

The Settlement of Candor

By Nancy Ward Riggs

Candor is now celebrating its bicentennial as a town. However, people have lived in the area now called Candor since 1794. The early settlers bought land from the section of the state known as the Watkins and Flint purchase. John Watkins, a New York City lawyer, and his partner Royal Flint made the purchase in the southern tier of New York. This land was divided into 12 sections and contained 363,000 acres. Watkins and Flint paid 3 shillings, 4 pence an acre, which was equivalent to about 40 cents an acre in New England currency at the time. The investors applied for the land patent on August 4, 1791, but the patent was not issued until June 25, 1794. The part that was to become Candor was all of Section 12 and parts of sections 9, 10, and 11 and contained 51,334 acres.

As soon as their patent was granted, Watkins and associates began selling off parcels to other land speculators who raised the prices and made considerable profit. At first this land sold for 7 shillings an acre in 104 acre lots. This was about \$1 an acre in New England currency.

A small amount of the land that became Candor was given to other people, probably for their work surveying the boundaries of the townships in the Watkins and Flint purchase. John Ford received 350 acres, later called the Ford location, which is in part of the present site of the Catatunk Golf Club. 800 acres were given to John Cantine in an area called Big Flatt, now known as Willseyville.

In order to sell the land, Watkins and Flint had to first have it surveyed, so they hired several surveyors, including Capt. Joel Smith and Isaac Judd. Smith and Judd were former Revolutionary War soldiers who were hired by Watkins and Flint to survey the land. Smith and Judd had come through the area in 1779 with General Sullivan's Army to chase out the Indians, and remembered the tall trees and rich land. They were specifically hired to survey sections 9 and 12 (Candor) and spent about six months surveying the land and marking off lots of 104 acres each.

They carried a compass, a surveyor's chain, hatchets, and knives, and cut through the dense forest and underbrush to mark the lots. They camped in various areas of the township. One night near what is now called Hubbardtown, a heavy rain raised the level of the creek so much that they were forced to climb trees to keep out of the water. They needed to keep their guns and powder dry in case they needed them. They also needed to keep all of their hard work of map-making safe!

The surveyors returned to Connecticut in the fall of 1793 where Smith made maps of the sections they had surveyed and numbered the lots. They told many tales of the abundant water supply, the tall timber on the hills, and the fine soil in the valleys. They convinced their families to move to this area, and consequently in the spring of 1794 their relatives arrived in Candor, which at the time was part of Owego, and became the first settlers.

Most of the first people who decided to come to Candor were related to Joel Smith and Isaac Judd. Elijah Smith and Sarah Smith Luddington were siblings of Capt. Joel Smith. Job Judd and Susanna Judd Smith were siblings of Isaac Judd. I do not think the Hollisters were related. Like Joel and Isaac, the pioneers were from the Farmington, Connecticut area. I am a direct descendant of Elijah and Sarah Smith who are my great-great-great-great-grandparents.

What attracted them to Candor? The land was almost a solid forest of pine, hemlock, beech, oak, and maple with trees 5 feet or more in diameter and 200 feet tall. The original forest growth in this area was thought to be far more dense and luxuriant than in many other places in the county. The soil was rich and productive – some soldiers who had passed through with Sullivan’s Army were said to say, “The corn was the finest ever seen with some ears reaching 22 inches long.” There were many creeks in the area providing a good source of water and the necessary power for mills.

Most of the residents of Candor from this early time until well into the 1800s were in the lumber industry. Those of you like me, who grew up in the heyday of the dairy farm industry here in Candor, might be surprised by that. It didn’t really become much of a dairy farming community until sometime in the late 1800s or early 1900s.

Farmington, Connecticut is southwest of Hartford a few miles making it about 300 miles from Candor. The pioneers spent the winter of 1793/94 getting ready to make the trip, deciding what was essential for the trip. The men decided to come to Candor first so they could build rudimentary cabins and possibly clear a little land for a garden before returning to Connecticut to get their families who came in 1795.

Their families were large, and some of the children were quite young. Job and Polly Judd’s 5 children ranged in age from 1 to 8. Sarah and Collin Luddington’s 4 girls were age 6 to 18, and Elijah and Susanna’s 6 children were age 4 to 20. They had one child later born in Candor. Their son Selah, my great-great-great-grandfather, was 6 years old when they came. I have an account book he kept when he was an adult.

The trip from Farmington, which today would take about 6 hours, took them about 60 days! They probably started out in March because they came by sleigh, and crossed the ice on the Hudson River. Not much of the area they were moving to in New York was settled, so there were few roads. They probably had to cut down some trees to make their way through places. The pioneers crossed the Hudson River and followed the Susquehanna Valley to Owego. Then they followed an Indian trail to Candor.

Along the way they had to keep watch for Indians as well as wild animals, like wolves. At night if they came upon a cabin, the family who owned the cabin would take in as many of the travelers who could fit, and the rest, usually the men, bedded down in the wagons or sleighs. If there were no houses around when night fell, the women and children would occupy the sleighs and the men would sleep on the ground. It certainly was not an easy trip!

Some time later they must have written a letter back to their friends and families in Farmington because information about their trip was later recorded in the church records.

The following is from the [Memorial, Genealogy, and Ecclesiastical History of First Church, New Britain, Connecticut](#) by Alfred Andrews 1867.

“Collins Luddington moved to Owego, NY at the time our people had the “Wago Fever” as it was called. He moved his family in the spring, and came to the Hudson River in the sleigh. The family there told him not to cross, for the ice was old and brittle. The family walked over and all arrived safe on the opposite bank where they ate their dinner in the sleigh, and while doing so, the ice parted just above, and all the river where they had just crossed was clear. They cried for joy at their narrow escape. He settled in Candor where his name was on the church record. He had a bad corn on one of his toes, and cut the corn off with a chisel, coming near dying in consequence.”

If they could have taken an aerial photo of Candor at the time they got here this is probably what they would have seen: a dense virgin forest on the hills and in the valley with a creek cutting through the valley floor. There were a few Indian trails, but no roads, no houses, no stores, nothing but trees and water.

One of the reasons that they attracted to this area was because of the creek as a water source for mills, and what is now called the Catatonk Creek was perfect for this purpose. Where the creek makes a bend near the fire station is the site where the pioneers first stayed, on the land now occupied by the cemetery. This is where Thomas Hollister’s cabin was built. A few years later Hollister built the first frame house which was used as a tavern by people traveling through from Owego to Ithaca or vice versa. Part of that original house still stands directly across from Maple Grove Cemetery.

A small part of Hollister’s land was probably already cleared since this is where the Indian village had been. The Indians had located there because of the creek and the “hill” and the fact they could have a good view of who was approaching by land or water. It isn’t much of a hill, but if you are going toward the cemetery from Owego, you are going up a hill, and then you go down the hill toward the fire station, so that area is indeed raised in elevation.

The Indians cleared only the land they needed because it was so hard to do. They cut the huge 5 foot diameter trees with their stone hatchets. It would have taken forever to cut through the tree, so they cut all the way around the tree to weaken it, then they put clay above the hatchet marks and started a fire below it to burn the tree and make it fall down. The tree stumps remained so they planted around them making their rows go all over the place.

After completing Hollister’s cabin, the settlers helped each other build their cabins. Job Judd had 200 acres on what is now Kelsey Rd. where he lived for several years before moving to Indiana. The other pioneers remained in the area all of their lives. Elijah Smith had 200 acres near the present Slate Rd. Collins Luddington had 200 acres near the present Union Hill Rd. Joel Smith bought, or was deeded in return for his surveying work, 300 acres, in 3 separate parcels. On one of his lots near the south end of the village, he built a log school and became its teacher in 1798. Another of his land parcels joined Luddington’s.

The Smiths and Luddington chose upland sites because the main valley was heavily forested with hemlocks and was swampy and wet for the most part. Hollister may have chosen his lot on the Indian trail knowing that he was planning to open a tavern and “inn” there later.

Their early log cabins were not very fancy. Most of them had bark roofs supported by poles. The floor was either dirt or made from split logs and thereby uneven. A large section of bark served as the door. Oiled paper was put over the window openings to let in a little light, while keeping out insects, and such. A few stones served as the fireplace. An opening in the roof above the stones let out the smoke, and also let in daylight. Furniture was very simple. Most beds were made of poles and strips of bark. Chairs were usually a slab split from a log with holes bored in the corners and rough legs inserted. It often took years for them to build anything better as they were so busy logging, clearing the land, and growing enough food to feed their families.

Other settlers soon arrived and settled all over the area of Candor and “hamlets” like West Candor, Weltonville, Park Settlement, Catatunk, and Hubbardtown began to spring up. Joel Smith came in May or June of 1795 with his wife and five children, the youngest, Jared, being only 6 months old. Joel became a farmer, a school teacher, justice of the peace, and continued his surveying. His surveying partner, Isaac Judd, came with his wife Abigail and their two children.

Israel Mead and his family came by ox cart and sled and settled in West Candor. His son William was the first white child born in Candor. Mead’s first house was built by fastening logs together with stakes, forming a cabin, with an opening for a doorway, and using the boards from his sled for roofing, together with hemlock-boughs. Fires were kept burning night and day to keep off wild beasts. One night during his absence, while Mrs. Mead was in bed, a bear entered the cabin and helped himself to a kettle of mush standing near the opening. In 1799 one of his boys found a litter of six young panthers and carried them home, kept them in a pen a few months, and then received a bounty of \$2.50 per head from the state.

Elijah Hart and David Whittlesey also came in 1795 and built the first small grist mill and saw mill in town on the site of the present “Dandy Mart” at the corner of Mill St. and Route 96B. All of the parts except for the up and down saw blade were probably made of wood. This was the only grist mill for quite some time. It burned in 1813.

By 1800, the population of Candor was 135. Abel Hart and his son, Capt. Abel Hart from Massachusetts who had been living in Broome County since 1792 arrived, and Capt. Hart soon became one of the most enterprising men in the town. He built a blacksmith shop across from his house and exchanged work with other residents, he doing their blacksmithing, and they doing his farm work. He started a distillery and set up a loom for weaving. He let the local women use the looms which he had set up in a barn behind his house. Three grades of woolen cloth were manufactured, and linen cloth was woven for bedding and for frocks. In 1806 Hart built a sawmill with Thomas Gridley on the creek near Gridleyville and cut a road through to it from the turnpike. It is said that this sawmill produced enough lumber to give every log house a floor.

By about 1809 Hart had a much larger house used as a tavern, inn, meeting house and house of worship. (It is now the Masonic Lodge). He also built the first dam across the creek (lower) in the early 1800s. It was 300 feet wide and 6 feet high.

Another early settler was Orange Booth. He moved to Candor from Farmington, Connecticut in 1801 at the age of 19 and settled on the land his father had purchased for him in 1793 when Orange was only 12! In 1806 he married Lucy Hart, the daughter of Abel Sr. and Mary. He became one of the largest landowners, with 1200 acres. He was involved in many businesses in the early town. Among other things, he built a sawmill in 1829. Booth held many offices in town government including Town Supervisor and Justice of the Peace. He had a huge home on what is now the Ithaca Rd. built for his large family, and in later years his son Edwin, president of the First National Bank of Candor, lived here. Other Booth relatives lived in nearby homes: in what is now the home of Steve Barrows, the home of Dick Halstead, and the home on the corner of Gridleyville and Rt. 96B.

Russell and Selah Gridley, also from Farmington, settled in the western part of town on the old road to Spencer (West Candor). Together they purchased 1900 acres. Selah was an ex-soldier of the Revolution who had served as Washington's body-guard. He appeared always well dressed, in the mode of the day with long stockings and knee-breeches, shining shoe buckles, and a three-cornered hat. Equally precise in his speech, he won the name of "Deacon Slick." Russell Gridley moved over to the new road to Spencer, where he built a log house, leaving for several years the tree tops on the first course of logs.

Nathaniel Sackett built a saw mill and kept a tavern in Catatonk. Elisha Blinn and Beriah Strong arrived from Connecticut and settled at Blinn's Settlement, now called Fairfield. Beriah Strong lived on the farm now owned by Bob Barden.

Caleb Hubbard, for whom Hubbardtown is named because so many of his progeny settled in that area, was a good carpenter who helped build many of the early houses. Jacob Clark arrived with a team of horses, very unusual at that time because there was little for horses to eat. Oxen and cows could subsist on tree leaves, but horses could not. Daniel Bacon came from Farmington, Connecticut like so many of the other early settlers. With him came his brother and cousins, Seth, Eli, and John. Daniel worked as a farmer, a carpenter, and a millwright.

Have you ever heard of "saving the bacon?" One time Daniel Bacon went to a nearby mill to purchase flour and have the flour made into bread. He put the loaves in a bag over his shoulder and started for home. After a while he became aware that a pack of wolves was on his track, so he began running and outran them, and thereby saved Bacon and the bread!

The early settlers farmed for their food, but most of them were loggers who had come to the area because of the huge virgin timber.

The logging business created other “offshoot” businesses as well. At one time there were 22 sawmills in Candor. Loren Booth’s sawmill was capable of sawing 1,000,000 board feet a year while George Strait’s sawmill produced 5,000,000 board feet of lumber and another 5,000,000 board feet of lath.

Candor also had several tanneries through the years because of all of the logging going on here. Tanneries had to be located near the source of the bark they used in the tanning process. When there were no more hemlock trees, the tannery had to move somewhere else. The harvesting of bark not only produced some cash income for the land owners, but also hastened the clearing, and thus the settling, of the land.

In later years the Humbolt Tannery owned by Cyrus Elmendorf and John Sackett and built in 1859 tanned 20,000 hides of horses and cows a year, and employed 25 men. A tannery in Catatonk was equally as busy. Tanning 20,000 hides a year took roughly 3,000 tons of bark!

The early sawmills were all hand driven. Logging and the lumber industry remained the major industry for many years. The 1825 census showed 22 sawmills in the town of Candor. The families cleared a little of their land for growing food for themselves since there weren’t any nearby markets and few roads to get anywhere. Grist mills were few and far between. Settlers had to make do with what they had. Families subsisted mostly on the things they grew and what their own ingenuity produced. Meat came from the animals they hunted, and maple syrup was used for sweetening.

Before land was cleared enough to grow crops, the cattle subsisted on rations browsed from treetops. There were few horses because there was no fodder for them to eat. Bears and wolves killed most of the pigs and made sheep raising difficult.

In order to encourage settlement in this area and also to aid in the transport of goods, New York State commissioned the building of a road between Ithaca and Owego which was to pass through Candor. The “turnpike” as it was called, was constructed along the Indian trail to connect Cayuga Lake with the Susquehanna River. Construction was started in 1808 and finished in 1811. The building of the road aided greatly in the further settlement of Candor, first bringing in people to work on the road, and then to settle permanently.

The road was to be not less than 66 feet wide, 28 feet of which was to be bedded with stone, gravel, or sound wood. It was even after that extremely bumpy and rutted. The construction of the 30 mile turnpike and the necessary bridges cost \$31,628.

A few years later regular stages began running over the turnpike three times a week and there were 22 taverns along the road. Also, mail went to Ithaca by way of Owego, so the faster road helped loved ones get their mail faster. Cayuga Lake plaster (gypsum) was transported from Ithaca to Owego and sent down the Susquehanna on barges. The gypsum was an important commodity for construction and fertilization of the land. By 1813 wagon traffic on the road was up to 800 teams a day.

In order to help pay for the “turnpike,” tolls were collected at three gates along the way. There were three gates between Owego and Ithaca. The South Gate was 3 ½ miles north of Owego, The Middle Gate located at Smith’s Half-Way house owned by Ezra Smith in Willseyville, and the North Gate, probably in the Danby area. If the road was found to be in poor condition, the gate was “thrown open to the public” without charge until the road could be repaired.

Here are some of the tolls charged:

1. Wagon and 2 draft animals: 12 ½ cents
2. Extra animal: 3 cents
3. Cart and 2 draft animals: 8 cents
4. Sleigh and 2 draft animals: 6 cents
5. Coach and 2 horses: 25 cents
6. 1 horse pleasure carriage: 12 ½ cents
7. Horse and rider: 4 cents
8. Driven Cattle: 1 cent per head
9. Sheep or Hogs: 6 cents for 20

These were of the some circumstances when a traveler would not have to pay a toll:

1. going to or from church
2. a funeral
3. going to a grist mill to grind grain for family use
4. going to the blacksmith
5. to get a doctor or midwife
6. to and from court if jurors or witnesses
7. voters on the way to town meetings or elections
8. state and federal troops going to or coming from training
9. vehicles with steel tires 12 inches wide because they helped keep the road properly rolled.

When the town of Candor was officially set aside from the town of Spencer in 1811, there were slightly less than 1000 residents. At a meeting held at Abel Hart’s home, the following citizens were elected to positions in the town government: Supervisor, Joel Smith; Town Clerk, Asa North; Assessors, William Scott, Orange F. Booth, and Samuel Smith; Commissioners of Highways, Nathaniel Sackett, Seth Bacon, and Charles Taylor; Constable and Tax Collector, Truman Woodford; Overseers of the Poor, Abel Hart and Asa North; Constables, Eldad Pickett, and Daniel Park; Fence Viewers, Joseph Delind, Charles Taylor, Eli Bacon, and Job Judd; Poundmasters, Thomas Park, James McMaster, and Ezra Smith; Overseers of the 13 highway districts, Jacob Harrington, Seth Bacon, Ozias Woodford, Joseph Kelsey, Daniel Cowles, George Allen, Reuben Hatch, William Taylor, Joseph Schoonover, Thomas Baird, Daniel H. Bacon, Jacob Clark, and Alexander Scott.

What were some of these jobs? When people fell upon hard times and members of their family, friends, or members of their church congregations could not provide enough assistance to tide them over, they made application to an elected local official called the

Overseer of the Poor. Within a budget of tax money, he might provide them with food, fuel, clothing, or even permission to get medical treatment to be paid out of tax funds.

The job of the Fence Viewers was to inspect the premises where damage was done by roaming livestock to determine if the fence was adequate, and if so, how much in damages the damaged party was entitled to. They also had to act, when called upon, to help resolve and settle disputes over the location and construction of fences, stone walls, and other similar means of denoting boundary lines.

The Poundmaster was responsible for the feeding and care of wayward livestock such as hogs, cattle, horses and sheep placed in the town pound by the citizenry. It was also his responsibility to read the wayward animals cattle marks and determine the rightful owner. His duties did not include control of cats and dogs, as we would assume today. The Town Pound was a permanent fixture in all New England towns of the eighteenth century. Centrally located it was usually a stone fenced enclosure about 50 feet square. In new settlements livestock usually ran free. Settlers, busy clearing land, could turn their stock loose to browse on the endless surrounding forest without worry.

Overseers of the Highway were men who lived in the respective road districts and were in charge of keeping the roads in repair. The Commissioners of Highways coordinated the work of the settlers in each road district, who worked on the roads in lieu of paying taxes to hire the work done.

Not much in the way of taxes seems to have been collected until 1813 when it was decided to raise \$150 for mending roads and bridges and \$32.62 to match the amount the state was giving toward the schools. The town supervisor was also given permission to raise enough money through taxes to purchase a standard set of weights and measures to be kept by the Sealer of Weights and Measures for the use of the town.

Similar taxes seem to have been collected in subsequent years for schools and roads. There must have been other money collected, however, to be able to pay out for pelts of foxes, wildcats, and wolves, and to give the Overseers of the Poor some money to work with in aiding fellow citizens.

A town meeting was held once a year for many years. The main business was adding new roads, and keeping up the existing roads; adding and keeping up schools, and laws regarding the animals that were allowed to run free.

The first town law was that "Swine shall not be allowed to run at bay in this town unless wearing a yoke as follows: Six inches above the neck, four inches at the side, and three inches below it." A lot of the early laws had to do with animals since animals were not fenced, but allowed to run free. They used ear marks in order to tell which animal belonged to which person. They also forbid cattle and rams to run at large in certain months. Other laws had to do with the bounty given for killing wildcats, foxes, and wolves.

Wolves were such a huge problem that they were shot on sight and there was a bounty on their pelts. In 1812, the town fathers voted to pay \$5 per wolf killed out of the Town

treasury. By 1828 the bounty was \$10 each. Big wolf hunts were sometimes organized including the Great Wolf Drive in Tioga County in 1828. There were so many wolves they decided not to try to kill all of them, but instead to drive them out of the county.

In January of that year the towns of Richford, Berkshire, Candor and Lisle held a conference to discuss the wolf problem. They decided on a drive to oust the animal. The settlers mobilized and each man had a gun, a dog and a cow bell. They formed into a long line advancing slowly through the woods. At night sentinels stood guard, ringing bells and shooting occasionally, so that the wolves would not run back past them. Then a forward march began just north of Richford and the line ran east to Hunt's Corners and west to near Slaterville. Every man on the line stepped forward, firing his gun and ringing the bells. At night trees were set on fire to frighten the wolves. Every man had his knapsack full of food and he got a fresh supply at cabins as he went on. The line was kept in a semi-circle, forcing the wolves toward the center. Every day new volunteers joined the rout. The drive opened on the second Tuesday in February and continued to its climax on Friday, when the wolves were driven beyond the Susquehanna.

By 1828 much trade was happening between Cayuga Lake in Ithaca and the Susquehanna River in Owego. Something more than the existing turnpike was needed to transport goods, so New York State commissioned the building of a railroad. However, as we all know, things move slowly at the state level, and work didn't start until 1832. The Ithaca/Owego Railroad was the second chartered in the state. It passed through Willseyville, Gridleyville, Candor and Catatonk. At 29.6 miles long, it was considered the longest in the United States. It was the first in the country to carry both freight and passengers. One horse could move as much freight over the railroad as eight could over the highway.

Many people were hired to work on building the railroad at the rate of \$3 a day plus expenses. This also aided in Candor's growth as so many people were needed to build the rails. Later railroads passing through this area became the main force in the evolution of the dynamic agricultural community that Candor would become.

The "train" made its first trip on April 7, 1834. It didn't look like the trains of today or even 100 years ago. The passenger cars looked more like stage coaches on rails. The coach was pulled by two horses who went about 6 miles an hour. To stop the coach, the "driver" put a stout stick through the spokes of the wheel.

Freight was carried on small flat cars about 20 feet long with sides about 4 feet high, drawn by two horses hitched in tandem because there was not room for them to go side by side. A train consisted of two small cars.

Coming south from Ithaca, the cars were loaded with merchandise. Returning north, they were usually empty (one of the reasons why the railroad was not successful at first). Freight, often plaster from Ithaca and lumber from Candor, was shipped for three cents per ton per mile. A load of plaster weighing four tons would have cost about \$3.60 for the trip from Ithaca to Owego. If the same four tons of plaster was hauled by wagon over the Turnpike, it would pass the gates for 18 Cents, but would have required six horses instead of two.

Although using the train was somewhat better than sending freight on the turnpike, there were still problems. When the cars met a train going in the opposite direction, the train with the lightest load had to be lifted off the tracks until the other train had passed.

The trains couldn't run in winter because of snow and ice.

Just a few years after opening, the owners of the railroad realized they needed something better, and soon Old Puff, the first steam locomotive, came into service. This seven ton machine was the first locomotive in this part of the state. It had been constructed at Auburn by prison labor, barged down Cayuga Lake, hauled up South Hill in Ithaca by horses, and put on the rails where it was tested for several months before being put into service on July 6, 1840. According to legend, on some of the early trips, steam pressure was not kept up and the train stalled. While the steam was being built up again, passengers sat on the banks beside the track and played cards or picked berries.

There were no fences along the railroad. The cattle and horses became accustomed to the fire, smoke, steam, and noise and often grazed on the track. The firemen on the train often had to jump off, run ahead, and drive them off the track. Then Conductor Hatch had a great idea. He got an old flintlock musket and a bag of dried peas. One of the train hands always sat on the front and shot peas at the cattle!

The railroad had financial difficulties for years. In 1843 the Ithaca/Owego Railroad was sold to the Cayuga and Susquehanna Railroad. Even after that it was difficult to keep up the railway. The iron-strap-on wood rails began to wear out, and sometimes the pointed ends of the rails would spring up and tear through the floor of the passenger coaches seriously injuring some passengers. This also caused derailments. On one trip to Owego it was reported that there could be anywhere from one to eight derailments!

By 1850 the financial situation of the railroad became better as now coal was being shipped up the river from Pennsylvania to Owego, loaded on the train to Ithaca, then sent out on the Erie Canal to other points. This meant there was freight on the railroad going in both directions which greatly improved their profits.

The town of Candor originally consisted of two villages, Candor Corners and Candor Center, and many hamlets. The two separate villages were created along the Catatonk Creek at the two best places to erect mills, thereby causing a natural reason for two separate small villages. In 1850 Candor Corners had a flour mill, woolen factory, tannery, two sawmills, three churches, a railroad station, a school, and about 70 dwellings. The flour mill ground 300 bushels of wheat a day. The woolen mill manufactured 30,000 yards of cloth a year.

Candor Center had one church, a flour mill, two sawmills, a school, and about 20 dwellings. Candor Corners was around the "Lower" mill pond, by what is now Candor Family Care and the brick apartment building across the creek. Candor Centre was around the "Upper" mill pond, near what is now the Dandy Mart. The two communities joined together in 1900 in order to create a water district.

Between 1873 and 1876 many fires set by an arsonist devastated at least 25 businesses in Candor Corners and Candor Center, including four hotels. Each hamlet had their own fire

company. Alpha at the Corners and Alert at the Center, which responded to the fires. Because the buildings were close together and made of wood, many buildings were damaged in each fire. The properties were insured for only about half of the losses, and some didn't rebuild.

Just like today, other fire companies (in this case Owego) were called in to assist, but they had to first get the message by telegraph, assemble their men and equipment, load it on the train, and steam up to Candor!

Candor grew rapidly in the 1800s, rising from a population of 135 in 1800 to a population of 4,323 by 1880. After a few years of decline in the 1890s and early 1900s, the population rose again. Today the population of Candor is 5,139. Similarly, the amount of cultivated acres rose from just 325 in 1800 to 33,572 in 1875. There wasn't much cultivation going on during most of the 1800s because the primary industry was logging, not farming. Currently, in the entire county, there are 565 part and full-time farmers who own 106,834 acres (about 1/3 of the land area), but who cultivate 78,598 acres.

By 1878 Candor Corners and Candor Center were bustling communities. Businesses included two tanneries, a steam sawmill, a planing/ moulding mill, two grist mills, two cooper shops, a foundry/ machine shop, and an agricultural implements store. There was also a livery stable, four carriage shops, two cabinet shops, an express/telegraph office, a coal yard, three public halls, a hardware store, two shoe stores, three milliners, two tin shops, two hotels, two clothing stores, two tailors, two drug stores, five physicians, four lawyers, a bank, a post office, four churches, a produce dealer, and several general stores.

A year later the Blanket Factory was started on the site of the former woolen mills by Charles Barager. He employed 50 workers and made about 50,000 horse blankets a year. That site is now the home of Candor Family Care. The Wands Glove Factory commenced business in 1895.

Nearby hamlets included Willseyville, Gridleyville, Prospect Valley, Crine's Corners, West Candor, Hubbardtown, Fairfield (East Candor), Germany Hill, Straits Corners, Catatunk, Weltonville, and Park Settlement.

Willseyville, once called Big Flatt, was renamed in honor of Jacob Willsey, a prominent citizen. It was once a very thriving community with two schools, two sawmills, two train depots to service trains criss-crossing the town, two general stores, two blacksmith, a church, a shoe shop, a dentist, doctor, hotel, post office, and the White Brother Chair Factory. The Chair Factory building was 3 stories high, 85 feet long, 35 feet wide, and employed 30 people. They manufactured 30,000 chairs and 10,000 tables a year.

Gridleyville, named for the Gridley family, became an early settlement because of the construction and operation of the turnpike and later the horse drawn railroad. There was a train depot located there as well as a school.

West Candor was 3 ½ miles from the village of Candor. It consisted of a train depot, a hotel, a tin shop, a post office, a cheese factory, a school and mill. Hubbardtown, named for Caleb Hubbard and the other 9 Hubbard families who lived there was two miles south

of Candor Village. Its main industry was lumbering. It contained a grist mill, two sawmills, two blacksmiths, and a school.

Prospect Valley, once known as Perryville, contained schools, a church, and a store. Fairfield first known as Blinn's Settlement, then Honeypot, then East Candor, and finally, Fairfield, was located on Doolittle Creek. It consisted of a post office, two schools, and a church. It was four miles above Weltonville. Weltonville, named for Rev. A.J. Welton, was located on the West Owego Creek. It contained a blacksmith, and a school.

Catatonk was one of the first stopping places of any note on the Ithaca/Owego Turnpike when coming from Owego. There were a lot of businesses there including a train depot, two sawmills, a grist mill, a tannery, a church, a blacksmith, and schools.

Straits Corners, once called Rhoadville, had a blacksmith, a store, a church, schools, and a post office.

Just like in the main part of Candor, logging and the associated lumbermills were the principal businesses of all of the hamlets in the early years of the town. Dairy farming wasn't much of an industry here until much later.

The first school in the Candor area was a log school built by Joel Smith, who was also the teacher. By 1814 there were nine school districts. This number would later grow to 26 before centralization. At first the town voted that double the amount of moneys received from the state be raised from the town. By 1840 the vote was to match what the state gave. In 1877 there were 1415 school age children in all of the districts although only 1109 attended.

The Candor Free Academy was established 1864 in "downtown" Candor (where the present high school is now located). The first building was built in 1868. Four teachers taught the 250 pupils who attended the Candor Union School and Free Academy. The average daily attendance was 180, so the average class size was 45! The total resources were \$7778, about half of which was received from the state. Teachers were paid about \$7.66 a week.

For those of you who remember all of the maple trees in the front lawn of the school, 100 maples were planted at the school in 1874.

This school burned in 1909 when it was set on fire by an arsonist. It was replaced with the middle building of the present high school.

The first Congregational church was built in 1818 where the Donahue Apts. are now located. It was used for seven years, but never finished. There was no heat, even in winter. The church was called the Second Congregational Church, because Candor was still part of Spencer at the time it was built, and there was already a Congregational Church in Spencer.

A new church was built in 1824 and the old church was sold. The new church was across the creek on the Ithaca Turnpike near the present home of James Hollenbeck, Jr. The

church became a Presbyterian Church from 1833 to 1856. The current church was built in 1866 at a cost of \$13,600. The first Sunday School was held at the school in Gridleyville in 1821. The Farmington Society of the Congregational Church, named for its members who were largely from Farmington, Connecticut, was formed to support and maintain the church.

The Methodist Episcopal Church was organized as a church in 1827. Circuit preachers, one of whom was my great-great grandfather, Rodney Rose, held services for several years, coming every few weeks. The first church was built on present property for \$2000. The current church was built in 1865.

St. Mark's Protestant Episcopal Church was formed in 1832 at a meeting at Abel Hart's inn. In 1835 the congregation purchased a lot and built the current church.

The Baptist Church of Candor was organized in 1852. At first, services were held Sunday mornings in the school. Then they were held Sunday afternoons at the Methodist Church. Finally, about 1855, the parishioners built the current church.

Information for this article was taken from

- French, J.H., *Gazetteer of the State of New York*, 1860. Port Washington, NY: Ira J. Friedman, Inc.
- Gay W. B. ,*Historical Gazetteer of Tioga County, New York, 1785-1888* , 1887. Syracuse, NY: W. B. Gay and Co., 1887
- Hurd, D. Hamilton and Peirce, Henry B. *History of Tioga, Chemung, Tompkins, and Schuyler Counties, New York*, 1879. Philadelphia: Everts and Ensign, 1879. Print.
- Kingman, Leroy Wilson. *Our County and Its People : a Memorial History of Tioga County*, ?. Elmira: W.A. Fergusson and Co.
- Weber, Donald F., *A Chronological History of the Town of Candor, Tioga County, New York*.