

Pictorial Wheatland



By

MRS. ELLA K. MCGINNIS
Wheatland Town Historian

1978

Volume V

FORWARD

PICTORIAL WHEATLAND

Showing some of the Businesses, Churches, Residences, Manufacturing Plants, streets, landscapes, celebrations and schools of the Wheatland of the nineteenth and early twentieth centuries.

This booklet represents a portion of the pictures of the Town of Wheatland and many years of search and research. The generosity of the people of Wheatland in lending their treasured old pictures, and furnishing information about them is appreciated. A book of this sort obviously owes large debts to many people.

Mrs. Ella K. McGinnis
Town of Wheatland Historian
Booklet No., 5 - 1978

INTRODUCTION

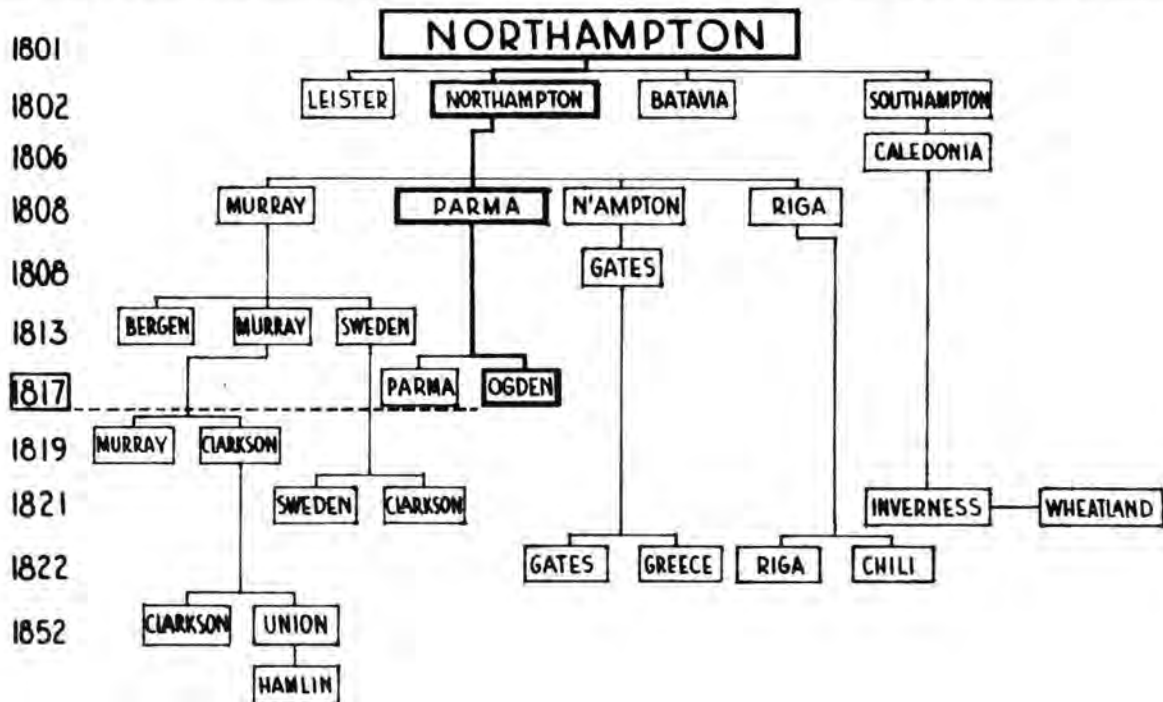
The Town of Wheatland lies in the heart of the finest and most fertile farming land in Western New York. In the middle of the nineteenth century the counties of Monroe and Livingston were reputed to be the greatest producers of wheat in the United States.

The Wheatland of one hundred and ninety-one years ago and the Wheatland of today are in striking contrast. Sparsely settled as it was, by a few sturdy Scotchmen in the western section and in other areas by both the English and Germans, with a scattering here and there, of almost all ethnic groups.

Living generations after the people and the events, which figure in these pages, we cannot hope to recreate the cast of mind and the emotions of these forebears. But, like a blind person running fingers over a face, we can establish contact and we can establish fragments of reality. Press yourself into the reality of these pictures. Feel the dust of those unpaved streets, the struggling determined humanity of the people, who stand on those streets. Sense the deft and muscular hands, which built some of the structures, whose portraits appear in these pages. Give life again to the pioneers.

May all who turn these pages o'er enjoy the pictures, be warmed by old memories, come to appreciate their heritage, and rededicate themselves to greater efforts towards maintaining the beauty and tranquility in our home town.

DEVELOPMENT of TOWNS WEST of GENESSEE IN MONROE COUNTY



TOWN OF WHEATLAND

We live in a part of our great United States which is known as western New York State. Our area was once the home of the Seneca Indians, but when some of the armies of the Revolutionary war were sent into this rich and fertile country they liked what they saw and decided to return.

One of our very earliest settlers in the Town of Wheatland was Peter Sheffer, the first. He came here in 1789 and his descendants have lived here ever since.

We were first part of a large tract of land called The Town of Northampton. in 1802 Northampton was divided into smaller sections, ours was called Southampton, in 1806 our name was changed to Caledonia. Finally in 1821 we were taken from Caledonia and named Inverness, to please the Scotch settlers in the western part of the town. But the wishes of the other residents prevailed and we became the Town of Wheatland. This name was singularly well chosen since we produced some of the finest wheat grown, as a matter of fact in the 1850s Monroe and Livingston were the largest wheat producing counties in the United States.

Within the Town of Wheatland we have the Incorporated Village of Scottsville in the eastern section. In the western section a hamlet called Mumford. The rest of the Town is comprised of small hamlets known as Garbutt, Belcoda, Beulah and Wheatland Center.

The Village of Scottsville is named after Isaac Scott who arrived in the area in 1790 and purchased from the Wadsworths 150 acres of land which covered most of what is now Scottsville. His log house stood at the southwest corner of Main and Rochester Streets.

Mumford was first known as "McKenzies Corners", for a family of early settlers. Then it was called "Slab City" because of the materials from which its first buildings were made. Then after one of its prominent citizens it became "Mumfordville" and finally Mumford.

Wheatland Center, so called because it is near the center of Town. It was once known as "Halls Corners" after Mr. Clark Hall, who built the red brick Tavern at the corner of the Scottsville-Mumford and Wheatland Center Roads. This Tavern was built in 1825.

Belcoda, this name is really unique according to a paper written for the "Scottsville Literary Society" in 1910, there is no other place of the same name, in the U.S.A. or the world. From Mr. Eugene E. Harmon came the information that the word was invented by his father. Another version says that a workman called a belfry a belcody, hence Belcoda. Others say a young minister who came to the area fell in love with a Miss Belle Cody and gave her name to the locality.

Beulah, when the United Presbyterian Church was dedicated there, it is said that Captain Thomas Faulkner opened a bible and placed a finger upon a verse, the verse contained the word "Beulah", so it was called Beulah Church and the vicinity became "Beulah".

Garbutt, long known as "Garbuttsville" was named for the Garbutt family who first settled there in 1804-5. Many members of the family have lived in the Wheatland area ever since.



*Ronald Kenville
Town of Wheatland Supervisor, 1976 - 77 - 78.*

ROCHESTER AND STATE LINE RAILROAD

In 1865, the rising price of coal and the cost of transportation of it from the coal regions in Pennsylvania and the difficulty and cost of carting local produce to Rochester, brought about talk of another railroad from Rochester to the coal region in Pennsylvania.

D.D.S. Brown from Scottsville and two men from Mumford, Oliver Allen II and Donald McNaughton became interested and decided to promote a railroad from Rochester to the coal fields in Pennsylvania.

During the winter of 1868, the Rochester and State Line Railroad was incorporated and Oliver Allen II was elected Vice President.

The first survey for the railroad from Rochester to Pennsylvania was made in 1869 by Wm. Wallace. Work started on the railroad but due to financial difficulties in 1873 it was temporarily halted but in 1874 the stretch of railroad from Rochester to Leroy was finally opened. Work was resumed in September 1876 on the railroad and the tracks were laid as far as Warsaw. The railroad was finally completed to Salamanaca in 1878. Oliver Allen II drove the last spike at the Celebration in Salamanaca. The railroad was completed to Pittsburgh at a later date.

The first rolling stock consisted of one engine and a box car for passengers. The first locomotive on the line, an American type, built by Brooks of Dunkirk, N.Y. was named the Oliver Allen II, in honor of the man who worked so zealously to build the railroad. Later other locomotives were named after D.D.S. Brown, Donald McNaughton, George Whitney and M.F. Reynolds.

Mr. James H. Kelly, President, of the Kelly Lamp Co. of Rochester offered to build a head light for the first locomotive if Oliver Allen II got the railroad started. Mr. Kelly kept his promise and built a head light with a life size portrait of Oliver Allen II on each side and in addition it was trimmed with beautiful designs in gold and bright colors. Early in 1874 the light was placed in service on the number one locomotive, named the Oliver Allen II.

In the 1880s Mr. James H. Kelly purchased the John Garbutt farm east of the four corners in Garbuttsville. He improved the grounds and grove on the farm and it became a very popular picnic grounds for many years. Large groups of people came from Rochester on the railroad to the little Garbutt station. They usually brought a band with them and marched from the station to "Kellys Grove" for a picnic.

In 1880 the control of this railroad passed from the hands of those who had managed it and its name was changed to the Rochester and

Pittsburgh Railroad Co. Later it became the Buffalo, Rochester and Pittsburgh Railroad . Then in 1930 the Baltimore and Ohio Railroad and now it is the Amtrak.

Due to diminishing passenger traffic the last passenger trains were run in the 1950s.

During the early 1900s, World War I years and later many of the people from the area were employed in Rochester and rode the trains to and from work. It was also a popular means of transportation for scholars attending schools in Rochester.

The first station in Scottsville was a wooden building, located at the west end of Maple Street. After many years of service it was replaced in 1911 by a red brick station on the same location. The station is now being used for a warehouse.

Some of the station agents in Scottsville were Herbert Door, Louis P. O'Brien, George DeWitt, Eugene Swain, Frank Hohman, Robert Quigley.

There was a small station in Garbuttsville built about 1874. It was located west of the Tailor shop and south of the Scottsville-Mumford road. At the height of the milling industry in Garbuttsville the railroad station had two station agents. After the Empire Gypsum Co's plant was abandoned the Garbuttsville station a busy place for the past twenty five years, was discontinued as a regular station.

Some of the station agents at Garbuttsville were Wm. Frawley, George DeWitt, Luke Knapp, James Baldeck.

The Garbutt station was moved to Wheatland Center in 1941 due to the increase in shipping from the nearby mill, up to that time the stop at Wheatland Center was just a flag stop. The station was a busy place for a few years but due to diminishing business it was closed in February 1970. After several attempts to save the station it was finally demolished in 1972.

Some of the station agents at Wheatland Center were James Flick, James Baldeck, L. T. Knapp, George DeWitt, Robert Quigley, Wallace Schillinger. Wallace Schillinger was the last agent at Wheatland Center.

The first railroad station built in Mumford in 1877 was located about one half mile east of the four corners on a Street called Depot Street which ended at the railroad. The land for the street and Depot was given by Oliver Allen II. In later years Harvey Remington purchased the Allen farm and sold the right of way to the railroad.

In the early 1900s citizens and business men of Caledonia and Mumford petitioned the Buffalo, Rochester and Pittsburgh Railroad to move the station from east of Mumford to the Fish Ponds Crossing on the Mumford-Caledonia Road, up until that time the crossing had just been a flag stop.

Rochester & State Line Railway

TIME TABLE No. 6.

To take effect Monday, Oct. 8th, 1877.

EASTWARD.				NAMES OF STATIONS AND PASSING PLACES.	WESTWARD.			
Dist. from Rochester.	1 Ex. press.	3 Frght & Pass.	5 Ex. press.		2 Ex. press.	4 Frght and Pass.	6 Ex. press.	Dist. betw. Stations.
Mls.	A. M.	P. M.	P. M.	Arr. Leav.	A. M.	A. M.	P. M.	Ms.
	9.30	3.45	6.35	..Rochester..	7.55	10.30	5.35	
1.25	*9.27	*3.40	*6.32	Lincoln Park	*7.58	*10.35	*5.38	1 25
4.81	*9.18	*3.25	*6.23	..Maplewood..	*8.08	*10.50	*5.48	3.56
7.06	*9.12	*3.15	*6.18	..Brookdale..	*8.15	*10.58	*5.55	2.25
9.44	*9.06	*3.05	*6.12	..Willowvale..	*8.21	*11.08	*6.01	2.38
11.40	9.00	2.58	†6.07	..Scottsville..	8.27	11.17	†6.07	1.96
13.60	8.53	2.48	6.00	Garbuttville	8.33	11.25	6.14	2.20
15.31	*8.49	*2.42	*5.55	..Wheatland..	*8.38	*11.33	*6.19	1.71
17.01	†8.44	2.35	5.48	..Mumford..	†8.44	11.40	6.23	1.70
20.99	*8.33	*2.18	*5.36	..Lime Rock..	*8.53	*11.57	*6.35	3.98
						P. M.		
24.10	8.26	2.07	5.28	...Junction...	9.05	12.09	6.43	3.11
24.53	8.23	2.03	5.25	...LeRoy....	9.07	12.11	6.46	0.43
30.14	8.07	1.38	5.08	Pavillon Cen.	9.22	12.37	7.03	5.61
32.37	8.00	1.30	5.03	...Pavillon...	9.28	12.45	7.09	2.23
34.84	7.53	1.20	4.54	..Pearl Creek..	9.35	12.56	7.17	2.47
37.57	7.46	†1.07	4.47	..Wyoming...	9.43	†1.07	7.25	2.73
43.08	7.30	12.45	4.30	...Warsaw...	9.58	1.30	7.40	5.51
47.55	7.17	12.27	4.18	..Rock Glen..	10.12	1.50	7.53	4.47
		P. M.						
50.35	7.10	12.15	4.10	E. Gainesville	10.20	2.00	8.00	2.80
53.59	7.00	12.00	4.00	..Gainesville..	10.30	2.15	8.10	3.24
	A. M.	M.	P. M.		A. M.	P. M.	P. M.	

* Denotes Flag Station—stop on signal or to let off passengers.

† Denotes stations where trains meet.

Depot corner of Maple and Saxton Streets. Passengers will take and leave Street Cars at corner Francis Street and West Avenue.

The State Line Omnibus will leave N. Y. C. Depot 20 minutes before departure of all trains, stopping for passengers at corner of Exchange and Main sts. This Omnibus will also leave State Line Depot on arrival of all trains, carrying passengers to N. Y. C. Depot or principal hotels. Fare, 10 cents each way.

J. E. CHILDS, Sup't.

The station east of Mumford located on Depot Street built in 1877 was closed in 1912 and the new brick station at Fish Ponds Crossing was opened. It was more convenient for those going to and from Rochester. The trains were met by liverys from Caledonia operated first by Dick Pullyblank and later by Harrison Brown. The livery was a covered carriage with a long seat on each side drawn by two horses. Mr. Brown in later years used a bus with two long seats one on each side. They even met the train that came up from Rochester at midnight. The ride from Caledonia to the station cost ten cents. After the passenger trains were discontinued the station remained vacant for some time. It is now being used for a warehouse.

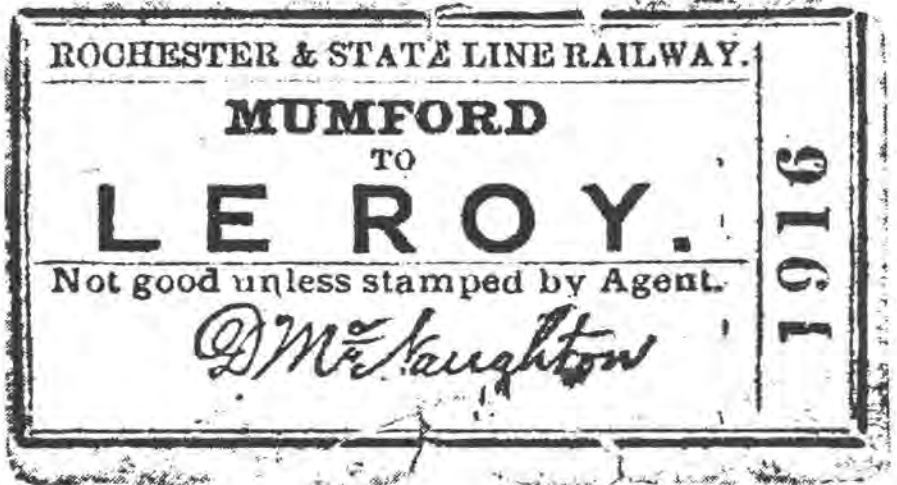
Some of the station agents at Mumford were J. McNaughton, George Hadley, James Baldeck, James Flick, Gilbert Snider and Mr. Klinger.

PASSENGER TRAINS
—BETWEEN—
ROCHESTER and LEROY

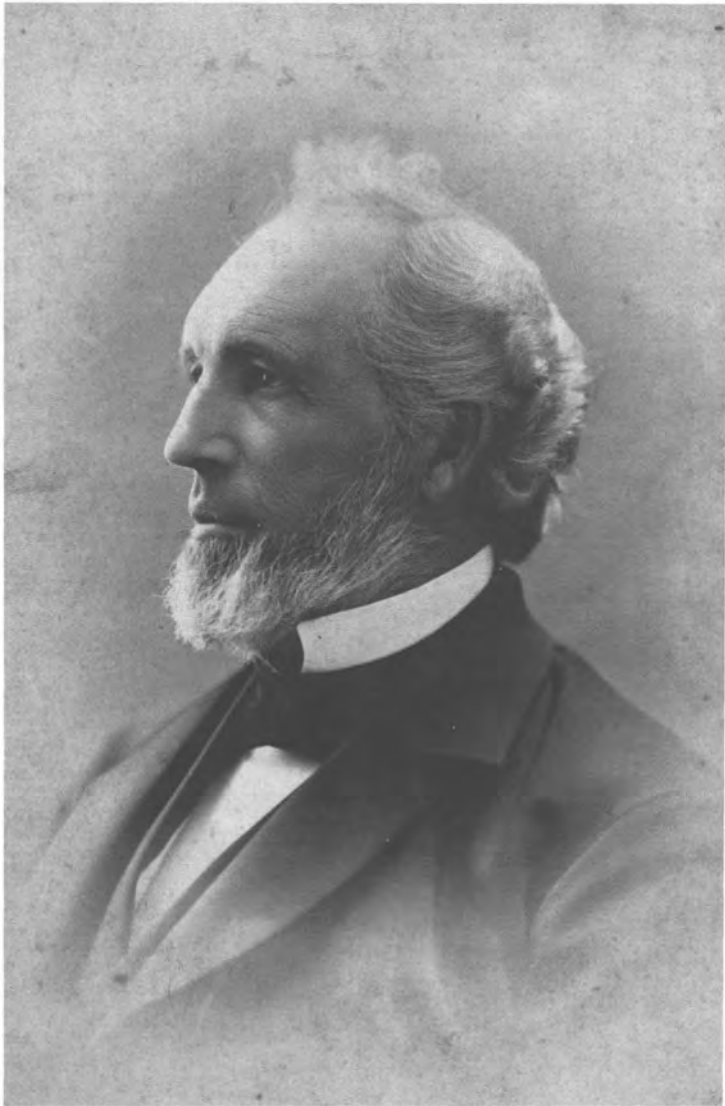
405	7	403	15	401	317	109	3	Mis.		400	2	16	318	402	6	404
PM	PM	PM	PM	PM	AM	AM	AM	AM		AM	AM	AM	PM	PM	PM	PM
11.15	* 9.00	5.30	4.10	† 1.00	† 0.00	8.15	† 7.30	0	Lv. Rochester.....Ar	8.00	* 8.42	† 11.00	3.05	† 4.00	* 7.30	† 9.00
11.21	5.36	4.16	1.06	10.06				2	Lv. Lincoln Park.....Ar	7.54		10.53	2.59	† 3.53		8.53
11.29	5.44		1.14	10.13				4	Lv. Maplewood.....Ar	7.46		10.45	2.53	† 3.46		8.46
11.34	† 5.48		† 1.19	10.16				8	Lv. Brookdale.....Ar	7.39		† 10.41	† 2.46	† 3.42		† 8.40
11.43	9.22	5.58	4.33	† 1.28	10.25	8.38	7.51	12	Lv. Scottsville.....Ar	7.32	8.30	10.35	2.43	† 3.35	† 7.05	† 8.35
11.48		6.03	4.38	† 1.34	10.30		7.56	15	Lv. Garbutt.....Ar	7.28		10.30	2.38	† 3.29	† 7.05	† 8.28
11.52		6.06		† 1.37	10.33			16	Lv. Wheatland.....Ar	7.23		† 10.26	† 2.34	† 3.25		† 8.24
11.57	9.31	6.11	4.46	† 1.42	10.37	8.49	8.01	18	Lv. Mumford.....Ar	7.18	8.10	10.21	2.31	† 3.18	† 6.59	† 8.18
11.59		6.14	4.49	† 1.44	10.40			19	Lv. Fish Ponds.....Ar	7.15		† 10.18	2.28	† 3.15		† 8.15
12.03		6.18	† 4.52	† 1.48	10.43			20	Lv. P & L Jct.....Ar	7.12		† 10.15	2.26	† 3.13	† 6.56	† 8.12
12.06		6.23		† 1.53	10.48			22	Lv. Lime Rock.....Ar	7.07		† 10.09	2.21	† 3.07		† 8.07
12.15	† 9.46	6.30	* 5.06	† 2.00	† 10.56	9.04	8.19	25	Ar. Le Roy.....Lv	7.00	* 7.57	† 10.02	2.13	† 3.00	† 6.45	† 8.00
AM	PM	PM	PM	PM	AM	AM	AM			AM	AM	AM	PM	PM	PM	PM

I MOTOR CAR

Passenger trains between Rochester and Leroy, June 1910.



Ticket, Mumford to Leroy 1916.



D.D.S. Brown, Scottsville, N.Y. one of the promoters of the Rochester and State Line Railroad.



Donald McNaughton, Mumford, N.Y. one of the promoters of the Rochester and State Line Railroad.



Oliver Allen, Mumford, N.Y. one of the promoters of the Rochester and State Line Railroad.

*Picture of Oliver Allen II on the head light,
J. H. Kelly made for locomotive No. 1
on the Rochester and State Line Railroad.*



Head light used on the number one locomotive, named Oliver Allen II.



First station in Scottsville on the Rochester and State Line Railroad located at the west end of Maple Street.



Scottsville's second station, a red brick station built in 1911, on the same location as the first station.



Engine on the last passenger train on the Baltimore and Ohio Railroad at Scottsville, N.Y.



Train on Buffalo, Rochester and Pittsburg Railroad.



Last passenger train on the Baltimore and Ohio Railroad at Scottsville, Charles Green with back to camera.



Last passenger train on the Baltimore and Ohio Railroad at Scottsville, N.Y. Charles Green putting the mail on the, train Nellie Walters standing beside the train.



Garbuttsville Station built about 1874. It was moved to Wheatland Center in 1941 and finally demolished in 1972.



Kellys Grove - owned by Mr. James H. Kelly. It was located on the North side of the Scottsville - Mumford Road just east of the four corners in Garbutt.

MAY PARTY.

THERE WILL BE A
MAY PARTY
HELD IN
HON. JAS. H. KELLY'S
GROVE.
GARBUPT., N. Y.
ON THE AFTERNOON AND EVENING OF
DECORATION DAY.
MAY 30th. 1894.
FOR THE BENEFIT OF
GRACE CHURCH.

A SPECIAL TRAIN WILL LEAVE
ROCHESTER
AT 2 P. M.
RETURNING WILL LEAVE
GARBUTT
AT 5.30, 7 & 10. P. M.
Round Trip Tickets 50 Cents Each.

DANCING
DURING AFTERNOON AND EVENING.

SUPPER
WILL BE SERVED BY THE LADIES OF THE
GUILD AT 5 O' CLOCK P. M.

Supper Tickets

25 Cents.

Garbutt station after being moved to Wheatland Center.



L. T. Knapp, Agent standing in front of station at Wheatland Center before the Garbutt Station was moved to Wheatland Center.



James G. Flick standing beside the Mumford station. He was a station agent at Wheatland Center and Mumford.

Robert Quigley, trying to keep warm in the Wheatland Center Station.



Wallace Schillinger in the office of the Wheatland Center Station.



Mumfords first station, located at the end of Depot Street. Built 1877 used until replaced by the new station at Fish Ponds crossing in 1912.



George Hadley-Station agent at Mumfords First Station and daughters sitting on baggage car.



New station in Mumford, built in 1912, at Fish Ponds crossing on the Mumford Caledonia Road.



Arbor Day Celebration, school children meeting the train at Mumford First Station, Mr. Hall, Principal.



Mumford station showing the horse drawn livery waiting for the train.



Office Mumford station on Mumford - Caledonia Road. Mr. Hadley behind desk, Mr. James Baldeck sitting at end of desk, an inspector in the background.

WELLS FAMILY

Moses Wells a pioneer builder settled in Garbuttsville in 1815. He married Myra Goodhue in 1820. They bought a farm from John Garbutt, located one mile west of the four corners in Garbuttsville, on the south side of the Scottsville-Mumford Road.

Their first home was a log cabin built on the same site as the present house. The original Wells house was built in 1824. The rear of the house now standing was part of the original Wells home. It was remodeled in the 1880s by the Wells family. The trim over the windows is unique and a trade mark of the Wells builders. The windows with the trim and the Wells Truss are identifying marks of their trade.

Mr. and Mrs. Moses Wells had a family of thirteen children, eight daughters and five sons. Their son John Talcott Wells, born in Garbuttsville in 1843 married Serena E. Clark, of Schoharie Co. They had five sons, John Talcott Wells, Stephen, Ward, Robert, Nolan.

John Talcott Wells Sr. continued in his fathers trade and built and remodeled many of the houses and barns in the Town of Wheatland and surrounding area. He was the inventor of the "Wells Truss", which was used to span large areas in halls and barns. The large auditoriums at Silver Lake and Prohibition Park in Staten Island are examples of his trade. John Talcott Wells and Sons built the Wheatland Milling Co.'s power Mill and electric light plant in 1904.

John Talcott Wells Sr. died in March, 1931 at the age of 89 years. For nearly fifty years he was actively engaged as a carpenter and builder.

His first contract was the building of the frame schoolhouse in Garbuttsville in 1871 for \$2200.00. He retired in 1914 and his sons Stephen, John Talcott Jr. and Nolan carried on the business. The contracting business of Wells Brothers was taken over by John Talcott Wells Jr. in 1940. Three generations of the family have been active builders in the Town of Wheatland and surrounding area.

John Talcott Wells Jr. born 1886, Garbuttsville, N.Y. Died Scottsville, N.Y. 1962, buried Garbuttsville Cemetery. Ending three generations of builders, his possessions were disposed of by auction. Mr. & Mrs. Charles Havens of Scottsville purchased the contents of one of the buildings. They later gave some of the contents to the Big Springs Museum, Caledonia, N.Y. On display in the Museum are the models of the Wells barn, truss, silo, also his tool box and tools.

John Talcott Wells, 1st. son of Moses Wells, born Garbuttville, 1843.



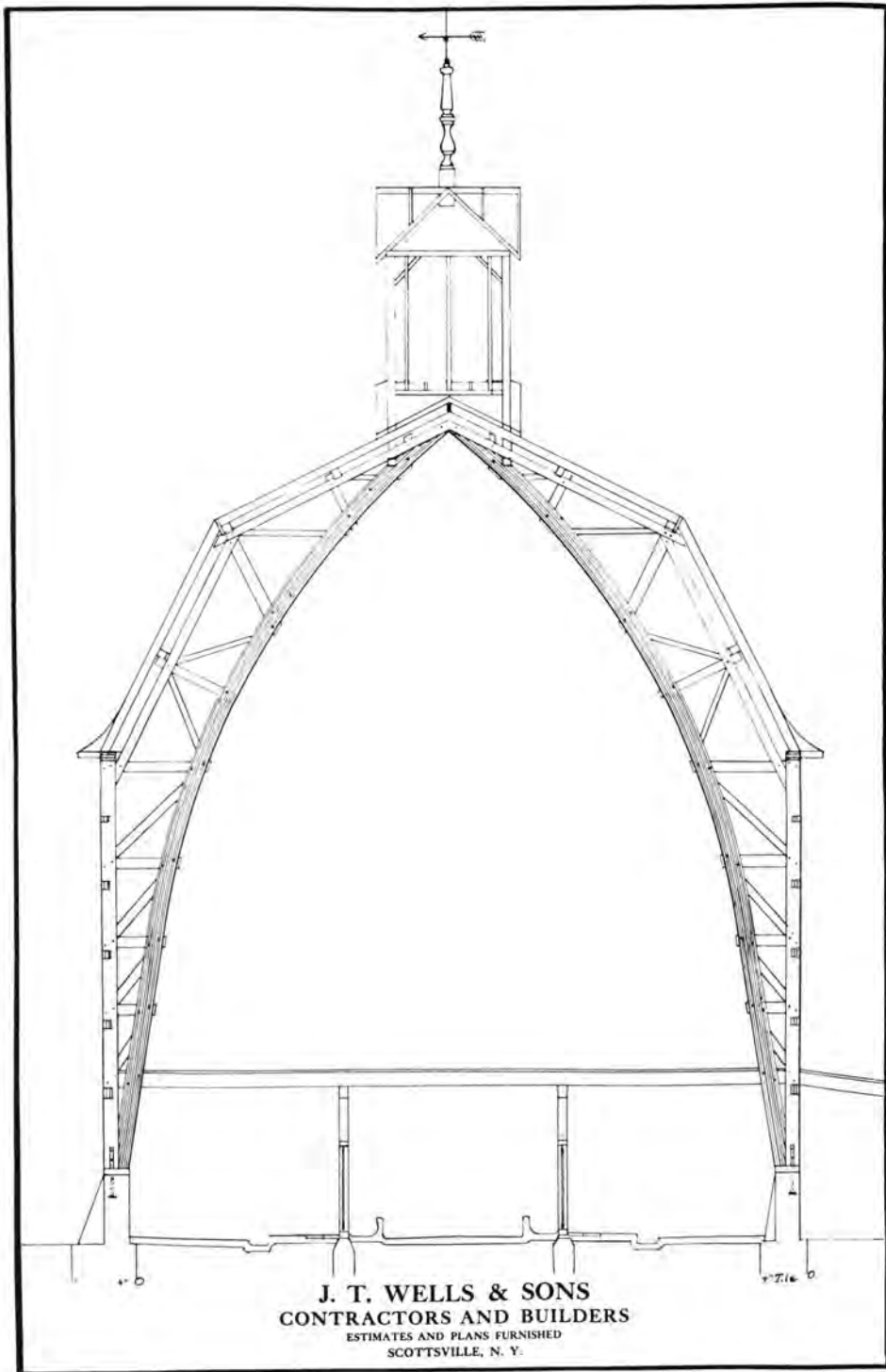
*Wells homestead in Garbuttville, about 1898
Sitting on porch, L - R - William Wells, Myra Goodhue Wells (in white apron)
Myra Goodhue, Myra Wells.
Standing - L - R - Marietta Wells, Seth Wells.*



Mr. & Mrs. John Talcott Wells Sr., 1916.



*Sons of John Talcott Wells, 1st.
Stephen Clark Wells, Nolan Goodhue Wells, Robert Roy Wells, John Talcott
Wells Jr. Ward Wells.*



J. T. WELLS & SONS
CONTRACTORS AND BUILDERS
ESTIMATES AND PLANS FURNISHED
SCOTTSVILLE, N. Y.



The Wells barn built on the old Cameron Homestead, Cameron Road, Caledonia, N.Y. by John Talcott Wells, for Abram G. Cameron in 1896 was started in May and painted in October.

The Elm for the arches, timbers and planking for the floors of the horse stalls were from timber cut on the farm. The posts for the stalls were made of black walnut sawed and planed by Alva Carpenter of Avon, N.Y. Two car loads of lumber came from Buffalo to Maxwell station at a cost of \$580.80. The total cost of the barn was \$1619.62. Lumber and labor \$1473.69 track and car \$43.00, painting \$47.93, hardware \$55.00. The painters were Tom and Jack Boorman and Allie Emerson. John Talcott Wells paid the men according to their skills. Wages were \$1.15 to \$2.15 per day.

The carpenters were — Charles White - Steven Wells - James Cox - Chester Rutherford - Louis Bitner - Garret McNaughton - Nolan Wells.

This barn is on the old Cameron Homestead, established in 1832. It was owned by the Cameron family until 1941, when A. C. Towne purchased it. In 1951, the Estes family became the owners.



A Wells barn under construction.



Wells type barn on the — Callan - Kelley Farm.



The large building that stood on the North West corner of George and William Street, Mumford, was owned by John McMurray in 1895. It replaced a building owned at one time by A.A. Koeberle, where he conducted a bakery. The ovens for the bakery were located in the back part of the house. After a fire ruined the building Mr. Koeberle retired from business and sold the property to Mr. McMurray. The new building contained three apartments on the south side and a store fronting on George Street. John McMurray lived in one of the apartments and conducted a store on the George Street side. The building was later owned by William A. Champ then by Mr. & Mrs. Burt Brabon. They lived in one of the apartments and ran the store until about 1916, when it was again run by John McMurray. He ran the store for a short time then sold the property to Mrs. Minnie Gardner. She lived in one of the apartments and rented the store to Ren Sherman. Mrs. Gardner sold the property around 1930 and it stood idle for many years until purchased by the Mumford United Presbyterian Church in 1964. They razed the building, landscaped the grounds and erected a boulder in memory of Rev. Donald C. MacLeod making a very attractive corner.

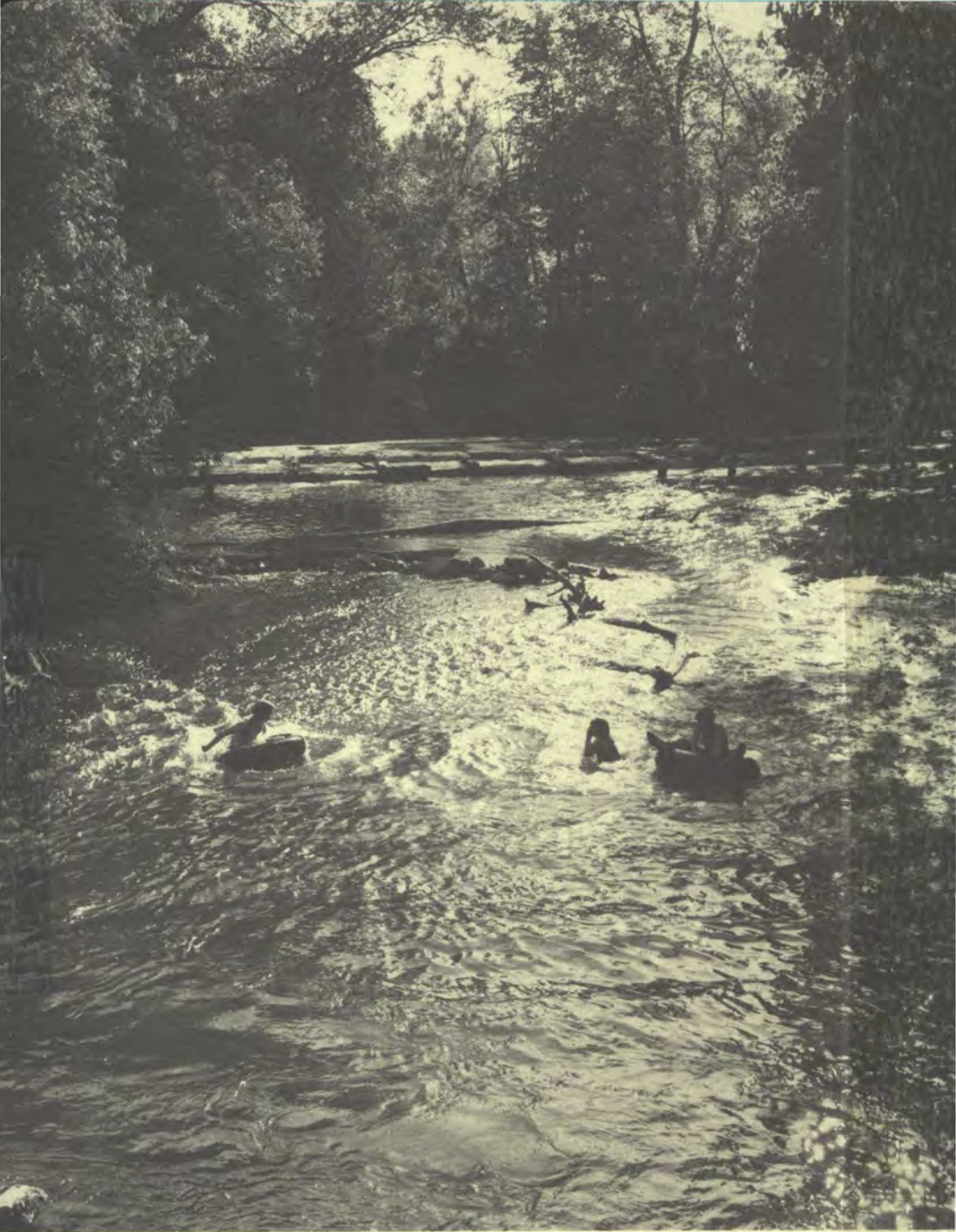


"Gas" Down, Dobbin Stock Up

With the A gasoline allowance down to 1½ gallons a week and checkups slated on B-and-C-book pleasure drivers. Mrs. Broughton McNall of Humphrey Road, Scottsville, hasn't any transportation worries. She's shown in her horse-drawn rig, parked in downtown Rochester. (Times Union photo) Autumn 1943.



Mumford greenhouse operated by John Ward, later by Arthur Burnham, then by Alvin Grant. It was located on the west side of Main Street, Mumford just north of the Community Building parking lot. Gardner Paper Mill water tower in the background.



The old swimming hole in the Oatka Creek, Scottsville, N.Y. Located just west of the bridge on the Bowerman Road. The remains of the old Mill Dam in the background.

