: After 1855, a one room schoolhouse was built on Curriers-Sardinia Road near the Route 16 railroad crossing. By 1906 it was closed and later moved across Olean Road for use as a tool shed and as a home. It was moved again in 1934 to its present location, 1350 Allen Road, where it was part of L. D. O'Dell's home and is currently the Bradley Regan home. In 1906, a two room school on the west side of the road, at 11340 Olean Road, replaced the old one which is now an apartment building. This district is now part Pioneer Central School.

FAMILIES in the district:

Hall	O'Dell	Sherman	Palmerton
Feraldi	Ellis	Wilkins	Worthington
Bowen	Phelps	Collins	Goodspeed

TEACHERS:

Hattie O'Dell	Jessie Pierce	John Shang
Avrie Smith	Olive Ross	Katherine May
Mabel June	Mildred Shaw	Mrs. Hurd

Jessie Barber (1917 salary: \$13 per week)

DISTRICT #2 (also listed as #14 and #17): By 1855, the schoolhouse had been built at the present Michael Hatch residence at 12120 Savage Road in Sardinia. In 1882 the district merged with the original #8 on Route 39 and is now part of Pioneer Central School.

DISTRICT #4 (first): The schoolhouse was located on the Creek Road just east of Pratham. This district was gone by 1880.

FAMILIES in the district:

Wilder	Thurber	Goodemote
--------	---------	-----------

Richmond

DISTRICT #4 (also listed as #12): The White Star District schoolhouse was on Olean Road between Schutt and Genesee Roads. In 1928, it was sold and moved to the Mordon property. The second building at 12219 Olean Road is now the James Bockhahn home. The district joined Arcade Central School in 1967 and is now part of Pioneer Central School.

FAMILIES in the district:

Lewis	Howe	Oliver	Brown
Stockin	Tullar	Smith	Phillippi
Groom	Hall	Hutchinson	

TEACHERS:

Bertha Willis	John Schang	Grace Rosier
Mernie Canfield		Dorothy Merritt
Lena Pixley Slocum		Leah Brewer Caner

May Stockin (In 1920, she made \$7.75 a week.)



District #4

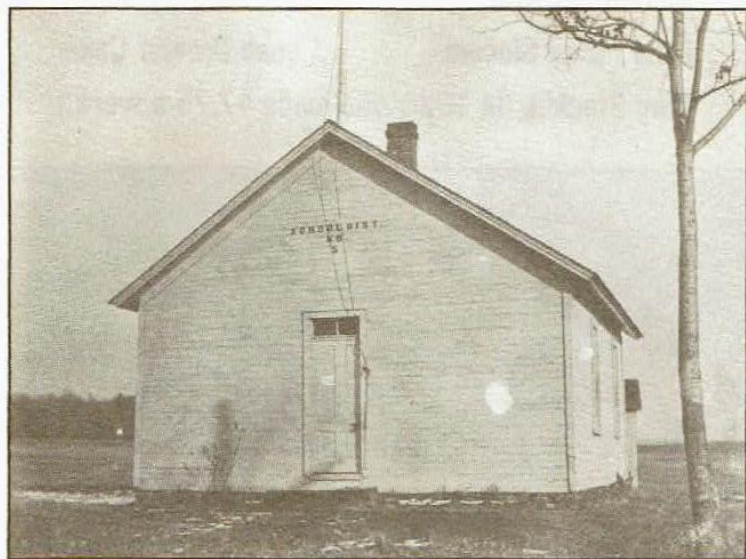
DISTRICT #5 (also listed as #15): The Briggs District built a schoolhouse about 1862 at 159 Savage near Allen Roads, presently the David North home. Teachers received \$84 for the twelve-week winter term and \$75 for the summer. LeGrant (Shine) Wiedemann remembers moving the original building to its current location at 13340 Allen Road, the Otto Weichmann home. A truck pulled two farm wagons side by side, joined by poles laid across them. The district is now part of Pioneer Central School.

FAMILIES in the district:

Casey	Tillinghast	Andrea	Andrews
Shedd	Johnson	Rogers	Heineman
Briggs	Spaulding	Stockin	Stickmeyer

TEACHERS (partial list): Kathryn May

Irene Benson (1917) Mrs. Wagner (1930)



District #5

DISTRICT #6: The schoolhouse was located near the present Erie County Forestry Sugar Shanty on Genesee Road. The building was torn down about 1940. This district is now part of Pioneer Central School.

FAMILIES in the district:

Killinbeck	Mathewson	Schafer
Peterson	Ruck	Butler

TEACHERS (partial list):

Laurence Rupert	Cora Shultes
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District #6

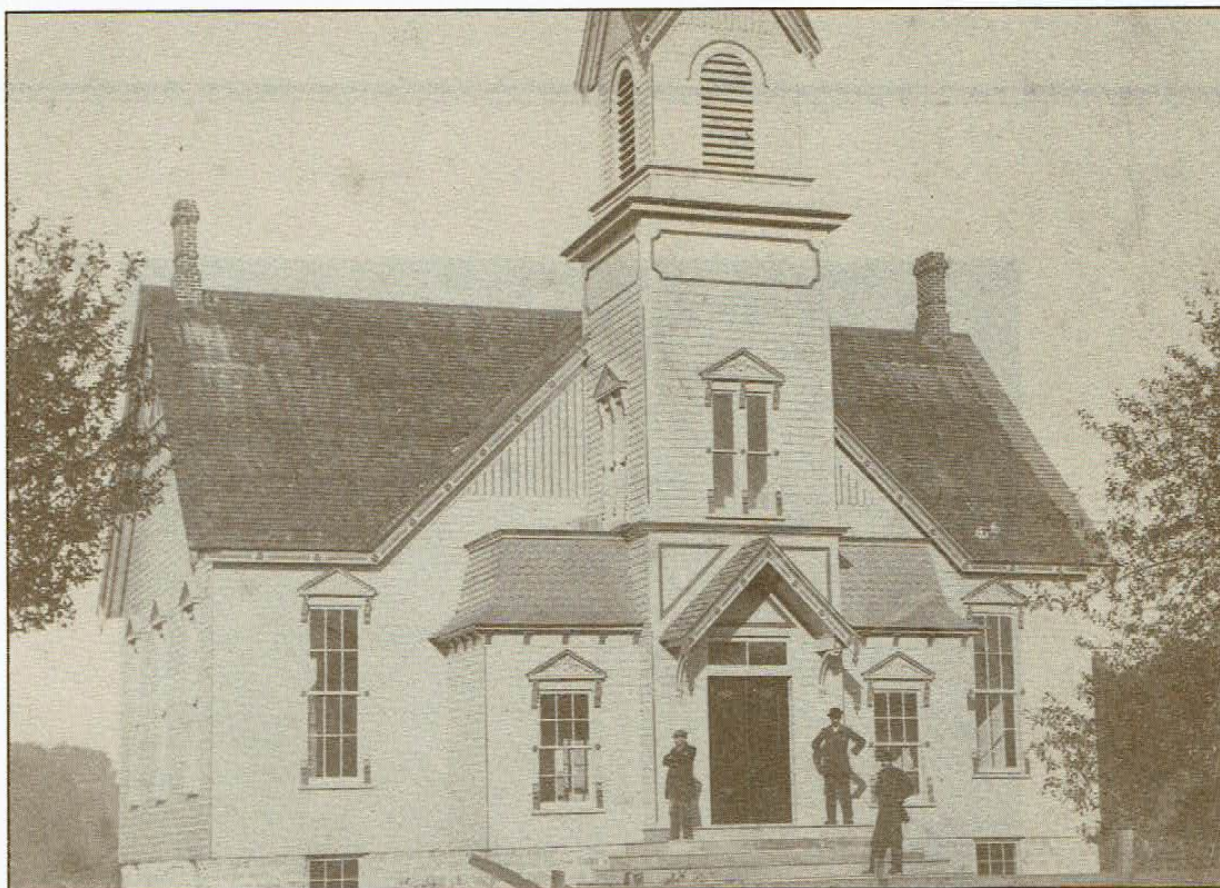
DISTRICT #7: The schoolhouse was located in the present Gene Palmer home at the corner of Pratham and Middle Roads. Also known as the Colwell District, this is now part of Springville-Griffith Institute Central School.

FAMILIES in the district:

Ellis	Cobo	Lipka	Bly
Kazmark	Tackentien	Butler	

TEACHERS:

Mabel Ellis
Jean Oliver Kittleson
Lorraine Ellis
Bonnie Joslin
Ethel Bennett



Union School #8 on Savage Road - Built in 1882

DISTRICT #8: The District #8 schoolhouse was on the Creek Road near Savage Road, near the present John Happ residence.



Original District #8 on Creek Road

UNION SCHOOL #8: The original District #8 merged with #2 (#17) in 1882 to form the Union School, also known as Union School #8. O. Andrews paid \$300 for the site of #17 and G. Dake \$165 for #8. Land for a new school was purchased from C. Long for \$400, on the later site of the Highway Department building at 12230 Savage Road, currently the Russell Holmes home. There were two teachers until 1906, when high school classes were added. The building was abandoned when the new high school was built in 1929.

TEACHERS (partial list):

1912	Benjamin Tim (principal)	
	Helen Butler	Alice Wilson
1917	Arthur Denison	Florence Gleason
	Cecil Weatherlow	Mabel June
1925	Guy Bump (principal)	Cora Schultes
	Elsie Rogers	Lillian Slyker



GRADUATING CLASS 1908

Nora Johnson.

George Williams.

Fred Bolender.

SARDINIA UNION SCHOOL - OCTOBER 1915



FRONT ROW: Domineck Mungnellio, Vern Stearns, Floyd Brattain, Corydon Brattain, James Mungnellio, Hugh Miller, Horace Webster, Edward Denny, Edward Hafner, Oliver Crook, Horton Stockin, Rex Olin, James Brattain, Norman Sixt, John Eckel, Charles Goodemote, DeVere Sears, Wilbur King, Edward Sixt, Clayton Kaser, Donald Pitcher.

SECOND ROW: Helen Carlsen, Robert Whiteside, Isabel Schrader, Esther Stearns, Winona With-
eril, Marjorie Pitcher, Muriel Smith, Marion Petri, Evelyn Knight, Gladys Cornwell, Virginia Coss-
aboon, Lavera Tarbell, Louise Yoviene, Faith Brattain, Lila Cornwell, Winifred Casey, Grace
Hakes, Grace Whiteside, Marion Miller, Helen Cossaboon, Norma Smith, Bessie Hakes, Alberta
Hafner, Evelyn Sixt, Olive King, Robert Carlsen.

THIRD ROW: Frances Hafner, Theron Quint, Alice Frank, Laurence Rupert, Dee Wood, Chauncey
Strong, Irma Smith, Flora Jensen, Harold Hopkins, Alvin Hartel, Verne Goodemote, Ruth Miller,
Arleigh Stockin, Harold Rosier, Leroy Casey, Ina Fullington, Pearl Cossaboon, Merriam Stone, Ha-
zel Rogers, Ella Webster, Morris Pitcher.

BACK ROW (Faculty): Olin H. Simpson, Miss Elva Town, Mrs. Mabel June, Miss Edna Wurtz.