

TOWN OF HOLLAND
1818-1993
175TH ANNIVERSARY
HISTORY BOOK
(COMPLETE HISTORY)

175TH ANNIVERSARY CELEBRATION
HOLLAND HISTORICAL SOCIETY- LEAD AGENCY

Community committees and Kiwanis Club Chairman.

General Chairman.....Ralph D. Lowe
Secretary.....Karen Kline
Liaisons to the Town Board...Karen Kline & James Joyce
Historical 175th Anniversary Book.... Sheila Vella, Town Historian
Holland Central School Representatives. Joy Bucknam & Kathy
Grabon
T-Shirt / Hat Sales.....Gary Kingston, Holland Fire Co.
Centennial
Committee.
Community Picnic/ Town Park...June McArthur & Sandy Smith.
Time Capsule.....Joy Bucknam
Photographer.....Kenneth Tanner

Table of Contents

(UNDER CONSTRUCTION)

Chronology	
General History.....	
North Holland.....	
Vermont Hill and Hunters Creek Area....	
Protection.....	
East Holland	
West Hill Area.....	
Hamlet Area.....	
Holland Fire Department.....	
American Legion Post.....	
Holland Schools.....	
Churches.....	
Holland Cemeteries.....	
Holland Supervisors.....	
Holland Postmasters.....	

Chronology

HOLLAND EVENTS IN HISTORY

1807- Humphrey log house built

1808 – First birth in Holland – Daniel McKean

1809 - Vermont Hill area settled.

1813 - Fort Humphrey built

Log school in Humphrey area taught by Abner Currier

First Sawmill in hamlet area – Mill Street.

1816 - Cutler family settled on West Hill

(Forty families came in this year)

First tavern opened by Joshua Barron

1817- L. Cook Store at 2 North Main Street.

**1818- Town of Holland formed.
First frame building in Holland- Joshua Barron's tavern.**

1819- Arthur Humphrey became the first Supervisor.

**1822- L. Cook's General Store opened with wooden farm implements
and furniture made by farmers.
Blacksmith shop opened.
First Post Office opened.**

1828- Baptist Church organized.

1829- Wanamaker home built.

1835- Holland House Hotel opened by J. Paul.

1836 – Kent House built

**1840's and 1850's – Influx of many German settlers to Hunters
Creek area.**

1842- Holland Academy formed (built later).

1843- Baptist Church dedicated.

**1850- Riley's General Store in Protection.
Tannery built by A. Rumsey**

**1858 – John Sorrel Stove Shop
Holland House built (later the Lenox Hotel)**

**1860 – Brookfield House built by Albert E. Kent.
Richardson Beebe Cheese Company
Fort Farmhouse built with windmills.**

1861- Beginning of Civil War era.

1865- Hunters Creek Church built.

1870 – Ellsworth Fashion Department Store opened.

**1871- Railroad Station built on Rumsey Road.
Whitney Block built
Wagon Works and Livery opened.**

1874- Lowery House Hotel and Tavern built.

1876 - Cheese Factory opened.

1877 – First dentist in Holland- C.W. House.

1878- Griggs Mill, Main Street.

1881 – Water Works formed (Private Company).

1884 – Catholic Church built on Park Street.

1887 – Union Free School took over Academy.

1889 – D.F. Tanner made his first shipment to Buffalo.

1890 – Jackson Building- dry goods store.

Wurst’s Feed Mill

Spaulding’s Ice House.

1894- Fire House built

1902- Telephones came to Holland.

1907- “Yankee Barns” such as Cutler’s became popular

1910- Fire on Main Street destroys Whitney Block

First automobile arrives.

Ellsworth Block built

1911- 2nd Bank of Holland built

Main Street rebuilt after fire/

1914- Brick road from Holland to East Aurora

1916- Louie Zwingelstein Barber Shop and Pool Room opened.

1917- Welman Bucknam Furniture and Undertaking business

1918- Catholic Church on Park Street burned

Ending of World War 1

1923- Tanner greenhouses built

Holland Kandy Kitchen opened

Harold Haws starts at Bank of Holland

Electricity came to Holland

“Fairlawn” Beardsell Tourist Home

1924- Wells Garage built

Vermont Street re-engineered to accommodate a more gradual climb

1931-Holland’s first fire truck purchased

1932- Holland schools centralized

1934- Town Hall (formerly Village High School) burned. (Fire started from painter using a blowtorch to remove old paint).

1935- New Town Hall built by WPA Program.

1936- Holland Willows built

**1937- Ross Brown’s Windmill Garage built (now Lar’s Auto Stop)
Present town water system built.**

**1940- Holland Pottery opened at Old Condensary building.
Tanner’s new building on site of Old Planing Mill.**

1941- Mary Tanner Candies opened.

1948- Barney’s Garage opened

1955- First Tulip Festival

1957- Town Garage built

1959- Holland Raceway opened

**1960- Elementary school opened
Fisher-Price Toys opened.**

1967- New St. Joseph’s Catholic Church built

1971- New United Methodist Church on Partridge Road

1977- Blizzard of ’77 hits Holland

1978- two additional Councilmen elected to Town Board (Making total of four councilmen seats).

**1982- Shelter and park at American Legion built.
Holland Wastewater Treatment Facility opened.**

Sewer lines built

1983- Cherrywood Ridge development built

1989- Stone Memorial at town parking lot commemorating five Pratt sisters.

1992- Downtown revitalization completed. (Included new water lines, ramps and curbing.

General History of Holland

It is thought that the town of Holland is named after the Holland Land Company. The Holland Land Company was composed of a group of merchants and businessmen in Amsterdam, Holland, who purchased this land from Robert Morris of Philadelphia. (Robert Morris was instrumental to the Continental Congress in helping to finance the Revolutionary War.) Early settlers to this as the “Holland Purchase,” and agents of the company had offices in Buffalo, NY.

Prior to the Revolutionary War, this area was part of Albany County, which extended from the Hudson River to Lake Erie. The western part of this area was apportioned to an area called Tryon County in 1772. After the revolution, the name of Tryon was changed to Montgomery, to honor the American General, and townships were established within the county. Holland was part of Whitestown, which extended from east of Utica to the Niagara River. About half of the entire state of New York was in this one township. In 1789, the New York Legislature divided Montgomery County, allowing for a seat of government farther west. Its western-most county was Ontario, which included land west of Geneva.

Our township was Northampton. All of what was the Holland Land Company formed the Township of Batavia. Theophilus Cazenove, a resident of Philadelphia, was the first agent of the Holland Land Company. He engaged Joseph Ellicott as the principal surveyor of the company’s land in Western New York. In 1804, as a result of Joseph Ellicott’s survey, the town of Batavia was divided into four townships whose boundaries extended from the Pennsylvania border to Lake Ontario. Batavia lay on the east, then Willink and Erie, with Chautauqua further west below Lake Erie. Present Erie County was in the center of the townships of Erie and Willink. In 1808, Niagara County was created by the state legislature. It included what are now Niagara and Erie Counties and was divided into three townships: Cambria, Clarence and Willink.

The first portion of the Holland area to be settled was the Humphrey Valley, in the northern part of Holland, along what is now Route 16. (Histories of the separate areas of Holland follow.)

Holland supplies several soldiers to the War of 1812 and even built its own fort. In 1812, the Township of Willink, Niagara County was divided into four towns: Hamburg, Willink, Concord and Eden. In 1816, forty new families moved to the Holland area. This was the year of the “cold summer” when a frost was reported every month of the year. This resulted in much suffering and hardship, as little grain had been stored the previous year.

In 1818, the three towns of Holland, Aurora and Wales replaced the town of Willink. The first town meeting was held in 1819, where Arthur Humphrey was elected supervisor. The first town clerk was Samuel Corliss; the assessors were Richard Buffum, Caleb Cutler and Elisha Newhall; the Commissioners of Highways were Richard Buffum, Jr., Amazrah Morey and Chapen Wheelock; the Constable and Collector was Samuel Corliss; the Constable was John Abbott; the postmaster was Charles Crook; the Commissioners of Schools were Rudolpus Burr, Elon Clark and Ira Johnson; the Inspectors of Schools were Elon Clark, Ira Johnson and Abner Nutting.

A post office was first established in 1822, and a mail route from East Aurora brought the mail once a week for a yearly fee of twelve dollars. By 1840, a regular post road from Aurora to Olean had been established which served South Wales, Holland, Sardinia, Yorkshire, Delevan, Machias, Franklinville, Ischua, Hinsdale, and Olean. (In 1851, a post office was established in Protection and remained in service until 1943.)

From about 1830 to 1850, there were many disagreements between the settlers and the Holland Land Company. The settlers had bought their land on time but had difficulty remaining current with the payments because of sickness, bad seasons and numerous unfortunate events. Efforts were made by the Land Company to eject those that had defaulted on their payments. The settlers joined together and were frequently successful in thwarting the efforts to remove people from the farms they had created. The settlers reportedly made it “extremely uncomfortable” for agents of the company and, in some cases, the courts ruled in favor of the occupants keeping the land.

The era just prior to the Civil War was prosperous with a growth in population and business in this area. A plank road leading to Buffalo provided ease in the transportation of farm goods to market.

The 1858 census shows a population of 1,321 with 265 dwellings and 255 families; freeholders, 260.

During the Civil War Era, posters requesting enlistment from this area were written in both German and English as so many Germans had settled in the county. A bounty of \$100.00 was offered to each volunteer. It is reported that so much powder was burned at Gettysburg that a heavy rain in Holland, following the battle, fell as a black rain.

Following the Civil War, Holland became known as a leading dairy area with cheese making an important part of its economy. The construction of the railroad in 1871 facilitated economic growth. (Two previous attempts had been made to complete a railroad from Buffalo to Olean, but bankruptcy and the Civil War halted these ventures.) Numerous businesses were built over the next 50 years, including a tannery, planing mill, cheese factories, blacksmith and wagon shop, paint shops, furniture store, coffin manufacturer, hotels, basket factory, department store, grocers, bank and lumber mill.

Unfortunately. Many of these sites were destroyed by several fires throughout the years. A major forest fire occurred in May 1884, which raged between South Wales and Holland. Three Holland homes burned along with 170 cords of stove wood. Fires also destroyed the Lowry Hotel in 1890, the Whitney Block in 1910 and the Holland Town Hall in 1934.

The original water system, in the hamlet, was built in 1891 and was composed of wooden pipes made from hollowed out logs. It derived water from a reservoir on Burlingham Rd. During the 1930's, the Works Progress Administration workers replaced this system. In 1982, the Holland Wastewater Facility opened, and sewer lines were built.

The first newspaper in this area was the Buffalo Gazette, which was first circulated in 1811. In 1899, the Holland Review was part of the Arcade Herald. It was headed by Clayton Button, who was succeeded by Paul J. Wurst and Albert Barzert. The paper was printed in Delevan and later sold to Leibe Wheeler and Don Messinger and printed in Arcade. Now it is published by Kathy Mason of Arcade.

Businesses and farms in Holland continued to flourish through the World War 1 era to the Depression. As the use of the automobile increased and industrialization progressed, the nature of towns across the country changed. Individual towns no longer needed to be self-sufficient as people could easily travel longer distances for shopping and employment. Large business that could offer cheaper prices based on mass production were replacing small, privately owned businesses. Innovations in farm machinery and equipment could maximize the results from a limited area of land. With increased mass transportation, products could be easily obtained from other parts of the country or the world.

The number of farms in Holland gradually declined. Some businesses continued to succeed, but there became a more limited variety. Along with the English, Irish and German population that had settled in the 18th and 19th centuries, a large number of

residents of Polish ancestry moved to Holland after World War1. Holland became mainly a residential community with most of its residents traveling to nearby towns or to Buffalo for employment. The 1990 census indicated a population of 3,572.

Many of Holland's residents are descendants from early settlers, who, along with the newer population, continue to treasure its clean air, rolling hills, lush vegetation, wildlife, fertile soil, trickling creeks and picturesque change of seasons.

Stanley Wood Excerpt

The lives and toil of our predecessors are well described by R. Stanley Wood in a history of the area written in 1960...

“When the pioneer families migrated from eastern settlements, they usually came with ox-teams. It was estimated that not one family in ten came into town with a span of horses. The advantage of the ox-team was that it could be converted into beef in the event of a scarcity of food or an injury to one of the animals. They were cheaper and better adapted to traveling over the terrible roads of that day.

Newcomers were welcomed and sheltered by their predecessors until a cabin could be built according to the needs and wealth of the settler. Word was sent around to call a “Bee” to raise the cabin on a specified date; trees had been previously felled and logs cut, so that with the help of a dozen men and an ox-team, the cabin would soon take shape. Usually, a jug of whiskey cheered the workers. To clear the land, the trees were usually felled in one direction. As soon as the brush was dry, it was fired, and after it was consumed, the settler changed work with a couple of neighbors, if possible, to draw the logs together to be burned. As soon as the ground was cleared, the settler could plant his corn and potatoes among the stumps.

With the growing of crops came the necessity for barn in which to store the harvest. Log lean-tos would furnish protection for the cows sheep and pigs , but would not provide storage room for hay and grain. As soon as sawmills came into the community, many of the farmers put up frame barns, even though the family continued to live in a log house.

Fences were made of stone in some communities, occasionally of stumps. In the Holland area, the fences were mostly of split rails. After the sawmills became more plentiful, board fences were quite common, especially around the farm buildings.

A source of an abundant water supply in the form of a spring was welcomed by the settler and his family. If there was none close by the buildings, a well had to be dug and stoned up. Usually in this township, there was plentiful supply of water from ten to twenty feet

down. To draw the water, a bucket had to be lowered into the well. Usually, a log pole was used with a weight at one end, balanced over a forked post, making it easier for the women and children to lift the bucket out of the well. This was called a "sweep."

Before the gristmill was available, several families would use a stump mortar. A hollowed-out stump or log with a heavy hardwood pestle, attached to a spring pole fastened in a nearby tree, ground corn into course meal.

Wile tea and coffee were very scarce; nearly every family had maple sugar. Trees were tapped in the spring, and wooden troughs caught the sap. It was boiled down to a thick syrup in a large kettle, so that it could be molded into cakes when it cooled."

North Holland (Humphrey Area)

This was the first area of Holland to be settled. The original settlers were Arthur and Alethea Humphrey and their children; Abner Currier and Jared Scott. They were originally from Vermont and traveled here with slow moving oxen and a covered wagon in 1807. it is reported that Currier chose his site first (presently belonging to the Rickettson's), and all three men joined in efforts to build the Humphrey's a log cabin. Fortunately, the valley chosen had thick woods on either side of it facilitating the procurement of the necessary logs. Humphrey chose the land north of Currier (McArthur's farm), and Scott chose a place nearby.

The families of Currier and Scott came to the area the following year. In 1808 and 1809, Ezekiel Colby and Jonathon Colby settled in the same valley. (The Ezekiel Colby homestead is the Barberi home.) Other early settlers in this area were Daniel McKean, Harvey Colby, Samuel Miller, Increase Richardson, Sanford Scott and Theophilus Baldwin.

During the War of 1812, these settlers became concerned regarding the British and Indian invasions as they had been given information of the savagery of the war. In the summer of 1813, these inhabitants combined and built a stockade enclosing an acre of land on the Arthur Humphrey farm. This was about six tenths of a mile east of the present Route 16, following the now abandoned Humphrey Road, and resting approximately 50 feet from the railroad tracks, forming a triangle. The fort was built of 600 to 700 logs, cut into 15 foot lengths and set upright side by side about three feet apart in the ground. Moats and ditches were dug around the fort with water being supplied by the Hill Creek. Loop holes were cut in the standing logs for muskets and rifles. This area came to be known as the Fort Farm. Fortunately, it never had to be utilized as a fort. In later years, the fort was dismantled, and the logs were used in the construction of various area barns. In the past, Humphrey Road began at the east side of Olean Road and continued up the hill crossing Vermont Hill Road and Hunters Creek Road. The fertile valley in this area of North Holland provided many a crop for area farmers. To this day, much of this area

continues to be cultivated. The Rickettson farm, dating from 1813, when owned by Abner Currier, remains one of Holland's successful dairy operations.

As Route 16 became a major thoroughfare, several businesses have thrived in this area over the years. The Major family operated a dairy farm and ice cream factory from the early 1900's to the mid-40's, which employed several area people. The current Valley Inn served as the location for the soda fountain, which was part of the Major complex. The present site of the Yellow Goose Market was formerly a Texaco Station, owned by Boyd Wells and his son Robert, from the 1930's until 1960. Some of the present day businesses are: Countryside Stove, Solamar Roofing, Pioneer Landscaping, Pro-Teck, Countryside Photography and Columbus Medical Center.

Excerpts....

The following are excerpts from a history of Holland, probably written in the early 1900's. With the vivid descriptions, the author gives a detailed glimpse into the lives and concerns of early settlers. Unfortunately, the author is unknown.

"...We must bring the conditions that awaited the early settlers before our minds. The entire country was densely wooded. There were no roads, no towns, no means of communication and no conveniences that we now have. Yet the pioneers were successful in their efforts where, no doubt, under the same circumstances, we of these years would fail..."

"...One of Mr. Cutler's vivid recollections was his first visit to Buffalo in 1818 to buy salt. He drove an ox team, carrying fifty bushels of oats. Traveling all the time, he was three days on the trip and two nights. He would get only ten cents for his oats on Main Street. But at Brace Ferry, now Black Rock, he could get twelve and one half cents. He sold his oats for six dollars and a quarter, paid five dollars for a barrel of salt and returned home with the remainder after a bad scare at night when an Indian grabbed his arm and tore off a portion of his shirt..."

"...The only road through the valley at this time was an Indian trail. Like all Indian trails, it followed the path of least resistance without regard to straight lines. If a fallen tree was in the way, the trail led around it. There were very many Indians, they had curious signals made by bending or twisting the bushes along the trails so another party of Indians could tell by the language of the bushes how many had passed before and where they were going..."

"...As the settlers would take up their abode in this wooded country, they cleared enough land for their crude buildings of logs, later clearing more land for cultivation. The

hardships that confronted them were many. Their cattle wandered at random for fences were unheard of at that time. Each herd had a bell, and each farmer, when going after the cows, would listen for his own particular bell. It is said if a farmer lost his way in the woods, if he followed his cattle, he would return home safely. It was necessary to build a pen of logs for the pigs, these logs were fitted very closely together to keep out the bears who had a very great liking for porkers...

“...One of the great difficulties was to tell locations, and many people lost their way. A man from Vermont Hill left his home to look for his cattle. He was gone such a length of time, his family searched for him. He was found frozen beside a tree. Another man followed the Cazenovia Creek for a great distance. He knew his home was on a creek, and thinking this to be the right creek, he kept on going until he became so exhausted, he died...”

“...At the beginning of the cultivation of the land, the settlers planted corn, oats, potatoes, and wheat; and most all of them grew flax for their summer clothing. There were plenty of berries, but no fruit trees...”

“...The nearest mill was at Arcade, at that time known as Herdsville. The men would take a bag of grain on their backs, walk to this mill, have it ground and return...”

“...One of the early settlers on Vermont Hill cut down a bee tree containing five-hundred pounds of honey. All of the settlers for many miles around had honey to keep them sweet for a while. Many of the people kept their own sheep., sheared the wool, carded and spun it, and made all their own clothes. Some of their shoes were made of cloth, others would have a cow hide tanned, take the measurements of the feet of the whole family and hire a shoemaker to make their shoes. Most of the boys of the early settlement went barefoot until they became of age.

Vermont Hill and Hunters Creek Area

The Vermont Hill area of Holland was settled during the same time as the Humphrey area was being developed. Early settlers traveled from Olean Road up the hill via Humphrey Road and settled what is now known as the Vermont Hill area. The name derives from the origins of most of the early settlers, as they were from the Corinth or Bradford areas of Vermont.

Nathan Colby and Jacob Farrington settled on the hill in 1808 and 1809. Farrington settled on the South end of Vermont Hill. (Now the Messinger home), while Colby settled on the discontinued portion of Humphrey Road, on the side of the hill facing the

present Route 16. Families by the name of Davis, Kent, Hunt, and McArthur settled this northern area of Vermont Hill shortly thereafter.

Nathan Colby's son, Peter, moved farther south on the road to the site of the present Fischer farm. Other early settlers on this southern part of Vermont Hill were families by the name of Kimball ((now the Marenovic home), Alexander and Gould (now the Appelby farm).

Hunters Creek Road is named after Captain John French, known for his success as an expert hunter. The Indians frequently traveled this route, north to south, camping at the open space on the Parker farm.

The first settler was Stephen Parker from Corinth, Vermont in 1816. He later sold his farm to George Moore, who relocated here from nearby Wales. This home was later known as the Stonewall Farm or Evans Homestead and is now owned by the Koziols. Other early homesteads were the Davis or Kanner farms (now owned by the Zientek family) and the Sleeper homestead (presently the Pangel home). Lansford Ingalls, grandfather to Laura Ingalls Wilder, also lived on Hunters Creeks Road.

The middle portion of Hunters Creek Road (near Whitney Road) used to be known as "Dublin" for miles around. One of the old landmarks was the Cheese Factory on the corner of Whitney Road, built by the Richardsons, Beebe and Company of East Aurora, prior to 1880. It was run by Will Graves for approximately 20 years and closed in about 1915. For a brief time, there was a grocery store in the cheese curing room, which was in back of the processing room. This site was later used for a poultry farm and butchery. This building was demolished in 1965.

The Hunters Creek Community Church provided a place of worship for many of these area residents. Several schoolhouses served both the Hunters Creek and Vermont Hill areas.

The Hunters Creek area includes several roads running east from Hunters Creek Road, towards Strykersville and Java Village. Sanders Hill Road is named for the Sanders family who lived in the vicinity of the present Waligora home. Dick's Gun Shop is one of the businesses presently located on Sanders Hill Road. Parker Road, named for Stephen Parker, now runs through Mountain Meadows Campground to Whitney Road. Whitney Road is named for the Whitney family and was settled by the Colby, Davis, Fancher and Shellman families. This road connects Holland to Java Village. Raiber Road, named for the Raiber family, and connecting Sanders Hill and Parker Roads, was also settled by the Colby and Hill families.

Both the Hunters Creek and Vermont Hill Road areas of Holland are known for their scenic views, the open spaces and the drifting snows. In the past, these areas provided fertile soil for numerous dairy farms, some of which still operate, such as the Fischer, Zientek, Wnek, Marzolf, George, and Stamper farms. The Bathrick Maple Farm is also

located in this area. Currently, this area is mainly residential, with several modern homes. Mountain Meadows Campground is an area business, which capitalizes on the rural setting provided. Residents in these areas have relatively easy access to shopping in East Aurora, Strykersville and Holland.

Protection

Protection, or Stone Mills as it was once called in earlier times, is a small hamlet in the southeastern part of Holland. It straddles the towns of Holland and Sardinia. A small creek divides the towns. The Protection Post Office is known to have been located on both the Holland and Sardinia sides of the creek at different times. Presently, all residents of this vicinity are serviced by the Holland Post Office.

This small settlement, begun about 1856, is protected by higher hills near Vermont Hill, Wilkins, and Ward Roads. The settlement was first called Stone Mills because millstones had been unloaded along the main road (South Protection Road) for use in grinding grist. The mill failed to materialize, and the stones remained a landmark for many years.

The early settlers were mostly from New England. They were the Farringtons (1816), the Goulds (1816), the Childs, Hoyt's, Rogers, Conner's, Jacksons, Barrons, Drakes, Wilkins and the Wards. Today relatives of the Farringtons, Childs, Jacksons and Barrons still live in the area.

Stone Mills was the halfway stop between Buffalo and Olean for early travelers traveling by horses, wagons, or carriages. About 1840, a hotel was built here by a man named Porter. This was located near the present Erie County Highways Department building on South Protection Road.

It was said Mr. Porter's wife objected to the signs "hotel", "inn", or "tavern." She caused a sign to be erected stating "Protection Harbour." Later, it was changed to Protection.

A traveler taken ill near this place sought refuge with the Porters. They nursed him, and when he was ready to continue his trip, they supplied him with funds and sent him on his way. As he left the hotel, he noticed the sign "Protection." He said, "You have played the good Samaritan. This is truly the house of protection."

As early as 1830, John Dake set up a turning lathe here and made spinning wheels and chairs. About 1840, he built a saw mill. This was later changed to a feed mill and apple dryer.

About 1846, Franklyn Lyford established the first grocery store. O.W. Childs continued this store for many years and sold it to William B. Jackson of Holland village in 1881.

Around 1871, a railway station was built here by the Buffalo, New York and Philadelphia Railroad. This later became a Pennsylvania Railroad Station. Farmers in the area sent produce to Buffalo. In turn, they were supplied with feed, lumber and farm equipment. Many residents traveled to Buffalo for business or to attend schools; such as Bryant and Stratton business school.

Gordon Jackson of Protection wrote that in the late 1800's, there were three hotels, a feed mill, an egg storage building, an apple dryer, a saw mill, three stores, three blacksmith shops, a railway station and a wagon and paint shop, located on Holland or Sardinia town sites in this hamlet.

There was also a milk and cheese site located on South Protection road on land presently owned by Louis Barnas. Cheese was shipped by train. Later, milk was shipped. The Colby brothers of Vermont Hill shipped milk to their plant in Buffalo, the Peoples Milk Company. Later, a cider mill was operated by the Glaser Brothers in this old cheese factory.

Clark Jackson's ice ponds, located on the southern end of Vermont Hill, supplied ice for the milk and cheese factory, and for farmers in the area. Ice was drawn as far as Java or Curriers, and occasionally to Holland, when their supply was low. For about one month in the winter, three or four men would cut ice from these ponds. The ponds are still here, on the present Scripser property.

Moses McArthur, a supervisor of Holland for several terms, built one of Protection's hotels about 1870. He operated this for many years on the site of the present Erie County Highway Department buildings and became a prominent influence in town affairs. Previously, he had lived on the site of Steve Barolec's home on Vermont Hill Road near Humphries Road.

Today, Protection has become a cluster of mostly older homes in the main area near Vermont Hill Road. There is much activity near the Erie County Highway Department building. The Protection United Methodist Church, located just over the town line in Sardinia, has services and diners. The railway, the hotels, the businesses are gone, and nearby residents drive to Holland, Yorkshire, or East Aurora to shop.

The roads surrounding this hamlet have become a rural residential area. There is a lively plantation of remodeled or new homes built along South Protection Road, old discontinued Hawks Hill Road and Ward Road. Easy access to nearby Route 16 has changed Protection from a small commercial and lively hamlet to a quiet intersection in the southern rural part of Holland.

East Holland

East Holland, located in the southeastern part of Holland and northeast of Protection on East Holland Road, was at first a small settlement or hamlet settled after 1840. Later this cluster of houses became known as “Dutchtown” to local residents.

Ironically, few Germans settled here and no one knows where the name “Dutchtown” began. The first families to build log cabins here were Irish-the Hawks and the Ward families.

In 1842, the Rufus Hawks family from Sardinia cut a road through Protection east toward Java Village in Wyoming County. The Hawks and the Wards had settled in Sardinia in the 1820’s and had lived near the corner of Genesee Road and Savage Road. About 1840, they moved to Protection.

Lewis Hawks, the oldest son of Rufus Hawks, wrote this in his diary written in 1905. “In 1842 we cut a sled road from the Protection Cheese Factory to the woods in East Holland. My brother, Orlando Hawks, was born here in the woods in February 10, 1843.”

Orlando was educated at Aurora Academy and a select school. Although he taught school in area districts, he served as Holland Justice of the Peace for 23 years and also kept a farm and helped his Hawks family with various businesses that they developed. He was also Holland’s highway commissioner for three years.

Members of the Hawks family operated a saw mill near their homes on Hawks Road for many years. They provided lumber for Holland, Java, and Curriers. They also operated a grocery store in their home and later in the cheese factory they built. All of these businesses were located on East Holland Road north of the early hamlet called Dutchtown.

Rufus Hawks had married a Ward from Sardinia. Members of this family settled in the Hawks region and named Ward Road. Ward Road originally connected East Holland and Wagner Roads. It is now discontinued to Wagner Road. When Lawrence Hawks lived in this region, his farm was called “Elm Hill.”

In the 1950's Frank Taylor bought land on Ward Road and developed an area of residences on the south end. Presently, there are about 15 homes here. Many of them are tucked back into the woods or hills.

The hamlet of Dutchtown itself had about six or seven houses about 1855. It had an early sawmill. People, listed on the early maps, who lived there were: the Murrays, Thomases, Van Valkenburgs, Ives and the Hoppers.

Later on, the Hinksons, the Potters, and the O'Dells are listed as residents. Today, there are about 18 houses in this area. At one time, there was a store in the hamlet and a tavern, which included a spacious dance hall. This hall was called the Butternut Inn.

The Wilkins family lived near and on the present day Wilkins Road. This runs east from the East Holland settlement to Michigan Road in Wyoming County. It is sometimes called "Huckleberry Swamp Road" because of the wild blueberries found in the swamps. In early times the Wilkins, Moulton, Wagner and Hinkson families lived on this road.

Today this steep, gravel road has about five houses on it. It is known for its rugged and isolated beauty and for the Erie County Reforestation Project located on it. The northern end of Wilkins Road is called Park Road as it enters Wyoming County.

People from the Wilkins, Ward and Wagner sections of East Holland traveled via Wilkins Road to the Arcade area-China as they called it in early times. Many of these people were buried in the Punkshire Cemetery in the town of Arcade. In the late 1850's most people in this community were buried in the Protection Cemetery.

Wagner Road begins on the southern part of Wilkins Road and winds south through mostly woods, to join Miller Avenue in Sardinia. This road was named for the Jacob Wagner (Wagoner) family who settled here in the 1840's. Early settlers living here were the Wagners, Smiths, O'Dells and Hawks. Today there are about 11 homes here. The only older home belonged once to the O'Dell homestead.

The social life of the people living in the hamlet and on these roads centered around the Christian Church, which was located on the southern end of Hawks Road near the East Holland hamlet. This road then went up the hill to Vermont Hill. Now it is a discontinued road with five houses on it.

The Christian Church had church services, weekly prayer meetings and social gatherings. It sponsored lectures and was well attended from the late 1850's to the early 1900's. The church was discontinued, and the building was moved out of East Holland about 1910.

After the Protection Railroad Depot was built (about 1871), the East Hollanders began to take their produce to the train for transportation to Buffalo and other locations. Although they still shopped at Hawks Cheese Factory and in stores in Protection, they began to travel to Aurora and Buffalo for shopping, or to attend schools and social programs.

In the 1950's, a descendant of the Hawks family had a foundry located near the old Hawks mill. It was operated by Henry Nieman for many years. Now there are few Hawks descendants in the area.

Near the old Hawks mill location and the foundry site, the Boys and Girls Club maintains a summer camp.

Presently, the Dutchtown Hamlet is called East Holland and the post office address is, simply, Holland. It exists as a cluster of mostly older homes grouped together near Hawks Hill Road. Scattered along all the rural roads in this area are many lovely, modern homes. Some new residences are built back some distance off these winding roads. About 80 houses can be counted along these roads, including the homes in the hamlet.

East Holland has changed from a community of farms and small businesses to a rural residential area of the 1990's

West Hill Area

This area includes Holland-Glenwood, Warner Gulf, Burlingham, Phillips and Savage Roads. Traditionally, it was an extensive farming area, and, to this day, includes some of the larger dairying operations in the Holland area.

One of the first settlers in this area was Seth Hall who purchased land, on what is now the Holland-Glenwood Road, from the Holland Land Company. This large tract of land was later sold in 1816 to Caleb Cutler, whose family farmed it for over 150 years.

Early residents of this area passed down stories of millions of passenger pigeons that rested in this area near the Colden woods

And on the bank of the Cattaraugus Creek, near Springville. It is said that when they flew off, en masse, the sun was darkened and that sometimes so many birds settled on the same branch of a tree, that it broke. Both Indians and settlers valued the pigeons, as the breasts were salted by the barrel for use in winter, and the remains were utilized for fertilizer. The pigeons eventually died off after an epidemic swept through the flock.

William Burlingham purchased a large tract of land in 1846 on what is now the Holland-Glenwood Road. In a history written by Maybell Becker, mention is made that “Indians used to come into the Burlingham cabin, as well as other settlers’ cabins, when they pleased. Then they would leave without saying a word. As they were quiet and mannerly, no one paid much attention lest they might offend them and trouble might begin.” In 1892, the town of Holland constructed a water system, using water on this property as its source. In case of fire, someone had to turn the valve at the pond and let the water into the wooden pipes to the village

In 1936, a portion of this land was sold to a group of people from the province of Bavaria, Germany, who created a Bavarian style village with great appeal. Among the dairy farms in this area were the Kramer farm and the Becker farm. Ralph Becker, in 1932, had an operation where he produced the milk, bottled it and delivered it to the entire Holland area, including the school.

Currently, the largest business in this area is the Holland Speedway, which was constructed, in 1960 and now has a seating capacity of 6,000. Ronald P. Bennett serves as Race Director. Richard Knox as Track Manager and Gordon Becker as Promotion Manager. Eichler Excavating also operates from the Holland-Glenwood area.

The first settlers in the Savage road area were the Dexter Savage family, for whom the road is named. They moved from New England, built a log cabin, and farmed several hundred acres of land at the south end of Savage Road. The land was later split into 50-acre plots for various family members. Descendants of these settlers have occupied the homestead until the present.

The Holland Willows, known for its wide range of appeal, is the largest business in the Savage Road area. It was built in 1936 by Roy Knox, and bowling alleys were added in 1940. Ronald Pilkington is the current owner of this restaurant/bowling ally/ nightclub

Hamlet Area

The mills built by Warren and Woodruff, and bought by Robert Orr in the autumn of 1813, constituted the beginning of the Hamlet of Holland. The mills were later passed on to Robert Orr’s son, Alvin, who ran them until his death in 1877. In 1881, they were transferred to Jacob Wurst, who made important improvements. Amos Hill built a sawmill in the “village” in 1820, but this went out of business prior to 1840. Israel Rich built a new mill on the same dam and carried on a carding machine operation near there. A later owner, by the name of Kinney, put stones in the mill and used it as a gristmill. In 1862, the property was sold to Marcus Case who built a new sawmill. I.N. Griggs built a new gristmill in 1878.

Joshua Barron opened the first tavern around 1816. it was located in the house built by Colonel Warren, the only frame house in the hamlet at that time. Leander Cook opened the first store in 1817 near the Orr mill site. This closed after less than two years. The next store was established by Hoyt and Flinn on the east side of Main Street. This remained in business until 1832. Joseph Howard and Philip Riley established a mercantile business, which was later bought out by Riley.

Mr. Colby and Marcellus Dickerman also open stores in the 1840's. William B. Jackson ran a general store in the late 1800's.

In 1829, William Hoyt built a new hotel, which eventually went out of business after being sold to settle the estate of Abner Orr, a later owner. The Holland House was built in 1835 by Jonathon Paul. In later years, this was called the Lenox Hotel and was located on the present site of Leo Martin Ford. The Savage House was built in 1850. Charles Lowry first operated a hotel across from Leo Martin Ford and later purchased the Savage House. This was then bought by the Putnam's in 1914. It was sold to Mr. Claus in 1922, and the wooden framed building burned around 1924. The present brick Holland Hotel was built by Tony Chimielewski and sold to the Hilemans in 1956. Dick and Mina Potts purchased the hotel in 1984 and are the present day operators.

A blacksmith shop was located where the fire hall now stands, and Frank Dillon served as a blacksmith for several years, followed by Roland Davies (on Capitol Heights), who continued until the need for a blacksmith became obsolete. Henry Bangert had a shop on the present site of the Fire Company, where he made sleighs and wagon spokes. In 1889, Holland became the home of the D.F. Tanner Spring Works, which manufactured wagon springs and wheelbarrows, and later went into the assembly of army cots(World War 1), jack springs, neck yokes and whippletrees. They sold these products to Sears Roebuck and Company. Claire Tanner built a greenhouse in 1923. at one time , there were 17 greenhouses with 30,000 rose bushes. A gift shop was later added where Mary tanner made and sold her candies. The business was discontinued in 1968. this home and business site is now owned by Velton Peabody.

Across from the Tanner complex, at the north end of the hamlet (behind the former Laundromat), was a large tannery owned by A. Rumsey and son. This was built in 1850 and, at one time, employed 60 men. The tannery could produce 60 to 70 thousands sides of sole leather a year and had 600 vats. The tannery bought bark from much of the surrounding countryside and, occasionally, there were loads of bark a mile long waiting to be unloaded. (Bark is used in the tanning process to displace water from between the protein fibers, cementing these fibers together.)

Horace Selleck built a planning mill in 1876 (cover photo). A cheese factory was built that same year for L.L.Horton, which was later sold to the Richardsons, Beebe and Company. (Eventually, there were three cheese factories in the area.) A shoemaker, by the name of Nathan Morey, worked in the community for several years and was succeeded by his son, Homer, in 1867. A furniture store was established in 1873. Prior to

World War II , this building became a woodcraft manufacturing company. It later became the Star Molding Company, which employed approximately 60 people. It is now a supermarket owned by the Moore family.

The Holland Bank was organized in 1893 and originally was located on the Whitney Block. After the 1910 fire destroyed the bank (except the vault), a new brick building was constructed on the southeast corner of Vermont Street and Main Street. The Bank of Holland celebrates its 100th anniversary this year. Its first president was William B. Jackson, followed by George Merrill, Robert Watson, Paul Wurst, Stanley Wood and Harold Haws.

At one time, there was a basket factory on Park Street, which burned in 1929. The hardware store has occupied its present building since 1910, when rebuilt after the fire. It was then owned by Paul J. Wurst. It was sold to the Kirby family in the early 1920's. In 1945, the store was purchased by Bob Gates. It changed hands again in 1960, when Robert Duthie purchased the store and operated it until 1977. The present owners are Ralph Lowe, Jr. and Donald Lowe.

A Ford Garage was opened in 1923 by Ross E. Brown. Later owners were Layton Charles, Glenn Sprague, Ralph Phillips and Leo Martin. It is now operated by the Martin family.

In 1960, Fisher Price Toys opened a plastics division in Holland, which employed up to 480 people and took an active part in the community. This plant closed in November 1990.

Many diversified businesses still occupy Main Street. Wells Camping Center is in the northern section of the hamlet and includes a delicatessen, shoe repair service, shoe store, coffee shop and gas pumps.

The Holland Hotel, Ronni's Pizza and Subs, Holland Pharmacy, Holland Post Office, Holland Hardware, and the Holland H & A Liquor Store are among the businesses that stand in what used to be known as the Whitney Block. Pat's Tack Shop, The Holland Emporium, Metro Rose Kirsch Real Estate, Patricia Ann's Beauty Shop, Holland-Aurora Construction, Word Design, North American Log Homes, Briardale Realty, and the offices of attorney Ronald P. Bennett and the Holland International Speedway are some of the businesses that are now presently on or were at one time located on the west side of Main Street.

The current Town Hall was built in 1935, after the former frame building burned. The High School and Elementary School remain within walking distance for those families living in the hamlet area, and these buildings continue to be used as meeting places for the community, as well as for educational programs.

Holland Fire Department

The Holland Fire Department was organized in 1893 with ten charter members: John Bolender, D.F. Tanner, W. W. Bucknam, A.H. Griggs, P.N. Cullen, Henry Spaulding, James Templeton, Paul J. Wurst, W.W. Spaulding and R. W. Templeton. Henry Spaulding was the first chief and D. F. Tanner, the first assistant. The Holland Fire Department was chartered in 1894, and the original firehouse was built from 1894 to 1896.

In the early years, the firemen passed pails of water to fight fires. Later, the Holland Fire Department began to utilize a cart with water and sodium bicarbonate which, when mixed, built up pressure to extinguish a fire.

Hand pumps, equipped with reservoirs, were moved to the scene of a fire by human power. In large fires, the reservoirs were kept filled by a bucket brigade. As evidenced by the number of tragedies due to fire in the early years, these methods were inefficient. The short range of the stream of water necessitated positioning of the apparatus dangerously close to the fire.

Holland purchased its first motorized, open cab fire truck in 1931. In 1939, Engine 2 was purchased and remains in service through the present. The ambulance service, which started in 1968, has proved to be an important part of the Fire Company's operation.

With the growth of the community and the acquisition of additional fire fighting equipment, the need for a new fire hall became evident. This was built in 1976 next to the existing fire hall. The first floor of the original fire hall is utilized by the Holland Historical Society, and the second floor provides a meeting place for the volunteer firemen.

In 1992, the fire commissioner started a sub-station on Hunters Creek Road to better serve the Vermont Hill / Hunters Creek area as much growth had taken place there.

Presently, there are 68 active volunteer firefighters who must attend training in extraction, first aid, emergency medical procedures, and advanced life support, depending on the capacity in which they serve. In 1992, these volunteers answered a total of 317 calls for fire, ambulance and accidents. The firemen are assisted by the Dutch Girls' Auxiliary in measures to aide in times of disaster, and along with the volunteer firemen, have provided many hours of service to the community. The Holland Fire Department will be celebrating its 100th anniversary in 1994.

Frank H. Brink American Legion Post #607

Early in 1919, the returned veterans of World War I began to congregate and drew up a charter for the present Frank H. Brink Post in memory of the first Holland resident killed in action. Mr. Brink was a dispatch rider at the battle of St. Michiel. The charter was granted October 21, 1919, with approximately twenty original members. The first meetings were held at the I.O.O.F. Hall (over the present pharmacy) and in hotel dining rooms and members' homes.

One of the most far-reaching efforts sponsored by the post was a field day and homecoming on Labor Day in 1925. This was held on the site of the present Legion grounds. A parade and a mock skirmish between the 74th State Guard and our veterans was the highlight of the event. The proceeds were used to purchase a monument to honor our veterans. The event was so successful that not only was the monument purchased, but the land presently used by the Legion was also acquired. The monument was placed on Main Street until 1927, when the Holland Cemetery donated the plot where the monument now stands and where annual Memorial Day services are conducted.

Following World War II, there was an increase in membership of the Legion post, which prompted the purchase of the former Keller home on Main Street, to be used for meetings. This was utilized until 1962, when the present post was constructed. At this time, Korean War veterans had been added to the membership. The post had a 60-man marching unit, which captured many awards at Legion conventions and local parades during its 16 years of existence.

The 1970's brought members from the Vietnam era and, currently, there are some new members from Desert Storm.

The post has always been active in community affairs. In the early years, it was responsible for originating and funding Little League football. The Legion has carried out a Christmas basket program for the needy, sponsored school awards and sponsored representation to the American Legion Boys' State. Land where the shelter now stands was donated to the town for a park where a stone and plaque mark the park as being dedicated to all veterans of the Town of Holland..

Holland Schools

The following poem, written by Nora Kanner, depicts the sparsity, discipline, toil and simple pleasures characteristic of education in a country schoolhouse. Mrs. Kanner was born in 1890 and grew up on Hunters Creek Road. She taught in two Holland schoolhouses and later in the Holland Village School. Her teaching career continued as a sixth grade teacher when the school became centralized, and extended until 1959, when she retired.

The Rural School House

Still stands the Hunters Creek one room schoolhouse
Built nearly a hundred years ago.
Around which played about thirty children
Unsupervised at games, as they ran to and fro.

If its walls could talk of bygone days
And tell of old incidents within,
They would perhaps amuse you very much
Relating school days of your kith and kin.

How within were fifteen or more double seats
As well as the schoolmaster's rustic table.
While sometimes a hickory stick hung above the door,
A reminder to pestering William, or lazy Mabel.

A long box stove stood near the door.
This was fed in winter with dry wood
Taken from a pile in the narrow entry
Whenever the teacher thought he should.

The teacher was instructor, janitor and servant
During the twenty-eight school weeks of the year.
For the months of January and February there was no school
Because children could not get there, we fear.

The snow was deep and the roads were not plowed,
Just broken open by each farmer with his team
By driving back and forth through the snow
Until they could pull a sleigh with the daily milk or cream.

There were several large boys who attended school.
Corporal punishment was always in high favor,
And it was administered thoroughly by the teacher
For any lad's slightest misbehavior.

Some children attended school at seven years,
While a few were four years under twenty-one.
"Sir" and "Ma'am", believe it or not,
Were always used by nearly everyone.

A chapter of the Bible was read each morning.
The alphabet was taught as it is.
Reading and writing were important;
Arithmetic was done with a whiz.

Few were the books, blackboard or equipment.
Noisy slates were a problem, too.
For children wrote with slate pencils
As teacher's picture, or their sums they'd do.

Much of the knowledge was learned by rote;
Capitals of states, their boundaries and all,
Were said very rapidly by girls and boys
As the teacher, in order, upon then did call.

If a pupil didn't know any of the answers,
Sometimes a dunce cap, upon his head was donned;
And he sat in the room's far corner
Like a prisoner in the bond.

One finger up meant, "Speak",
Two fingers up meant "Out",
Whole hand up meant, "Question",
Concerning these, there was never a doubt.

Lunches were carried in a tin dinner pail.
A large piece of pie was considered good.
An egg was taken nearly every day.
Always boiled as hard as one could.

Vitamins and germs were then a closed book.
What fun to pass the water from seat to seat;
All drinking from the common dipper,
When ignorance was bliss and germs were discreet!

And recess time-that was the time
To play “Sheep Scatter”, “Snow Drop” or “Tag”.
Unsupervised play it was, of course.
But time for children surely didn’t ever lag.

At the end of fifteen minute recess recreation,
A large brass bell was rung by the master.
To watch the children as they came filing in,
You’d know they couldn’t come much faster.

Think how the schools have changed through the years.
How much more is taught, and in what better ways.
Yet, in spite of many differences, one thing remains the same,
Vacation seems just as welcome as in the olden days.

The first school in Holland was located in North Holland (Humphrey area), near the intersection of Blanchard Road and Route 16. This was built before the War of 1812 and was taught by Abner Currier during the winter months.

In the 1820’s and 1830’s, several additional one-room schoolhouses were built outside the village, accommodating ten to twenty students from the immediate areas. One teacher assumed the responsibility of instructing students in all grades for an average salary of \$5.00 per week. Teachers frequently boarded in houses near their district and were paid an additional \$1.00 to cover these costs. This role encompassed that of nurse, doctor, janitor, social worker, and frequently included duties such as building fires and transporting water. In that era, a teacher’s training was usually a high school education plus, in some cases, a one-year “training class”.

Several district schools (schoolhouses), served this area until the 1930’s. most of the schoolhouses have been remodeled into residences, and several have been moved through the years to service various locations and to provide easy access. These districts, along with some of the better-known teachers are:

No.1 (formerly No.11) Hunters Creek District (Graves District)
Former Teachers: Nora Kanner and Larita Kanner.
(Currently the Roberstein residence)

No.2 Vermont Hill near Humphries Road.
Former Teachers: Marie Charles Dillon and Mildred Rogers Richards.

No.3 Holland Village District.
(Presently the site of the Town Hall)

No.4 Holland Creek Road District-Olean Road.
(Currently the Payne and Wypp residence)

No.5 Savage Road District
(Currently the Vella residence)

No.6 (Originally No.1) Colby District, Vermont Hill Road
Former Teachers: Isadora Fuller and Doris Manuel
(Currently the Owens residence)

No.7 Sleeper District, Hunters Creek and Church Roads.
Former Teachers: Nora Kanner and Luella Graves Bush
(Currently the Rowley residence)

No.8 Old Protection Road near Vermont Hill Road
Former Teacher: Gertrude Fisher
(Currently the Rumley residence)

No.9 West Hill District (originally Cutler District), Warner Gulf and Holland-Glenwood Roads.
Former Teacher: Nora Kanner
(Currently the Allen residence)

No.10 East Holland District, Wagner and Wilkins Roads.
Former Teachers: Doris Manuel, Grace Kreutter and Newman Hawks.
(Currently the Tschopp residence)

No.12 Shellman or Ferry District, Whitney Road (Owlsburrough)
Former Teachers: Fred Fisher, Larita Kanner and Hattie Davis Parker.
(Currently the Pfohl residence)

In 1887, a two-story Holland village school was built on Pearl Street where the Holland Town Hall now stands. The school year consisted of four quarters, starting in late August and ending in late June. Tuition was charged to students living outside the village district: \$2.00 for primary students; \$2.50 for intermediate; and \$3.00 for academic (high school) students. Two high school majors were offered: classical or scientific. Four years of German, French, Latin and Greek were offered. Courses such as "Fruit Growing" and "Poultry Raising" were also available.

Harold O. Brumstead, the primary organizer and long time principal/superintendent of the Holland Central School District, began at the Holland Village School in 1926. In 1928, the first telephone was installed at the village school. Prior to that, important calls were made at a neighboring house. During this time a clay tennis court was constructed behind the school by Mr. Brumstead and a group of high school boys.

A campaign to centralize the schools was begun in 1928 and realized in 1931. Holland was one of the first districts in Western New York to centralize, and, initially, many people were fearful of losing their democratic rights.

The original central district was comprised of ten rural districts, including the Village District. These included the Holland District Nos. 1-7 and 9 , along with No.2 Colden(Wangelin District) and No. 6 Holland and Colden(Brink District). Shortly following initial centralization, No.7 Colden(Center Street) and No.9 Colden (Darien Road)were added. In 1939, No.8 Holland and Sardinia (Protection) and No.12Holland(Ferry District- Whitney Road) became part of the central district.Dutchtown(East Holland Road) Holland No.10 was added in 1943 and Sardinia No.14 (Warner Gulf) was added in 1945. Sardinia No.15 joined in 1947. Sheldon Nos.10-11 and Aurora Wales No.8 centralized in 1956 and 1967, respectively.

The first Board of Education was elected in 1931 and included Frank Carroll, Cort Kramer, Everett Sleeper, George Wangelin, and Paul Wurst.

Nineteen and one-quarter acres were purchased on Canada and Pearl Streets. for the site of the new school, which was opened for classes in January , 1933. the school district grew in size from 416 students in 1932-33 , to 643 students in1952-53 to 1,372 students in 1992-93.

Much construction and remodeling has been undertaken over the years to accommodate the expanding enrollment and changing requirements. In July 1948, at a cost of \$75,000.00, a four-room addition over the original cafeteria and shop (now the art and biology room) was constructed. In 1950, the shop building, adjacent to the high school, was built at a cost of \$75,000.. in 1955, an addition to the high school was completed which included the present high school gymnasium, cafeteria, and kitchen, locker rooms, high school offices, and classrooms at a cost of \$600,000.

Approval for the Harold O. Brumstead Elementary School came on June 16, 1959. Fourteen classrooms were originally constructed with additions built in 1965 and 1967. a bug garage was constructed in 1964.

The Holland Middle School construction was approved on June 30, 1970.

On March 20, 1985, voters approved a \$2,573,190 energy conservation project, which included new lighting, new windows and a general refurbishing of the buildings and grounds of the entire school district.

a community project involving outdoor lighting of the soccer field at the Middle School was completed in 1991.

At the time of the 60th anniversary of the centralization (June 13, 1991, the school employed 106 teachers , six full-time custodians, 18 cafeteria workers and 35 bus drivers.

The school district has been served by three chief school officers: Harold Brumstead (1926-1968), Herbert Arnold (1968-1985), and Dr. Peter Roswell (1985 to present).

Churches

FIRST BAPTIST CHURCH

“The Holland Baptist Society” was organized on May 19, 1828 with nineteen members and the Reverend Elias Harman serving as moderator. Services were held in schoolhouses and private homes, led by visiting ministers or by members.

The year 1842 brought the beginning efforts at construction of the first chapel in the hamlet of Holland. Residents of other denominations cheerfully lent their aid, expecting in return the privilege of holding their services in the new church. For approximately 16 years, the Baptist Church was the only church in Holland.

Improvements to the original structure were completed in 1872, and a parsonage was added in 1876.

Among noted visitors to the church was Susan B. Anthony in March 1880, who spoke on women’s rights. The cost of admission was 35 cents.

A pipe organ was installed in 1928, which was followed with a recital given by Professor William Gomph of Buffalo for an entry fee of 50 cents.

Today, the Baptist Church is one of the few original churches still utilized for its congregation. Its appearance is much the same as in 1872. Currently, the congregation numbers approximately 50 and has been served by Reverend William Willis since 1979.

CATHOLIC CHURCH

The first Catholic Church in this area was St. Joseph's Mission, erected in Prathan in 1865. Among those responsible for raising the necessary funding were George Cottrell, John Cottrell and Timothy Graham. A visiting priest held services once a month, and parishioners either walked or rode horses to attend services.

However, as this was not located near a railroad and was difficult to reach, this mission did not thrive. Eventually, this building was sold and moved to a site on Route 240 in Glenwood.

Several townspeople joined efforts to build a mission at a site on Park Street, which was located near the railroad and just off the main street(Canada Street). This was known as St. Joseph's Roman Catholic Church, a Mission Church. Mass was celebrated once a month by priests traveling from Boston and Strykersville.

In 1894, at the request of Holland parishioners, Immaculate Conception Church of East Aurora became the "Mother Church", and mass was celebrated twice a month.

On October 24, 1918, St. Joseph's was destroyed by a fire of unknown cause, and for the next six years, services were held in the Putnam Hotel. (The Holland Hotel is now located on this property.)

Property on Olean Road, then owned by the Zaph family, was purchased and converted to a church, which opened for worship on October 5, 1924. Masses were now celebrated weekly.

This building was used until June 25, 1967. under the direction of Father James Dyrek, a new church was built next to the former site. In 1968, the old church was demolished and a new rectory was completed.

Father Mecislaus Wendzikowski, the nephew of a former pastor, has served as pastor since November 1977. the congregation now numbers approximately 500.

METHODIST CHURCH

AS EARLY AS 1811, A Methodist minister by the name of Elder Samuel Gail settled in what is now East Aurora and traveled to the southern towns preaching in cabins, barns or out-of-doors.

The First Society of the Methodist Episcopal Church of Holland was incorporated on April 30, 1830. It is believed that the purpose of the organization was to take title to a piece of land situated on Hunters Creek Road and left in care of Mr. Nathaniel Ingalls. At this time , it was customary for the Holland Land Company to donate a portion of land for the purpose of providing a place of worship in various geographical areas throughout the countryside.

Congregations of the Methodist Society met in various settings, including the District No.11 schoolhouse, the Baptist Church and the Charles Orr house.

The property on Hunters Creek Road was sold for \$800.00 in 1868. this money served as the nucleus for the building fund for the new church, which was erected in 1873 on South Main Street(now the Boys and Girls Club). The land for the church site was donated by Alvin Orr. A parsonage was added in 1895 on land donated by Jacob Wurst.

In 1910, the church Board of Trustees authorized the installation of natural gas to light the church. (Monthly gas bills were 30 cents.) The source of the gas was a well on the Phillip Roth farm, which furnished gas for the village for a number of years.

In 1915, the congregation of the Methodist Church numbered 33 at Holland and 30 at Protection. The salary paid the pastor at this time was \$600.00 per year.

Electric lights were installed at the church in 1923.

In 1954, considerable remodeling was undertaken to accommodate the membership in Holland, which had now grown to 136.

As growth continued, plans for a new church were initiated. Mrs. Madelaine Roth donated land on Partridge Road in 1966 , and the new church was consecrated on May 9, 1971.

Reverend Wilbur Pollack has served as pastor since 1980. Membership at the Holland church now numbers approximately 500.

HUNTERS CREEK COMMUNITY CHURCH

This church is located on the corner of Hunters Creek Road and Church Street and was dedicated on August 24, 1867. the church was built in response for the need for a larger place of worship to accommodate the large number of German Baptists, who had settled in that area.

These people had originally worshipped in a small house on Phillip Fisher's land on Fish Hill Road, in the town of Wales. As the need for a larger building became evident, John and Julian Sleeper deeded a three-quarter acre lot to the First Society of the German Baptist Church with the contingency that a church must be built within one-and-a-half years, and that the building continue as a house of public worship thereon for any religious denomination. Thus, even in its origins, this was a true community church.

In 1884, it is indicated that there were 83 members in the congregation and that Reverend Helmrich was the pastor. Services were offered in German until the 1920's. In the later 1920's, the church discontinued regular services, although Reverend Stephen Custard, pastor of the First Baptist Church of Holland, frequently held services in the church.

In the 1940's, the Underhill family undertook an effort to repair the building and wire it for electricity. The church was re-opened for services and has remained so through the present time, except for short intervals when there has been no minister.

Until 1957, the church was heated by a huge, round, Oak wood-stove. Pictures of this charming rural church have appeared in various calendars and magazines.

Currently, the congregation utilizing the church has been led by Pastor Willie O'Dell since 1992 and meets every Wednesday and Sunday. There are approximately 30 members.

Holland Cemeteries

HUMPHREY CEMETERY

This is Holland's oldest cemetery and was named for Arthur Humphrey, who was one of Holland's first settlers and its first supervisor. It is located on the east side of Route 16, north of the hamlet area near the Rickettson farm. The stones flanking the entrance give the date 1809. The Humphrey family later left money in trust for cemetery maintenance. Currently, the cemetery is cared for by the Holland Cemetery Association. Most of Holland's Revolutionary War and War of 1812 soldiers were buried here. They are listed below.

Revolutionary War Veterans:

Private Joshua Barron- served in Massachusetts; Born June 30, 1749; died May 4, 1828; Married Larina Derby and, later, Sarah West; Family presently in area are Max and Gerald Barron.

Sgt. Enos Challis- served in New Hampshire ; Born November 15, 1752; died February 6, 1815; Family presently in area are the Seadeeks.

Pvt. Ezekial Colby – served in Corinth, Vermont; Born on July 15, 1763; died March 24, 1848; Married Ruth Davis: Family remaining in area- Elberta Barberi.

Pvt. Joseph Cooper – served in Massachusetts; Born on March 13, 1757; died December 19, 1844; Married Dolly Page; Family remaining in area is Joan Cooper Kanner's family and Pat Cooper.

Charles Crook – Born in 1754; died in 1834.

Joshua Davis – Born in 1761; died in 1825

Joseph Grant- Born in 1764; died in 1834

Elisha Hill – Born in 1760; died in 1828

David Hunt – Born in 1761; died in 1848.

PROTECTION CEMETERY

Burials began here around 1823 on the Farrington Farm on the east side of Vermont Hill Road near South Protection Road. Settlers from Protection, East Holland and the Vermont Hill area are buried here. Family names are: Alexander, Colby, Farrington, Gould, Hawks, Ward, Jackson, Kimball, Childs, Wilkins, Moulton and Van Valkenburg.

HOLLAND CEMETERY ASSOCIATION CEMETERY

This is the second oldest cemetery in the town and is located on the east side of Route 16 near the Middle School. Some Revolutionary War and War of 1812 soldiers are buried here. This formerly was called Holland Protestant Cemetery.

ST. JOSEPH'S CATHOLIC CEMETERIES

These are old and new cemeteries located on the east side of Route 16 in the north Holland area. St. Joseph's was organized in the later 19th century, and it is assumed that the older cemetery dates from this period. The newer cemetery was opened in 1977.

TOWN OF WALES CEMETERY

Although this is not located in the Town of Holland, it is just over the northern border of Holland on the west side of Hunters Creek Road. This cemetery includes many Holland residents who lived in this area. Some of the family names are: Parker, McArthur, Fischer, Trank, Ingalls (related to Laura Ingalls Wilder), Rogers and Sleepers.

Holland Supervisors

Arthur Humphrey (1819-20)
Mitchell Corliss (1821-24)
Asa Crook (1825-28)
Chase Fuller (1829-32)
Moses McArthur (1833-34)
Isaac Humphrey (1835-37)
Moses McArthur (1838-40)
Samuel Corliss (1841)
Moses McArthur (1842-47)
Philip D. Riley (1848)
Moses McArthur (1849-51)
Abner Orr (1852)
Ezra Farrington (1853)
Abner Orr (1854)
Philip D. Riley (1855)
Oliver G. Riley (1856)
Ezra Farrington (1857)
Oliver Rawley (1858)
John A. Case (1859)
Philip D. Riley (1860)
Nathan Morey (1861-62)
Philip D. Riley (1863-64)

John O. Riley (1873)
Charles A. Orr (1874-75)
Homer Morey (1876-78)
John F. Morey (1879-80)
Austin N. Stickney (1881-83)
(None from 1883-88 because of fire)
Jacob Wurst (1888-89)
Ichabod Griggs (1890)
Charles M. Still (1891)
Ichabod Griggs (1892-94)
William B. Jackson (1895-1904)
Clinton Swachamer (1905-08)
Henry Bangert (1909-17)
O.B. Whitney (1917-24)
Michael Losel (1925-27)
Erie M. Wheeler (1928-31)
Ross E. Brown (1932-44)
Harold Haws (1945-57)
Lee Joyce (1958-67)
Harry Herrmann (1968)
Robert Robinson (1969)
Sheridan Geer (1970-77)

John O. Riley (1865-71)
Perry D. Dickerson (1872)

William Franczak (1978-89)
Gordon Hessel, Jr. (1990-present)

Holland Postmasters

Lyman Clark – 1822
Isaac Humphrey – 1834
Philip D. Riley – 1841
David Paul – 1846
Philip D. Riley – 1849
O.G. Rowley – 1853
Waterman Burlingham – 1861
Perry D. Dickerman – 1863
A.M. Orr – 1873
Chauncey G. Currier – 1876
C.A. Button – 1881
Frank Ellsworth – 1885
William B. Jackson - 1889

Walter J. Taber - 1893
Horace Selleck - 1897
Cort Kramer - 1914
Frank Thornton - 1923
Cort Kramer - 1934
Donald J. Kramer – 1940
John Savage - 1941
Roland Rice - 1948
Anthony Galanti - 1952
James McArthur - 1953
Kathy Morris - 1979
Ronald Fugle - 1983

Bibliography

Much of the information in this book was obtained from the Town of Holland, the Historical Society files, and from individual Holland residents, especially Norma Fischer, Ralph Lowe and Ken Tanner. Some of these businesses are no longer in existence. . The literary sources consulted are as listed below.

Becker, Maybell: History of Lot 42, Range 5, Township 8. Town of Holland, Erie County, New York.

Brown, Robert: A history of the Town of Holland, 1971.

Franczak, William: Holland Central School 1931-1991, 60 years of Centralization, 1991.

Kanner, Larita: A History of Holland, 1954.

Robinson, Robert M: Holland, New York, Past, Present, Future: 1818-1968, 1968.

Sons of American Legion: Historical Highlights, East Aurora and Vicinity, 1940.

White, Truman: Our Country and Its People - A Descriptive Work on Erie County, 1898.

Wood, Stanley: History 1868-1960, Holland Methodist Church, 1960.

The little town of Thorn is located in the south of Holland in the province of Limburg. It used to be a tiny principality; today it is a must-visit when you come to Holland. Thorn is known for its old white houses and monumental buildings. And so the town draws countless visitors every year. Discover the story behind the white houses. Visit the museums, such as the Gemeentemuseum and Abdijkerk Thorn. Spend the night in one of the most charming hotels. White houses for the poor.