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United States Department of the Interior
National Park Service

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HISTORIC PRESERVATION

OMB No. 1024-0018

# National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ___ Amended Submission

## A. Name of Multiple Property Listing

Historic and Architectural Resources of the Upper Delaware Valley, New York and Pennsylvania

## B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Upper Delaware Exploration, Trade and Early Settlement, 1614-1810
Upper Delaware Transportation, 1614-1942
Upper Delaware Industry, 1614-1942

## C. Form Prepared by


name/title Mary Curtis, Cultural Resources Specialist

organization National Park Service date 4/21/92

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city or town Narrowsburg state New York zip code 12764


## D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Dr. Brent D. Glass
Signature and title of certifying official

Date

PA Historical & Museum Commission
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

## Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

**Page Numbers**

**E. Statement of Historic Contexts**
(If more than one historic context is documented, present them in sequential order.)

**F. Associated Property Types**
(Provide description, significance, and registration requirements.)

**G. Geographical Data**

**H. Summary of Identification and Evaluation Methods**
(Discuss the methods used in developing the multiple property listing.)

**I. Major Bibliographical References**
(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**E. Statement of Historic Contexts**

Outline of Historic Contexts

1. Upper Delaware Exploration, Trade and Early Settlement, 1614-1810

2. Upper Delaware Industry, 1614-1942

3. Upper Delaware Transportation, 1614-1942

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**Introduction**

The Upper Delaware River Valley forms the border between southeastern New York and northeastern Pennsylvania. It is a rural area characterized by rolling hills that vary in elevation from 800 to 2,000 feet. "A marked diversity of unique landforms exist throughout the river corridor. The Delaware River Gorge has been identified by the Pennsylvania Bureau of Topographic and Geologic Survey as one of the outstanding scenic geologic features in the state. The gorge begins above Matamoras and runs north throughout most of the river segment, ranging between two and three thousand feet in width." [Final River Management Plan, Upper Delaware Scenic and Recreational River, p. 2]

The valley is believed to have been inhabited for at least 10,000 years. However, lack of adequate written documentation or archeological research leave only sketchy clues to the period before settlers of European ethnic background entered the valley. The first white settlers encountered peaceful and friendly people who called themselves the Minsi, a clan of the Lenape or Delaware Indians. "Historians differ in defining the territory of the Minsi, but it is generally thought they controlled the lands downstream from the mouth of the Lackawaxen River and the Iroqouis lived in upstream areas." [Final Environmental Impact Statement, Upper Delaware Scenic and Recreational River, p. 98] Within a generation of the arrival of the white men, virtually all Minsi had disappeared from the river valley, leaving behind only artifacts discarded on the flat lands or in the rock shelters where they camped and lived.

## Upper Delaware Exploration, Trade and Early Settlement, 1614-1779

As early as the 1600s, the Minsi may have encountered Dutch traders from Fort Nassau (Albany, New York) in the Upper Delaware Valley. Traders and hunters from the Hudson Valley left the Dutch name Kolikon (Callicoon), which remains as a stream and village name in the heart of the valley. Other reports mention early Swedish settlers from the lower valley, who may have found their way upstream as far as the present day location of Cochecton/Damascus, in the 1630s. This colony disappeared without a trace, and nothing more is known of it.

Early settlement also spilled over from the Minisink/Peenpack (Port Jervis) area and Sussex, New Jersey, to the south. As early as 1730, cabins and a large grove of apple trees were observed at Mast Hope by two Philadelphia businessmen surveying the upper valley for Pennsylvania proprietors.

### Cushetunk

More substantial settlement was left to the Yankees who arrived in the 1750s. These Connecticut frontiersmen, organized as the Delaware Company, were introduced to the area by Joseph Skinner and Moses Thomas, and based their land claim on the contention that Connecticut had been granted lands west of the Delaware in the seventeenth century. These lands were also claimed by William Penn, not to mention the Lenape and Iroquois.

The same kind of land claim problems arose on the east side of the river, where New York and New Jersey, as well as the Indian nations, claimed overlapping land segments. These were eventually ironed out in civil courts after the Revolution, resulting in some settlers paying for their land several times.

The families of the Cushetunk settlement gravitated toward the relatively broad and fertile flood plain, generally situated between Narrowsburg and Callicoon. Small communities grew up near the mouths of important tributaries suitable for mill sites, including Ten Mile River (Tusten), Calkins Creek (Milanville), Cash's Creek (Damascus) and Hollister Creek. Another small

community became established on or near the former Minsi village at Cashiegtonk (Cochecton). By 1760, the settlement of Cushetunk is reported to have included 17 farms, 30 cabins, and at least one saw- and one gristmill. This number did not include the scattering of setttlers not directly associated with the Delaware Company (such as the Rosses at Callicoon, the Conklins at Big Island, and the Mitchells at Cochecton Flats) who had settled on the east side of the river during this period.

Driven out by the militant Iroqouis and their English allies, few Minsi inhabitants were present in the valley after this date.

There were occasional contacts with Indian raiding parties from outside the valley. When Teedyuscung, King of the Lenape, was murdered by Iroquois and white men were blamed for it, a raiding party from the Wyoming Valley (Scranton vacinity) headed for the white settlements along the Upper Delaware. In 1763, they devastated the settlement at Ten Mile River, massacring all inhabitants and burning the village. That same raiding party unsuccessfully attacked the blockhouse at Calkins Creek, located at the geographic center of the elongated settlement.

No historic resources associated with the Cushetunk settlement or earlier European endeavors in the upper valley survive. Most, if not all, of the communities and farm sites established during this period were primitively built, and it appears likely that all were destroyed during the Revolutionary War.

Revolutionary War Hostilities, 1777-1783

At the beginning of the Revolutionary War, many settlers apparently tried to remain neutral. Gradually most moved over to the patriot (Whig) side. In the minority, and most unpopular with their neighbors, were Tories like Robert Land and Bryant Kane, who insisted upon remaining loyal to the Crown.

It was not until several years after the war began that the most serious problem arose. The Lenape's old nemesis, the Iroquois, were finally persuaded to join forces with the British, a move that justifiably frightened local patriots. British strategy involved using the loyalist Iroquois to terrorize settlers on the frontier, in hope of convincing Gen. George Washington to divert troops away from more strategic areas.

When Indian raiders, reputedly Mohawks, mysteriously massacred a Tory family at Cushetunk, local settlers concluded that no one was safe regardless of political sympathies. At this point, virtually everyone fled the upper valley for the relative safety of more populated areas in Connecticut and New York.

In 1777 and 1778, the Iroquois sent raiding parties into the Delaware Valley. Following the 1778 raid on Peenpack (near Port Jervis), General Washington ordered Count Casimir Pulaski and his troops into the area. By April 1779, all soldiers had moved on and the Upper Delaware frontier was again unprotected.

About this time, Maj. Gen. John Sullivan gathered his forces at Wyoming (Scranton) in preparation for an expedition to subdue Iroquois terrorism on the western New York frontier. The British countered by sending Mohawk chieftan Joseph Brant on raids in hope of diverting Sullivan.

In the summer of 1779, one such foray took Brant, with his force of Tories and Indians, into the Upper Delaware Valley. Following the raid on, and burning of, the community at Minisink, a hastily thrown together combination of 150 militiamen and local volunteers pursued Brant up the Delaware to Minisink Ford. Several Cushetunk men, including Bezaleel Tyler, Moses Thomas II and Oliver Calkins, were among the volunteers. The July 22 encounter, now known as the Battle of Minisink, was staged on a hill near the spot where the Lackawaxen River meets the Delaware. The battle lasted throughout the day, ending with Brant's victory and the loss of approximately 50 soldiers and officers, including Tyler and Thomas. Brant continued his march northward, but was unable to divert General Sullivan from his destruction of Iroquois strongholds. The site of the Battle of Minisink is marked by a stone commemorative monument dedicated at the battle's centennial commemoration, July 22, 1879. It is surrounded by a twenty-acre battleground park maintained by Sullivan County.

Indian raids continued sporadically in the valley until the end of the Revolution in 1783. Thereafter, the Indian population all but disappeared from the valley. Many of the patriot settlers, as well as Tories Joseph Ross and John Land, then returned to their homes in the river valley.

Post War Resettlement, 1783-1810

Rebuilding after the war occurred slowly. Confusing and inactive land claims often stalled the process. During colonial times, New York had issued land grants in large parcels to solidify its claims in a boundary dispute with New Jersey. Wealthy landholders like Johannas Hardenberg and Robert Livingston felt no great urgency about surveying, subdividing and selling land to settlers. However, a few communities did begin to grow. Among the earliest hamlets to re-emerge after the Revolution were those such as Stockport, Calkins Creek (Milanville) and Ten Mile River (Tusten), which possessed sites favorable for the development of water power. A new community was established at Big Island, near Callicoon, but it declined when new roads diverted commerce in other directions early in the nineteenth century, and finally disappeared. Cochecton became the dominant village in the upper valley. Its position was bolstered in 1790, when Ebenezer Taylor established a store and inn along the river just north of the present village center. Taylor used Durham boats and canoes to bring merchandise upstream from suppliers. The site of Taylor's store/inn, which burned in the 1840s, is adjacent to the Curtis Eddy Cemetery. Valley residents of that era used the river and later the turnpike to transport goods home and, when occasion dictated, bring their dead for burial.

From that era, two houses survive on the Pennsylvania side of the river: the c. 1795 Skinner Tavern at Tammany Flats and the 1796 Land House near Milanville. Both, now extensively modified, are conventional houses of the period, featuring clapboard siding and minimal ornamentation. Both are historically linked to important pioneer families.

The only extant historic resource from this period which remains on the New York side of the river is the Curtis Eddy Cemetery, near the site of Ebenezer Taylor's store/inn at Old Cochecton. Partially destroyed by river flooding and ice flows and, until recently, heavily overgrown, the cemetery includes the remains of eighteenth and early nineteenth century valley settlers, and features several intact engraved headstones.

This period of Upper Delaware history was marked by struggle, war, and the beginnings of prosperity. The first settlers, isolated and terrorized, temporarily driven away by consequences of

the Revolution, paved the way for development of the region. Partly because of wartime destruction, partly resulting from fire and domestic calamity, mostly the victim of "improvements" in life style--e.g., log cabins were routinely destroyed when the family could afford a wood frame house--there are very few extant cultural resources from this time. Those which remain, though often greatly altered, are highly regarded by local residents.

**Upper Delaware Industry, 1614-1942**

The earliest residents, the Lenape and their predecessors, came to the valley to hunt and fish. Though they moved from the hunter/gatherer stage, they continued to value the Upper Delaware for its wild life. Likewise, the first white men to come into the area came to hunt, as witnessed by the Dutch name Kolikon, meaning wild turkey, attached to the stream now named Callicoon Creek. These hunters and adventurers also trapped beaver and traded with the Indians. Some of them, notably Moses Thomas, returned with their families and settled into a life of farming augmented by hunting and fishing.

The early white settlers appear to have initially sustained themselves through subsistence farming. Trade and communications with the outside world was limited, dependent upon footpaths, seasonal use of canoes and Durham boats or scows, and a single road into the southern end of the upper valley leading from Kingston to Minisink.

Prior to 1850, there was some development in the form of small farms, cabins and mills throughout the valley, serving a population pursuing a subsistence life style. Two log cabins on the New York side of the river appear to date from the pre-1850s era: the Lord Cabin in Lordville and Dee's Log Cabin between Mongaup and Knight's Eddy. The c.1840 John Calkins House in Callicoon, despite superficial alterations, is a fairly representative example of an undetermined number of small frame houses built in Upper Delaware Valley during this period. The one-and-one half story, clapboard-sided house is similar in form and massing to the c. 1830 Mitchell House in Cochecton, but incorporates almost no stylistic references. Milanville's Nathan Skinner House, built in 1815, another simple residence of this period, is unique in that it was

framed out in two section at Tammany Flats and rafted downriver, presaging the modular homes of a century and a half later.

Extractive Industries

Lumber was first exploited as an export during the 1760s under the leadership of Daniel Skinner, one of Cushetunk's pioneer settlers and principal landholders. After repeated failures beginning in 1764, Skinner succeeded in building a practical log raft and floating it from Tammany Flats (Damascus Township) downstream to the shipyards of Philadelphia, where it was sold at a premium as spar stock. Others followed Skinner's example, and the industry grew consistently, except for a brief hiatus during the Revolution.

Although subsistence agriculture continued to be important to people of the upper valley after the Revolution, timber resources became the principal economic mainstay of the region. Rafts increased in size and number, occasionally providing a means of transport to market for heavy, bulky items, including flagstone. The lumber trade also generated income for several enterprising families, enabling them to replace primitive dwellings with more substantial houses constructed with sawn lumber. The Land and Skinner houses, referred to previously, are among the oldest remaining examples of this circumstance.

Development of the transportation system, especially the Delaware Division of the Erie Railroad in the late 1840s, moved the area away from reliance upon the river for transport of goods to market. This was particularly important to the development of the bluestone quarrying business. The stone quarried in the river valley at places like Parkers Glen, Pond Eddy, Mill Rift and Lordville was found to be of exceptional value for paving stone, due to the fact that it was resistent to slippery conditions when wet. In the late nineteenth and early twentieth centuries, hundreds of men were employed in the quarries and stone mills located near to the railroad sidings of Kilgour Spur, Long Eddy, Pond Eddy, Mill Rift and Parkers Glen, where it could be easily shipped out by train. When stone sidewalks and curbs were replaced by concrete and macadam, the industry faded in importance. Aside from quarry sites and archeological remnants, few physical

elements are left from quarrying's heyday. After decades of abandonment, the once proud stone mill and complex at Parker's Glen was washed down the river in a 1955 flood. At Kilgour Spur, all that is left are some building foundations, machinery mountings, and the remains of a 35-foot scow once used to transport stone from quarry sites across the river from Pennsylvania.

Other industries which depended upon the railroad were the tanneries and, later, wood distillation plants. Tanneries located at Milanville, Equinunk and Long Eddy imported hides, often from South America, to be treated with the tannin extracted from hemlock bark. By 1890, the hemlock forest had become too depleted to sustain the industry, and the tanneries began to close. Enough hard wood remained, however, to give rise to wood distillation plants, locally known as "acid factories." Substantial operations of this kind were built on or near the sites of the tanneries mentioned above, providing jobs for a large number of residents. Although production continued through World War I, the development of hardwoods combined to close these plants about 1920. Only the the rubble of foundations and buried vats remain at most locations, although ruins of the c.1905 Luzerne Chemical Company plant in Long Eddy show some above ground elements.

The industrial buildings associated with these tanning, acid factory, and quarrying sites have largely disappeared, however, community connections such as the company store and the tanner's residence at Milanville.

Other Industries

In 1881, the Standard Oil Company completed a six-inch oil pipeline to carry crude oil from fields in Ohio to company refineries in Bayonne, New Jersey. Coal-fired pumping stations were required at intervals along the line, one of which was built just south of Cochecton along the railroad, in a location since referred to as "Pump Station." The pipeline closed in 1926 and much of the plant at Pump Station was dismantled and salvaged for scrap value. However, walls of a large brick building which may once have housed the pumping machinery remain at the site, together with huge stone mounting blocks. Although the pump station played a minor role in the economy of the Upper Delaware, it was an integral component of an early long distance pipeline of

considerable significance in the history of the petroleum industry.

Agriculture has been a continuing factor in the Upper Delaware Valley from the mid-1700s. Since the Lenape primarily used the area for hunting and fishing, there was little agricultural activity before the arrival of the Delaware Company in the 1750s. Those settlers cleared the land and did subsistence farming. They presumably bartered among themselves, but cash crops were unknown until development of turnpike and railroad transportation systems of the 1800s. However, agriculture's relative importance within the confines of the river valley appears to have begun to decline during the growth years of the late 1800s. Arable sites within the valley itself are few, limited to the "flats" in the few sections of valley not characterized by abruptly rising sides of the valley. Farming was often more successful in areas adjacent to the valley, particularly in the Beechwoods area near Callicoon, where German immigrants established dairy farms during the late nineteenth century.

No doubt influenced by limited availability of flat terrain for crop production, the traditional agricultural use of the region became dairy farming. Establishment of the Erie Railroad offered direct transportation of milk and milk products to the New York City area. Milk was collected and delivered to local creameries--e.g., the tannery/acid factory plant in Milanville eventually became a creamery--then shipped via railroad to metropolitan markets. Although eventually fading from importance, it continued as a dominant industry into the 1940s.

Several small farms still utilize the flats in the Milanville and Cochecton sections of the valley, and a nursery operated on the Pennsylvania side above Callicoon until 1988. The Schultz farm, south of Cochecton, appears to have been established in the late nineteenth century and includes a modest pyramidal-roofed farmhouse, and a number of period barns and outbuildings. The Schultz's 15-sided barn, completed in 1929, was determined eligible for the National Register in 1984 as part of the Central Plan Dairy Barn Thematic Nomination. Several altered farmhouses and deteriorated dairy barns are also evident on the gently sloping lands on the north side of the river between Barryville and Pond Eddy, including the mid-nineteenth century Van Tuyl farmhouse and barn near the area known as Hillside. The Captain Stephens Farm is

still active, on the flats above Equinunk. However, no active tanneries remain in the valley, and all milk is now shipped out by tanker truck.

Tourism and Prosperity

Encouraged by the natural beauty of the region and convenient access by rail, tourism became a significant factor in the river valley's economy after the Civil War. In addition to boarding houses and hotels built during the last three decades of the nineteenth century in Callicoon, Narrowsburg, Shohola, and other railroad towns, tourism became manifested in resort complexes in or adjacent to the river corridor. Shohola Glen (c.1890-1907), with its private, inclined plane railway connection, its spectacular scenic attractions and elaborate recreational facilities was the most ambitious facility. A number of summer estates and cottages were built by private individuals during the late nineteenth and early twentieth century, including the 1890 Halsey-Goulden Cottages at Long Eddy, and the 1927 Arts and Crafts style camp near Lordville, known as "Ravina." The Halsey-Goulden Cottages and Ravina remain intact, but Shohola Glen was abandoned to the mercies of a lumber company, which devasted not only the structures and the railway but also some of the natural features.

The same advantages which lured tourists to the area also encouraged institutional development. The Franciscan Order of the Holy Cross established St. Joseph's Seraphic Seminary at Callicoon in 1908, and over a two-decade period built an impressive campus consisting of a monumental Romanesque style classroom and dormitory building, a Romanesque chapel, and a large barn. About the same time, Dr. Cora Ballard developed a small sanitarium modelled after Dr. Trudeau's "fresh air cure" in Saranac Lake.

Callicoon Depot (later renamed Callicoon) and Narrowsburg responded to this era of prosperity with a new generation of building. The depot for which Callicoon was named burned in 1898, and was replaced by the present Arts and Crafts style station building; a brick bank building with a Neo-classical stone facade was constructed on Callicoon's Main Street in 1913; and commercial buildings appeared in Narrowsburg between 1910 and 1930. During this period, two lumber dealers, Martin Hermann and William Kohler, competed with each other for much of this new construction, and

often played lead roles in designing buildings. Hermann's work is represented by late Victorian houses such as the 1903 Wizeman House and by the 1927 Mission-style St. James Episcopal Church in Callicoon. Kohler's work is represented by the 1902 Queen Anne/Colonial Revival style Thorwelle House in Callicoon and the elaborate 1930 interior renovations to the nineteenth century Narrowsburg Methodist Church.

**Upper Delaware Transportation, 1614-1942**

Early transportation links to and through the river valley followed the waterways and the system of trails established by aboriginal peoples. Indians canoed the Upper Delaware and its tributaries, and created footpaths along stream banks and through the forests. Seventeenth and eighteenth century white settlers from the east and south continued to use the Indian trails, on foot and horseback. They also canoed the river, and introduced the large, shallow-draft Durham boats to bring goods from villages and cities downriver.

More sophisticated transportation development began after the Revolutionary War was concluded. Peacetime road construction played an important role in the region's development, moving into the nineteenth century. Prior to the Revolution, the only road providing access to the river corridor was the Old Mine Road, which led from Kingston on the Hudson to Minisink (Port Jervis area) on the Delaware.

The Portage Road, on the Pennsylvania side, terminated at Stockport, and was one of the first points of access into the northern portion of the upper valley; although only a cemetery and archeological remains are left of Stockport, it was an important commercial center for several generations and paved the way for development of Equinunk. By 1800, the Hillborn Road, a turnpike following the river bank from the Stockport/Equinunk area to Mast Hope, connected to Stroudsburg.

On the New York side, the Sackett Road linked Cochecton to Wurtsboro, with an extension called the Wild Turnpike cutting cross country to Big Island, just downstream from Callicoon and across the river from the Daniel Skinner property at Tammany Flats. The Skinners prospered and development remains on Tammany Flats. With the coming of the railroad, Callicoon grew to be the largest hamlet

in that section of the valley, but the Wilderness Turnpike was abandoned, and by the mid-nineteenth century the settlement at Big Island had disappeared.

Several inns were built at strategic points along the river to serve river traffic at the junctions or termini of roads. A typical example of the simple building type popular for these early inns is the Century Hotel in Narrowsburg, built c.1840 at the terminus of the Mount Hope and Lumberland Turnpike. Despite extensive alterations to its first story exterior and a severe loss of integrity overall, its original five-bay center entrance form remains evident, and several original late Federal style details, including panelled architrave of the central entrance and tripartite gable windows survive. A somewhat similar inn with Greek Revival style details, in Lordville, also appears to have pre-dated the railroad Locally referred to as John Lord's Kilgour House, the c.1840 building retains its original clapboard siding, fenestration, and Greek Revival style decorative features.

Newburgh-Cochecton-Great Bend Turnpike, c.1810-1850

One turnpike deserves special mention. It was the first direct and reliable, manmade route of transportation between the Upper Delaware Valley and tidewater: the Newburgh-Cochecton Turnpike. A private road begun in 1804, it was completed in 1810. The Turnpike crossed the river at Cochecton and was extended to the west, reaching the Susquehanna River at Great Bend in 1811, with a connection north to Ithaca in 1819.

This Turnpike became a principal route for travellers and freight between New York City, northeastern Pennsylvania, and New York's southern tier. It brought manufactured goods into the area and took local products to market. It was also an important conduit for westward migration prior to the development of canals and railroads.

The Turnpike reinforced Cochecton's prominence as a center of trade and transportation, with the subsequent growth of Damascus, its sister village on the Pennsylvania side of the river. In both communities the construction of substantial houses and roadside businesses reflecting period tastes and construction techiques resulted from development of the Turnpike. Other valley communities, like Big Island declined, as development and trade focused

for several decades at the intersection of the turnpike and the river. The Turnpike continued to play an important role in the Upper Delaware Valley until the inauguration of rail service through the valley in 1848. While it was still profitable, the Turnpike Company acknowledged that it would be unable to withstand competition from mid-nineteenth century railroads, and dissolved the private company in 1868.

On the New York side of the river, a group of early nineteenth century houses and a former early/mid-nineteenth century tavern survive, with varying degrees of integrity, to reflect Cochecton's turnpike era prosperity. All were built of timber frame construction, with clapboard exteriors, and designed with references to the Federal or Greek Revival style. Foremost among these is the c.1808 Curtis Drake House which retains its orignal central chimney plan and Federal style details. The c.1829 Valleau Tavern, near the intersection of the Turnpike and today's NYS Route 97, reflects Greek Revival exterior elements, which may be indicative of later alterations. Unfortunately, no public rooms have survived in the interior. Two altered houses on Parsonage Road also seem to reflect the scale and architectural taste of Cochecton during its Turnpike years, in spite of superficial changes to their exteriors: the c.1820 Mitchell House with its three bay, side entrance, main block, and the c.1830 Irvine House with its prominent cornice returns and entablature windows. Between Cochecton and Fosterdale, on the New York side of the river, the former Turnpike is still known by its original name and follows its historic right-of-way out of the valley.

On the Pennsylvania side, that section of the village of Damascus developed to the west, stretching out along the Turnpike. A number of buildings remain from the Turnpike era, some retaining distinctive stylistic features. The Phillip O'Reilly House, facing the site where the Turnpike once crossed the Delaware, is a large Greek Revival style house with wide frieze band, formal entryway, enclosed pediments, and fan light windows in the gable ends. Appley's Store, which derived much of its business from the Turnpike, carries a modified Victorian facade and is no longer in use as a store, but still stands facing the highway. Within sight of the road, the 1830 Damascus Baptist Church, which originated during the Turnpike era as a simple classic structure, retains the

integrity and beauty of its 1874 renovation, with elaborately pedimented full arch windows, ornate entrance and pilasters.

During this period, central villages including Cochecton and Damascus became important commercial centers. The turnpike brought in merchandise to stock stores like McCullough's in Cochecton and Vail and Appley's in Damascus. Here, locals joined turnpike travelers for a drink and a meal at the Valleau Tavern or Irvine's Hotel in Cochecton. The commercial activity was enhanced by community services provided through the Damascus Academy and local Baptist and Presbyterian churches, thus tying the outlying region to the social and economic activity of these communities.

Delaware and Hudson Canal, 1828-1898

Built between the Hudson River at Roundout and Honesdale, near the coal fields of Pennsylvania, the Delaware and Hudson Canal provided an economical means of transporting coal from the Moosic Mountains to Pennsylvania and other industrial ports. The canal itself played an important role in growth and development of the communities along its path, and specifically resulted in the engineering milestone, with the construction and design of a series of aqueducts, designed by John Roebling. However, its impact on the Upper Delaware Valley was not as great as the railroad which would follow it.

Beginning at Honesdale to the west, the canal entered the valley at Lackawaxen, crossing the river to Minisink Ford, then following the river downstream to Port Jervis, where it again left the valley on its route east to the Hudson. Several small communities located near the mouths of tributaries benefitted from the traffic generated by the Canal, including Lackawaxen in Pennsylvania and Barryville, Pond Eddy, and Mongaup on the New York side. In addition to the coal coming via the Canal from Pennsylvania, bluestone was profitably shipped out of local quarries in the Valley. The bluestone industry's greatest period of activity, however, occurred after the introduction of the railroad to the region. Railroads gradually gained a competitive edge as freight carriers, and although the canal remain profitable until its closing in 1898, its relative decline had begun decades earlier.

Canal remains within the Upper Delaware Valley include intact

sections of the canal bed, locks, embankments, earth cuts, feeder channels, waste weirs, basin sites, aqueducts, and bridge abutments. Many of these features were destroyed or buried during construction of portions of New York State Route 97 in the 1930s. Other historic properties directly related to the Canal include lock tender houses, company offices and shops, and taverns, inns, and stores directly fronting upon the towpath. Surviving canal struc-tures and adjacent, functionally related buildings have been separately documented in a comprehensive survey of Delaware and Hudson Canal sites in Sullivan and Orange counties of New York.

Roebling's Delaware Aqueduct, now owned and maintained by the National Park Service, is considered the oldest wire suspension bridge in the United States. It was among those portions of the Delaware and Hudson Canal designated as a National Historic Landmark in 1968. Following the closing of the Canal in 1898 it was converted to use as a highway bridge, and continues in use as a vehicular bridge.

Other mid-nineteenth century structures in villages served by the canal--including houses, schools and churches--often reflect the positive influence of the canal in the development of their communities. Those built during the first three decades of the Canal's operation tend to have been built in the Greek Revival style with mortised timber framing and clapboard exteriors, although several altered houses, and one relatively intact school near the path of the canal, were built of uncoursed stone rubble. Typical of the former group is the c. 1850 McCallum House in Barryville, featuring a two-story, three-bay side entrance facade, a recessed one-story wing and characteristically wide Greek Revival entablatures with returns. Several canal-era houses in the valley feature two-story, five- bay center entrance facades, including the heavily altered c.1840 lock house at Lock 65, Knights Eddy, with its broad Greek Revival entablature returns and a doorway with tramsom and sidelights. More intact and formal in style, the Canal Company's Office in Lackawaxen (now "Roebling's Delaware Inn") features a formal central entrance with transom and side lights, wide frieze band, and square columned front porch, as well as a fully plastered attic which may have served as a dormitory for workers when extensive repair work was done on the Canal each spring. The c.1885 Nieke Canal House at Minisink Ford is similar

in its basic form, but incorporates a relatively steeply pitched roof and a projecting piazza overlooking the Canal. Together, these picturesque elements give the building a distinctive, later nineteenth century appearance. Although stone construction is evident in the c.1820 Stone Hotel in Pond Eddy and in the c.1850-1860 first stories of the altered William Wolff House and the William Bennett House, both in Barryville, the only canal-era stone building which retains its original form and detail is the Barryville Schoolhouse, built in 1867. Unlike the two examples previously cited, the walls of the schoolhouse are faced in mastic, scored to resemble coarsed ashlar blocks.

New York and Erie Railroad, 1848-1930

The Upper Delaware Valley's strategic location, level grades and northwesterly alignment were recognized at an early date as an ideal corridor for the development of a railroad between metropolitan New York and the Great Lakes region. Built incrementally during the 1830s and 1840s (rail service to Callicoon was inaugurated in 1848) and completed in 1851, the New York and Erie became the nation's first long distance railroad. Serving the entire length of the Upper Delaware Valley, the railroad also represented a significant breakthrough in the economic development of the region. Prior to its inauguration, access between the upper valley and the major urban markets of the East was limited to several roads, the river, and the Delaware and Hudson Canal. These modes were slow, indirect and subject to seasonal or weather related interruptions. By contrast, the railroad provided fast and reliable freight and passenger transportation and expanded opportunities. Despite its turbulent corporate history, it remained a pervasive influence in the social and economic development of the upper valley until its gradual decline during the second quarter of the twentieth century.

The path of the railroad and the location of stations had a critical effect upon the growth and decline of communities in the valley. Due to the success of the canal company in preventing the railroad from acquiring a right-of-way on the New York side of the river between Port Jervis and Minisink Ford, the railroad was built though more difficult terrain on the Pennsylvania side, by-passing the canal towns of Mongaup, Pond Eddy and Barryville, in turn

resulting in the development of Mill Rift, Parkers Glen, Shohola, and Mast Hope, in Pennsylvania. Crossing back to the New York side just below Narrowsburg, it bypassed Tusten (Ten Mile River), ultimately resulting in that settlement's decline. Between Narrowsburg and Hancock, the railroad continued along the New York side of the river, benefitting the communities of Narrowsburg, Callicoon, Hankins, Long Eddy, and Lordville. Although Cochecton was located along the route of the railroad, the placement of the station south of the old village effectively split the community in two and, combined with the loss of commerce which accompanied the decline of the Newburgh-Cochecton-Great Bend Turnpike, resulted in Callicoon and Narrowsburg replacing it as the dominant communities of the Upper Delaware Valley.

Historic resources associated with the growth years of the railroad included railroad facilities such as stations, right-of-way improvements, coal elevators and water towers, as well as houses, hotels, stores, churches, schools, summer houses and estates and industrial facilities, embracing the period between 1848 and 1930. During the first two decades of the railroad era, buildings continued to be constructed with post and beam frameworks and clapboard siding in the vernacular Greek Revival style. Examples from the New York side of the river include the c.1850-1860 station building in Cochecton (one of the oldest railroad stations known to exist in New York State); the 1856 Tusten Baptist Church; the 1855-1856 Narrowsburg Methodist Church; original portions of the c.1850 Hankins House in Hankins and the adjacent c.1850 store/post office; portions of the heavily altered c. 1850 Douglas City Hotel in Long Eddy, especially its recessed and arcaded loggia and its distinctive interlaced balustrade. Similar buildings once existed in Callicoon, but most were destroyed during a disastrous fire in 1888.

Surviving buildings of this era on the Pennsylvania side of the river seemed to have been designed with a greater degree of sophistication, and have generally fewer alterations. The Mill Rift Hall (1905) remains essentially as built, with "audience room," basement "feasting room," kitchen, and balcony. In Shohola, the Shohola Glen Hotel (c. 1849), with its formal Greek Revival entrance, original slate roof and intact 19th century tavern exterior (Brunswick bar and embossed metal ceiling), recalls the

days when thousands of summer visitors took excursions to nearby Shohola Glen. Other buildings, including Gardner's Store (c. 1849) and Higbee's Store (c. 1850) in Shohola and St. Mark's (c. 1848) and the Church of the Assumption in Lackawaxen (c. 1864) feature the Greek Revival decorative elements so popular at that time.

During the 1850s and 1860s, buildings in the valley began to incorporate designs or architectural details inspired by the then popular Picturesque Movement. An early example of the phenomenon is evident in detailing of the 1851 William H. Curtis House in Callicoon, which features an overhanging hipped roof with a decorative frieze board resembling inverted crenellations; William Curtis, Callicoon's first merchant, opened a store in the 1840s, initially to serve the Erie Railroad's construction crews. Kellam's Hall (c.1862) in Long Eddy, although missing its original arcaded porches, retains its pierced and scroll-sawn bargeboards and label molded entrance architrave. Reilly's Store in Cochecton, built c.1865, features an unusual portico composed of columns with battered sides, scroll-sawn brackets and a scroll-sawn architrave, and retains its original storefront with panelled shutters. Several picturesque houses of the period are present on the Pennsylvania side of the river including the c.1860 Italian Villa style Appley House in Damascus and the c.1860 Carpenter Gothic style Lafayette Lord House in Equinunk. Although the 1873-1874 rebuilding of the First Baptist Church in Damascus relied heavily upon Classical and Renaissance sources for its applied detailing, its richly decorated wooden exterior and sharply pointed spire are picturesque in their overall effect.

Development of the Upper Delaware Valley accelerated rapidly after the conclusion of the Civil War due to the success of the railroad, the increased profitability of exported lumber, bluestone and tanned leather, and the development of tourism. During the building boom which ensued, balloon framing techniques became widely adopted, offering the advantages of rapid construction and economy. By 1900, the community of Narrowsburg and Callicoon had developed compact business districts lined by two-, three-, and four-story frame hotels and stores, many featuring projecting porches, signs and mass-produced architectural details such as brackets and cornice members. These characteristics, together with the almost total loss of trees within the river corridor combined

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to create a raw, western frontier town appearance in these communities, traces of which survive today.

This was also a period of considerable development of social institutions. In Mill Rift, a simple wood frame community hall was built (1905) to host a variety of local interests ranging from calico festivals to political debates. Hotels, like the Western (1852) in Callicoon, not only catered to visitors, but also provided cultural activities, including Chautauqua programs, rolling skating and dances, for local residents.

One-room schools, built in the familiar simple, clapboarded, nineteenth century style, sprang up in virtually every small community. Most, like the one in Mill Rift, eventually underwent drastic remodeling as they were converted to residential use, when schools were centralized in the mid-twentieth century. Because Wayne County, Pennsylvania, did not centralize its schools until the 1960s, a large number of their buildings remain intact, notably the simple, Greek Revival Stalker School (c. 1835) and the more elaborately embellished Italianate style Milanville School (c. 1885). On the New York side of the river, the Hillside and Hankins Schools mentioned above retain their architectural integrity as does the Barryville School (1867), which was recalled to classroom use as recently as 1991.

Religious denominations which had entered the valley in the early nineteenth century with lay and circuit riding preachers became more firmly established after the coming of the railroad at mid-century, and began constructing permanent buildings. Baptists built a simple, one-room meeting house at Tusten (1856) and a larger structure at Damascus (1832), which was renovated in the Renaissance Revival style in 1874. The Methodists and Lutherans built classic Greek Revival style churches at Narrowsburg (1856), Damascus (1857), Callicoon (1871), Lackawaxen (1848), and Shohola (1871). Presbyterians built their first church at Cochecton in 1840, but it was washed downstream, with bell tolling, in the flood of 1902; it was replaced with a vernacular building (1903) incorporating elements of Shingle Style. At Stalker, another Presbyterian church built in 1880 was simple in structure but featured interesting Gothic style windows. Lordville Presbyterians opted for the Queen Anne Style (1896).

When the Roman Catholics began building churches in the area,

they often chose Greek Revival styling. Circuit riding Franciscan priests founded several congregations in the nineteenth century. The valley's oldest extant Roman Catholic church is the Greek Revival, dome steepled Church of the Assumption (1864), in Lackawaxen. Following establishment of St. Joseph's Seraphic Seminary (1901) in Callicoon, a number of local Roman Catholic congregations, served by priests from the Seminary, built churches in the Greek Revival Style: St. Patrick's, Long Eddy (1904), Hankins (1918), Sacred Heart, Pond Eddy (1915), and St. Lucy's, Cochecton (1887). The Seminary itself, located on a hill overlooking Callicoon, visually dominates the landscape, with massive bluestone buildings, including an elaborate Romanesque chapel (1928).

The Queen Anne style is manifested in the detailing of several small chapels, including the 1885 Riverside Cemetery Chapel in Long Eddy, the 1893 Hillside Chapel, the 1895 Equinunk Methodist Church, and the 1896 Presbyterian Church in Lordville.

At Callicoon, the first Episcopal congregation in the valley built a small, Carpenter Gothic style chapel in 1876, replacing it with a somewhat larger Mission Style building in 1927.

Architecturally, the Second Empire Style was in vogue during the early years of this building boom (c.1870-1880) followed by the Italianate style (c.1880-1900), and the Queen Anne style (c.1890-1910). Although many of the large commercial buildings constructed during this period have been insensitively altered, several important buildings retain a sufficient level of integrity to represent this period of growth. Examples on the New York side of the river include the c.1870 Second Empire style additions and alterations to the Commodore Murray Inn in Narrowsburg; Italianate featured c.1888 former Delaware House in Callicoon, and 1894 Arlington Hotel in Narrowsburg (National Register listed). In Equinunk, notable examples of these styles of architecture include: c.1878 Farley House and the two houses built for and by the Lloyd brothers, c.1873-1875, with their distinctive mansard rooflines.

Unfortunately, the majority of commercial buildings constructed during this era have suffered severe and irreversible alterations during the past fifty years. Details occasionally do survive, offering glimpses of the character of village centers in the valley during the late nineteenth century.

Houses and churches of the later nineteenth century also reflected the popularity of Victorian period styles, and the utilization of light wooden framing and stock millwork. Most of these buildings are concentrated along the route of the railroad, confirming the importance of the railroad in sustaining development and growth. Representative of houses built for important local property owners and business leaders include the Italianate style George Gould House in Long Eddy, built in 1888, and the Alva Lord House in Lordville, built c.1880. Important examples of Queen Anne style houses include the large, 1892 Page House at Pump Station and the c.1890 Ellery Calkins House in Cochecton. More modestly scaled examples of the style include the 1892 Dr. Appley House in Cochecton, the Anthony Many House and John David House both built in Hankins c.1900, the 1900 Barnes House in Equinunk, the c.1890 Halsey Cottages in Long Eddy, and the c.1905 Emmett Armstrong in Long Eddy.

Roads and Bridges, 1848-1940

Following the Turnpike Era, public transportation began to move away from the private sector and into the public sector. But it was not until the 1920s and early 1930s, when the Interstate Bridge Commission bought out the private toll bridge owners and the State of New York constructed Route 97, that the valley saw public operation of an efficient system of roads and bridges.

Prior to construction of New York State Route 97, much of the road and bridge development on both sides of the river concentrated on the problem of improving communication between the rural hinterland and the villages served by the railroad. The need for access to the railroad often resulted in the construction of bridges between coupled river communities, e.g., Barryville-Shohola, Skinners Falls-Milanville, Cochecton-Damascus, Lordville-Equinunk. In order to avoid obstructing the navigation of the river for raftsmen during the nineteenth century, early bridges tended to be built with unusually long spans and innovative designs. Suspension technology, pioneered by John A. Roebling in the 1846 Delaware Aqueduct of the D & H Canal, was employed in wooden toll bridges at Narrowsburg (c.1846), Barryville (John Roebling, 1856), Lordville (1857), Pond Eddy (c.1875), and Kellams

(1888). Few of these bridges survived into the twentieth century, most having fallen victim to severe floods, particularly those of 1903 and 1904. Only the Delaware Aqueduct, converted to a highway bridge, remains today.

The Erie Railroad crosses the river at Sparrow Bush, at the southern end of the survey area, and at Tusten Station, just below Narrowsburg. The current steel truss bridges were both built during the late 1880s and early 1890s on stone piers which appear to be associated with earlier bridges, perhaps built in the 1870s when the railroad was widened to double track. The Number Two Bridge at Sparrow Bush is a major four-span, pin-connected Pratt truss deck structure. The Number Nine Bridge at Tusten is a triple-span, pin-connected through Pratt truss structure. The two extant bridges reflect systematic improvements to the Erie Railroad in the late nineteenth and early twentieth centuries, designed to accommodate larger and heavier trains and greater speeds. They represent significant examples of the patented Pratt truss design which became standard in bridge construction between 1875 and 1915.

During the late nineteenth and early twentieth century, several early river spans were replaced with steel truss bridges. Of these only the 1902 Skinners Falls Bridge and the 1904 Pond Eddy Bridge survive. Both bridges (listed in the National Register of Historic Places in 1987) are significant as rare surviving examples of historic structural designs in the context of bridge engineering in New York and Pennsylvania. The Skinners Falls Bridge, a two-span Baltimore truss structure fabricated by the American Bridge Company, and the Pond Eddy Bridge, a two-span Pennsylvania truss structure by the Owego Bridge Company, are notable examples of their type. Both were constructed as private or municipal toll bridges, and sold to the newly established Interstate Bridge Commission between 1926 and 1928. The remaining privately or municipally built bridges taken over by the Commission were either replaced or extensively rebuilt between 1936 and 1962.

With the exception of the Aqueduct, all of these private toll bridges or their replacements were acquired by the Interstate Bridge Commission, and became free, publicly owned bridges by the early 1930s. With the exception of the c.1906 toll house associated with the vehicular-era of the Delaware Aqueduct, all of the toll houses were demolished or removed and converted to other

uses. The simple two-story frame house at the Minisink Ford end of the Aqueduct is now the property of the National Park Service.

Smaller bridges were also constructed during the late nineteenth and early twentieth century to bridge tributaries of the Delaware River. Two distinctive stone arch bridges of this period survive, illustrating a traditional bridge building technique rarely employed in the industrial age. The bridge over the Hankins Creek was built in 1905 and consists of a single round arched span. The bridge over the Ten Mile River at Tusten is a two-span bridge believed to be contemporary with the bridge at Hankins. A handful of similar stone arch bridges survive nearby, on both Pennsylvania and New York sides of the river, outside the river corridor. Steel truss bridges were employed to cross the larger tributaries, such as the Callicoon Creek. None, however, survive.

Responding to the need for roads which could accommodate automobile use, New York State enacted legislation in 1907 which funded several early improvement projects within the Upper Delaware Valley. These included the upgrading and partial realignment of the Old Newburgh-Cochecton Turnpike and the construction of the Liberty Highway (Route 52) between Liberty and Narrowsburg. The latter highway helped boost development in Narrowsburg in the 1920s. The most significant highway project of this period, however, was the construction of Route 97 between Port Jervis and Hancock. Begun in the late 1920s and completed in 1939, the highway represented the first direct transportation route linking all of the significant river communities on the New York side of Upper Delaware. As automobile use increased and travel shifted from the railroad to the highways, business in the valley adapted to take advantage of new and different opportunities. Auto service stations, diners, and motels were built within villages and along the highways. At the same time, the large boarding houses and hotels, which thrived on the railroad, declined. Two distinctive service stations of the 1930s remain within the valley: Parker's on Route 97 in Barryville and Brennan's in Narrowsburg. The two stations are both designed with enclosed offices, a separate island for gas pumps, and hipped or gable roofs connecting the two components. Both are built of native stone and designed along bungalow lines. Brennan's station in Narrowsburg incorporates the additional detail of rolled roof edges, imitating a technique NPS

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Historic and Architectural Resources of the Upper Delaware Valley
NY: Delaware, Orange, Sullivan Counties
PA: Pike, Wayne Counties

**Associated Property Types**

I. Name of Property Type Historic District

II. Description

As a property type, historic districts may be defined as concentrations of historic properties, characterized by physical continuity and commonalities in historic development, architecture, setting, feeling, and association. Historic districts frequently possess streetscapes and individual properties which represent multiple themes and periods of significance.

Many of the historic properties on the Pennsylvania side of the valley are clustered in three historic districts, forming the central portions of the villages of Equinunk, Damascus, and Milanville. All three have strong historic contexts. With approximately 55 sites, the largest of these districts includes the central part of the community on the flats near Equinunk Creek and the adjacent Grocery Hill area, all within the village of Equinunk. Nineteenth century architectural styles predominate, including Greek Revival, Gothic Revival, and Second Empire. It includes a few businesses, a church, a cemetery, former hotels, and other businesses that have been adapted to residential use, and numerous single family dwellings. In terms of context, it is most closely associated with Upper Delaware Industry, 1614-1942.

The district in the village of Damascus includes about 40 properties, along River Road and the Newburgh-Cochecton-Great Bend Turnpike. Its primary historic context is Upper Delaware Transportation, 1614-1942. Nineteenth century and early twentieth century vernacular architecture predominates, along with notable examples of Renaissance Revival, Tuscan Villa, and Greek Revival styles. The properties are residential with the exception of a dentist's office, two churches and two cemeteries.

The Milanville Historic District, including approximately 18 properties, is also primarily residential, with just one store and one church. It features a variety of nineteenth century and early twentieth century architectural styles, including Greek Revival, Gothic Revival, and Italianate. It is a Y-shaped district, following Route 63027 and Route 63028 through the center of the small village. Very few non-contributing structures are included in any of these districts, no more than ten percent of any district

consisting of modern buildings. The integrity of individual properties within the NPS districts is good, with some alteration and deterioration discernable.

The two districts on the New York State side of the valley are generally smaller. The Lordville Historic District, with about 16 sites, radiates out from the intersection of Bouchouxville Road, Warren Road and Lordville Road, at the center of the hamlet. With the exception of the Presbyterian Church, it is now residential, although two of the structures once served as boarding houses and another as a store. In terms of context, it is linked to both industry and transportation. Although some of the buildings have been altered or have deteriorated, the district includes notable examples of Greek Revival, Gothic Revival, and Italianate architecture. The Parsonage Road Historic District includes approximately ten properties along a narrow road overlooking the village of Cochecton. There is just one non-contributing structure, a recently constructed workshop. All other structures are nineteenth and early twentieth century residences and related buildings. Very few alterations are evident. Architectural styles include examples of Greek Revival and Queen Anne.

III. Significance

Historic districts are particularly significant to the understanding of an area's history and architecture, because they preserve a sense of the community's historic environment in their interrelationships of buildings, streetscapes, and open spaces.

All five of the historic districts in the valley satisfy Criterion A, contributing substantially to understanding of the valley's history and development, specifically: Equinunk, with its links to the tanning, quarrying and early tourism industries (Context 2, Upper Delaware Industry, 1614-1942); Damascus, with its strong identification with the Newburgh-Cochecton-Great Bend Turnpike (Context 3, Upper Delaware Transportation, 1614-1942); Milanville, with its relationship to the timber, tanning and "acid factory" industries (Context 2, Upper Delaware Industry, 1614-1942); Parsonage Road, near the Cochecton railroad station and overlooking the Newburgh-Cochecton-Great Bend Turnpike (Context 3, Upper Delaware Transportation, 1614-1942); and Lordville, an important center for bluestone quarrying and tourism, where the

railroad serves as one of the district's boundaries (Context 2, Upper Delaware Industry, 1614-1942; Context 3, Upper Delaware Transportation, 1614-1942).

The architecture and landscape elements incorporated in these historic districts contribute to a sense of the time in which they were created. The scale of the buildings and their spatial relationships offer a picture of life in the valley before the era of ranch houses, straight unobstructed roads, cement sidewalks, and attached garages. Here, roads may be narrow and curving, stone walls delineating property lines and holding embankments, outbuildings clearly adapted from carriage or farm use, houses widely spaced, sidewalks (a rare commodity) constructed of local bluestone. It is no accident that it is difficult to photograph streetscapes showing more than one property; the contours of the terrain and lifestyles served by properties of an earlier era produced somewhat dispersed buildings. Architectural styles tend to reflect nineteenth century design rather than more modern influences. Many structures within these districts are simple vernacular style buildings, usually exhibiting touches of Greek Revival or Victorian ornamentation. Dominant among the more stylish buildings are some fine examples of formal Greek Revival, Gothic Revival, and Italianate design. Both the architectural design and spatial arrangement have been affected by, and recall, the historic contexts with which they are associated. For example, Lordville, with its hotels and buildings within sight of the spot where the station once stood, is clearly a railroad town. Equinunk and Milanville, with their clustering of buildings near former tannery sites and more dispersed residential properties beyond, reflect the industries that once operated there.

IV. Registration Requirements

To qualify for this property type, a potential historic district must have significance in at least one of the historic contexts for this multiple property area. It must also retain an acceptable level of overall integrity. Non-contributing properties must represent only a small percentage of the built environment within the boundaries. Contributing resources must predominate within the district, and as a group must retain good architectural integrity.

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Historic and Architectural Resources of the Upper Delaware Valley
NY: Delaware, Orange, Sullivan Counties
PA: Pike, Wayne Counties

**Associated Property Type**

I. Name of Property Type Residences

II. Description

Nominated Upper Delaware residences reflect building styles beginning in the frontier era and continuing into the mid-20th century. Although a few of the residences are isolated, the majority are village homes, many located within the area's historic districts. Earliest construction methods are represented by a few log cabins (exteriors now concealed by twentieth century siding) and rare examples of post and beam construction. Post-Civil War construction generally utilized balloon style wood framing, and that is the style most commonly associated with the area.

The pioneers' log cabins and other early buildings were often destroyed or altered beyond recognition; those which are nominated have taken on the appearance of later architectural influences. Remaining early examples of more formal architecture are typically Federal or Greek Revival in styling. The most active period of development in the region took place during the heyday of the railroad, c. 1850-1925. This, therefore, was the period in which the most buildings were erected, and the period whose architectural styles dominate. The region boasts particularly good examples of Gothic Revival, Second Empire, Italianate, and Colonial Revival styles among the valley's residences. Impressive architectural examples of this period include the Gothic Revival Lafayette Lord House in Equinunk, the Tuscan Villa Style Luther Appley House in Damascus, the Colonial Revival Style Thorwelle House in Callicoon, and the Italianate Style George Gould House in Long Eddy. Properties in this category are associated with at least one of the historic contexts. Their integrity generally ranges from good to excellent.

III. Significance

These residences are significant as physical manifestations of the valley's cultural and economic development in the context areas identified. These resources constitute a large number of the contributing resources in the historic districts, and occur as individually significant properties outside these districts. Generally, they satisfy Criterion A, with the more remarkable

architectural examples satisfying Criterion C. The Curtis-Drake House in Cochecton is one of the few structures remaining to reflect the very earliest period of exploration and settlement (Context 1). Canal side residences including lock tender's house at Lock #64, and railroad town residences like Alva Lord House in Lordville are closely associated with transportation themes (Context 2). Tannery owner Eli Beach's home in Milanville and saw-mill owner George Gould home in Long Eddy are just two examples of residences associated with industrial themes (Context 3). Many valley residences exhibit unusually high integrity, with distinctive craftsmanship and decoration.

IV. Registration Requirements

Designated properties evaluated in this category, outside the historic district, must be associated with one or more of the historic contexts. They must have a high enough level of architectural integrity to allow for understanding of original use and function, and to evoke the feeling of the period and context they represent. Residences which retain significant historic associations and/or architectural distinction, and which retain integrity of construction, form, materials and detailing of both interior and exterior, satisfy the requirements for individual listing. Where structures are rare surviving examples of a historic period or method of construction, somewhat less architectural integrity will be acceptable.

**Associated Property Type**

I. Name of Property Type <u>Religious Properties</u>

II. Description

This category includes churches and cemeteries. Parsonages and rectories will be evaluated in the category of residential properties, unless they have extraordinary significance in the area of religious history. Four of the five proposed historic districts include churches; two include cemeteries. There are also notable examples of each outside the districts.

The early Methodist and Baptist churches in the valley were generally Greek Revival in style. Later styles included the Mission Style St. James Church Church and the stone Romanesque chapel at St. Joseph's Seminary, both in Callicoon, and the Queen Anne Style chapel at Riverside Cemetery in Long Eddy. The designated churches generally exhibit a high degree of integrity and are in good to excellent condition.

The cemeteries within the Damascus Historic District, and at Ten Mile River, are adjacent to and closely associated with Baptist and Methodist Churches. Other designated cemeteries are primarily more isolated pioneer cemeteries, often informally arranged following the contours of the land. The only cemetery which is remarkable for its design is the Montoza Cemetery at Barryville, an intact example of a late nineteenth century rural cemetery featuring picturesque landscape design.

III. Significance

The Upper Delaware's religious properties are significant cultural institutions associated with the nineteenth and early twentieth century development of the valley and its communities. Consequently, they relate to all three contexts. These properties symbolize the religious orientations of the residents and represent significant social and cultural networks which characterized the valley throughout each historic period. Several of the church buildings are locally significant for their architectural design.

The cemeteries are significant for their association with area's social and cultural development, and with those buried there who were historically important to their communities. In some cases, these cemeteries (notably the one at Old Cochecton) are the only intact representations of pre-19th century life in the river valley. Cemeteries like the ones at Stockport, Mongaup, and Ten Mile River remain, where the thriving communities that once surrounded them have now all but disappeared. A few of these cemeteries may have potential archeological significance. However, due to the complexity of dealing with archeology, it was determined that such resources would be dealt with in a later survey and nomination.

IV. Registration Requirements

Properties evaluated in this category outside the historic

district must be associated with one or more of the three historic contexts, and must sastisfy either Criterion A or Criterion C. This consideration can be satisfied on the basis of broad historical significance and/or local architectural significance. In order to qualify in the later category, the property must retain distinctive design qualities and good overall integrity of form, detailing, materials, and setting. Intact religious properties located within historic districts are considered contributing properties in the context of the district.

Associated Property Type

I. Names Of Property Type Transportation Resources

II. Description

This property type is defined to include buildings and structures associated with the Delaware and Hudson Canal and the Erie Railroad. It also includes structures related to highways, from the turnpike era (c. 1800-1870) through the construction of New York State Route 97 (c. 1939). Associated with the Erie Railroad, two intact, wood frame train stations remain: a Shingle Style depot at Callicoon and a Greek Revival station at Cochecton.

Several bridges fall within this property type: the Pratt truss railroad bridges spanning the river at Mill Rift and at Ten Mile River; two vehicular stone arch bridges, a single arch at Hankins and a double arch at Ten Mile River. Within the boundaries of the multiple property nomination, three bridges are already listed in the National Register of Historic Places: the Pond Eddy and the Skinners Falls vehicular bridges; and Roebling's Delaware Aqueduct (Delaware and Hudson Canal) at Lackawaxen/Minisink Ford. Extensive repair work, certified by the State of Pennsylvania, was completed on the Skinners Falls Bridge in 1990. The National Park Service did major restoration work on Roebling's Delaware Aqueduct and re-opened it to vehicular traffic in 1987.

Buildings and structures associated with NYS Route 97 include Parker's gas station at Barryville and the spectacular Hawk's Nest section of highway, with its complicated engineering and graceful stone walls. The Lordville and Parsonage Road Historic Districts include transportation related resources. A number of sites related to transportation may be categorized as residential or

commercial, within those districts and elsewhere; this is particularly true in Damascus and Cochecton, where buildings related to the Newburgh-Cochecton-Great Bend Turnpike are primarily residential. This is also true in the canal villages of Pond Eddy, Barryville and Lackawaxen, as well as the railroad towns of Shohola, Lackawaxen, Narrowsburg, Callicoon, Long Eddy, and Lordville. A number of canal sites are archeological in nature, and will be dealt with at a later time.

Integrity of the resources varies from good to excellent. Resources such as the Cochecton Railroad Station, which has been converted for use as a storage building, and the Hankins Stone Arch Bridge, which was abandoned when the road was rerouted, are not in as good condition as properties such as the Hawk's Nest and the railroad bridges, which continue in use as originally designed. Even where adaptively reused, however, buildings such as Maney's Boarding House and Store (now an antique store and residence) retain enough interior and exterior architectural integrity to be clearly identifiable with their original design and use.

III. Significance

In the Upper Delaware Valley, roads, the canal, and the railroad were crucial elements in nineteenth and twentieth century development. Nearly all of the area's communities trace their establishment and growth to one or the other of these networks. Context 2 specifically addresses this theme. Transportation resources are significant under Criterion A, for their direct association with the historic development of these communities.

In some case, including the Cochecton and Callicoon railroad stations, buildings may be recognized as significant under Criterion C as intact and representative examples of specific architectural styles. The bridges are eligible under Criterion C, as examples of specific construction techniques. The Hawk's Nest is also eligible under Criterion C for its significance in highway engineering and landscape architecture. In the case of Roebling's Delaware Aqueduct, it has significance under Criterion B for its association with John Roebling, and Criterion C for its unique construction values; because of its national significance, it is listed as a component of a National Historic Landmark. Other intact resources may be considered significant in a regional context as contributing components of a historic railroad system,

a canal, and a turnpike extending beyond the survey area.

IV. Registration Requirements

Properties evaluated in this category outside the historic district must demonstate a direct association with the Delaware and Hudson Canal, the Erie Railroad, or the turnpike/highway system. They must retain overall integrity or design. If a property is indirectly associated with one of these transportation elements and cannot be readily classified into other property types, it must have direct historical association, must be located in proximity to the railroad, canal or road, and must retain sufficient integrity to illustrate the association.

**Associated Property Type**

I. Name of Property Type Industrial Properties

II. Description

This property type includes resources associated with the industries active in the Upper Delaware Valley between 1614 and 1942 (Context 3). Many of these properties can be found within historic districts. The Lordville Historic District, for example, is associated with the bluestone quarrying and tourism industries. The Equinunk Historic District is associated with tanning, quarrying, and tourism. The Milanville Historic District is associated with timbering, tanning, acid factories, and tourism. Other than archaeological sites--which will be considered in a later study--little is left of the industrial buildings dedicated to early timber operations, tanneries, and acid factories. Abandoned quarries and the ruins of stone mills remain as mute testimony to that once thriving industry. However, other buildings associated with these industries, such as the tannery's company store at Milanville, are extant.

Outside the historic districts, the most prominent examples of this property type as those associated with the tourism industry. This includes boarding houses such as Kellam's Hall at Long Eddy and full-sized hotels such as the Shohola Glen Hotel. This property type also includes the Mill Rift Hall, a community center specifically built to serve bluestone workers and summer visitors.

These properties have good to excellent integrity and condition.

III. Significance

The industries which were so important to the area in the nineteenth and early twentieth century have disappeared, faded, or been drastically altered. In a sense, the historic places associated with these industries are all that remain. Logs are no longer rafted down the river. There are no active sawmills in the valley. By the early 1900s all the tanneries were gone. The acid factories that took their place went out of business by the 1940s. Even tourism, which remains a viable industry today, changed drastically, with boardinghouses and hotels giving way to campgrounds and canoe liveries.

The remnants of these industries are eligible under Criterion A, as important elements in the growth and development of the valley. Especially important are those buildings, such as the Shohola Glen Hotel with its original Brunswick bar, Kellam's Hall with its boarding house bedrooms and social rooms, and Hankins House with its simple but still active hotel facilities--all retaining interior detailing reminiscent of their function during an earlier age. Those with outstanding architectural features are also eligible under Criterion C, including Bleck's Hotel in Equinunk, with its Craftsman Style details unusual in the river valley, and Lord's Kilgour House in Lordville, with its elaborate Greek Revival decorative features.

IV. Registration Requirements

Properties determined to be eligible within this category must be directly related to one of the industries specified in Context 3. They must be eligible for the National Register under Criterion A, and may also be eligible under Criterion C. Buildings must retain enough interior and exterior architectural integrity to evoke their original period and function.

**F. Associated Property Types**

I. Name of Property Type <u>Commercial Properties</u>

II. Description

Because of the area's economic decline since the 1930s, there

are fewer commercial properties today than existed prior to 1942, when the study period concludes. These properties are found in the small villages that are scattered throughout the river valley. Most of those remaining were originally general stores. Within historic districts, Nelson's Store in Equinunk, and the Milanville General Store continue in that function. Though not currently in use as stores, others have a high level of architectural integrity, often with counters and store layout intact. These include the Vail-Appley Store in the Damascus Historic District, Bullock's in the Equinunk Historic District, Higbee's in Shohola, and Reilly's in Cochecton. Commercial properties with other historic functions can be found in Callicoon, the largest community in the valley. They include the Percival Plumbing Store, the First National Bank, the Callicoon Coal Company, and the Milwaukee Furniture Store.

The most popular architectural forms for commercial properties are Greek Revival and Victorian styles. Bullock's and Higbee's are especially good examples of Greek Revival. Reilly's and the Vail-Appley Store were original built along classic lines, with picturesque ornamentation added during the Victorian period. These buildings are wood framed and clapboard sided. Some of the earliest (e.g., Reilly's) are of post and beam construction. The exception would be the First National Bank in Callicoon, a rare local example of Neoclassical Style, built of brick and stone. All have a good to excellent architectural integrity, both interior and exterior.

II. Significance

The commercial properties that served the valley's population were at the very heart of its growth and development, thus qualifying under Criterion A. During the late nineteenth and early twentieth centuries, each major valley community had several general stores, as well as millinery shops, butchers, harness shops, and other specialty stores. The few surviving commercial properties of this kind reflect a life style pre-dating supermarkets and shopping malls. Because of their close relationship with the communities in which they are located, they connect with the context of that community. Reilly's Store, along the Newburgh-Cochecton-Great Bend Turnpike, the commercial buildings of Callicoon (a railroad town), and Higbee's across from the site of the Shohola railroad station relate to Context 2.

Nelson's and Bullock's in Equinunk, where tanning and quarrying were important industries, relate to Context 3.

Several of these building are fine examples of their architectural styles, thus qualifying under Criterion C. These would include the Greek Revival Higbee's Store in Shohola, the Picturesque style Reilly's Store in in Cochecton, and the neoclassic First National Bank in Callicoon.

IV. Registration Requirements

Either Criterion A or Criterion C must apply to all properties in this category. Historically, all must relate either to Context 2 or Context 3. Buildings considered for registration must retain integrity of location and overall design and setting. The building's exterior should retain a high enough level of architectural integrity to reflect its original function. However, because of the rarity of these historic commercial properties, some loss of interior integrity is acceptable.

**F. Associated Property Types**

I. Name of Property Type Schools

II. Description

During the late nineteenth and early twentieth centuries, virtually every small community in the Upper Delaware Valley had had a school, which was considered essential to needs of the residents. New York began to close its one-room schools and consolidate in the 1930s. On the Pennsylvania side of the valley, one-room schools continued in operation until the 1960s. Several of these early educational buildings survive in good to excellent condition. All were located within settlement areas; however, some of these communities (e.g., Stalker) have lost much of their population and many of their surrounding buildings.

Most of these buildings are wood framed and clapboard sided, an exception being the mastic-coated stone Barryville School. They vary in style from the austerely classic Stalker School to the picturesque Victorian Milanville School. The buildings at Hankins and Milanvile are among those which have been converted to residences, with varying loss of interior integrity. The

Barryville School is owned by the town and, as recently as 1991, was brought into emergency use to alleviate classroom crowding. Though few in number, many of the remaining one-room schools retain a remarkable level of interior and exterior architectural integrity.

School centralization came into vogue, beginning in the 1930s, and gradually the one-room schools closed. The Narrowsburg Central Rural School, still functioning with grades K-12, was built c. 1930, and stands as an intact example of Depression-era public school architecture.

III. Significance

The village schoolhouse was a vital element in the life of the rural community during the nineteenth and early twentieth century. It was essential to the area's growth and development, at a time before common use of automobiles made transportation between communities more convenient. The Narrowsburg Rural Central School represents the focal point when roads and automobiles began to make a major, often traumatic, impact on the area, moving the residents from isolatation in their small communities to greater contact with the outside world. These buildings satisfy Criterion A for their significant role in the patterns of local history.

The pride the community showed in construction of these buildings in evident in the classic lines of the Hankins School, the Victorian ornamentation of the Milanville School, the gable-end fanlight and six-over-six windows of the Barryville School, all of which qualify for the National Register under Criterion C. Selected representatives of this property type show remarkable architectural integrity.

Historically, the schools associate with the context of the community in which they are located; all of these resources relate to Context 2 or Context 3. Hankins, for example, was a railroad town, and the Hankins School thus relates to Context 2. Barryville was a canal town, relating to Context 2. Stalker was a center for quarrying, relating to Context 3.

IV. Registration Requirements

Schools nominated within this category must qualify under Criterion A. Those showing remarkable architectural features will qualify under Criterion C. All nominated properties must be

associated with one of the three context areas. Outside the historic districts, all qualifying properties are expected to have interior and exterior architectural integrity sufficient to identify them with their original function and design.

**F. Associated Property Types**

I. Name of Property Type Military Sites

II. Description

The only military action in the river valley took place in the Revolutionary and Pre-Revolutionary period (Context 1). Skirmishes between Indians and white settlers were rare, but did take place during the earliest settlement period. Cushetunk, in the vacinity of the present village of Milanville, was the site of one such encounter. The blockhouse associated with that attack and another blockhouse at Cochecton are identified in documentary history, await archeological attention as part of a later study. The one local Revolutionary War engagement, pitting Indians and Tories under Joseph Brant against local militiamen, was fought at the site now known as Minisink Battleground. The Battleground is a Sullivan County park, a wooded site with interpretive trails and a commemorative monument placed there at the time of the battle's centennial (1879). Another site associated with the Battle of Minisink is the grave of the unknown soldier (from that battle), located in St. Mark's cemetery, across the river from the battleground, at Lackawaxen.

III. Significance

Although military action in the river valley was a rare occurance, its impact has been significant, clearly part of the broad sweep of history as played out on local soil (Criterion A). Early hostilities between settlers and Indians took place during the final years of the French and Indian War, more a result of problems between Indians and whites elsewhere than the result of local friction. Still it was local people who fought and died here. During the Revolutionary War, the Battle of Minisink was part of British-Indian cooperative efforts to distract Washington's army and harass settlers on the frontier. This was the major event

in a campaign that resulted in settlers temporarily abandoning the Upper Delaware Valley and, subsequently, in Maj. Gen. John Sullivan's campaign against the villages of the Iroquois. Properties in this category as associated with Context 1.

IV. Registration Requirements

All properties in this category are associated with Context 1. They must qualify under Criterion A. Buildings or sites must retain enough integrity of architecture or landscape to evoke the historic period or event they represent.

Historic and Architectural Resources in the Upper Delaware Valley
NYS: Delaware, Orange, Sullivan Counties
PA: Pike, Wayne Counties

G. Geographical Data

The Multiple Property Documentation nomination includes the entire Upper Delaware River valley in New York and Pennsylvania, as defined by the federally designated Upper Delaware Scenic and Recreational River corridor (1978). Beginning at the confluence of the East and West Branches of the river, south of Hancock, NY, and ending near Sparrowbush, NY, and Mill Rift, PA, just north of Port Jervis, NY. The river corridor is 73.8 miles in length and generally one to two miles in width, depending on the valley's varying topography. The area includes approximately 56,000 acres.

## H. Summary of Identification and Evaluation Methods

The multiple property listing for Historic and Architectural Resources in the Upper Delaware Valley, New York and Pennsylvania, is based on a historic resource survey of the river corridor completed in 1991. Properties on the New York side of the river were surveyed between 1983 and 1986, with some updating and corrections after that date. Preliminary work, funded by the National Park Service, was prepared by consulting historians working under the supervision of National Park Service Cultural Resources Specialist Mary Curtis, who contributed some of the research and editing of the final product. The Pennsylvania side of the valley was surveyed by Curtis in 1990-91. This research was reviewed in progress by New York State and Pennsylvania historic preservation field staff, who made numerous visits to the area to check specific sites and advise the primary researcher.

The survey considered and evaluated all buildings and structures in the valley built prior to 1942, resulting in an inventory including 253 properties in New York and 141 properties in Pennsylvania. It covered the gamut of Upper Delaware history and development, from the site of the Delaware Company's blockhouse (c.1760) near Milanville, Pennsylvania, to the stone walls along the Hawks Nest section of NYS Route 97 (c.1939). Although archeological resources are a significant component of the valley's cultural heritage, additional research will be required before they can be adequately addressed.

A separate survey, funded by New York State, inventoried the remains and associated buildings of the D & H Canal in Sullivan and Orange Counties of New York State. Since the Canal itself is the basis of a 1968 National Historic Landmark designation, none of its features were included for this Upper Delaware survey and subsequent nomination. However, associated buildings, such as stores and lock tenders' houses, were included in the multiple property survey and considered for nomination.

In addition to field work covering the study area, researchers interviewed dozens of local residents, in order to locate less obvious resources. Previous research by local historians and historical societies is included. All potentially significant properties were recorded, photographed, and marked on USGS maps. State inventory forms were utilized. Historical and/or NPS Form

architectural information was also drawn from publications, oral history, and field observations.

Based on the Environmental Impact Statement for the Upper Delaware Scenic and Recreational River (historic background section), produced by the Upper Delaware Intergovernmental Planning Team, a historic context was developed by Mark Peckham of the New York State Office of Historic Preservation. In consultation with Greg Ramsey of the Pennsylvania Bureau of Historic Preservation, this was distilled to three historic contexts: Upper Delaware Exploration, Trade and Early Settlement, 1614-1810; Upper Delaware Transportation, 1614-1941; Upper Delaware Industry, 1614-1941.

The material was presented to the states for staff review. In each state, a staff committee reviewed the material on properties in that state. Applying the National Register criteria for evaluation, the states rendered preliminary determinations of eligibility. Dr. Donald C. Jackson of the Pennsylvania Historic Preservation Board made a field trip to the area, and assisted in determining the boundaries of the three largest districts (Equinunk, Damascus, Milanville). With assistance from the states, Curtis prepared nomination forms on those properties state officials had determined to be eligible for the National Register. Due to time, staffing and informational constraints, archeological sites and other properties where sufficient information is not now available have been omitted from consideration for listing at this time, but may be reconsidered in the future.

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Delaware & Hudson Canal Survey, conducted for the New York State Office of Historic Preservation, in 1986, by the Neversink Valley Area Museum, Malcolm Booth and Charles Thomas Researchers. On file with the New York State Office of Parks, Recreation and Historic Preservation, Albany, New York.

Historic and architectural inventory of the Upper Delaware Scenic and Recreational River, New York and Pennsylvania, completed in 1991, Richard Bernstein, Mary Curtis, Nancy Falgren and Charles Thomas, researchers; supervised by Mary Curtis, National Park Service Cultural Resources Specialist. Files located at the Resource Management Office, National Park Service, Milanville, Pennsylvania.

Oral History

Upper Delaware Oral History Project, ongoing since 1986, under the auspices of the National Park Service. Tapes and background material on file at the Resource Management Office, National Park Service, Milanville, Pennsylvania.

Repository

The primary location for all additional documentation is the Resource Management Office, National Park Service, Milanville, Pennsylvania (mailing address: PO Box C, Narrowsburg NY 12764).

PLEASE READ BEFORE 6/4/91
STAFF COMMITTEE MTG WITH
MARY CURTIS. THERE IS ALSO
A 17 PG (+ OR -) DESCRIPT. OF
CONTEXTS IF YOU ARE INTERESTED
- SEE "VOTING BOX" RM 532.
— GR

# An Introduction To

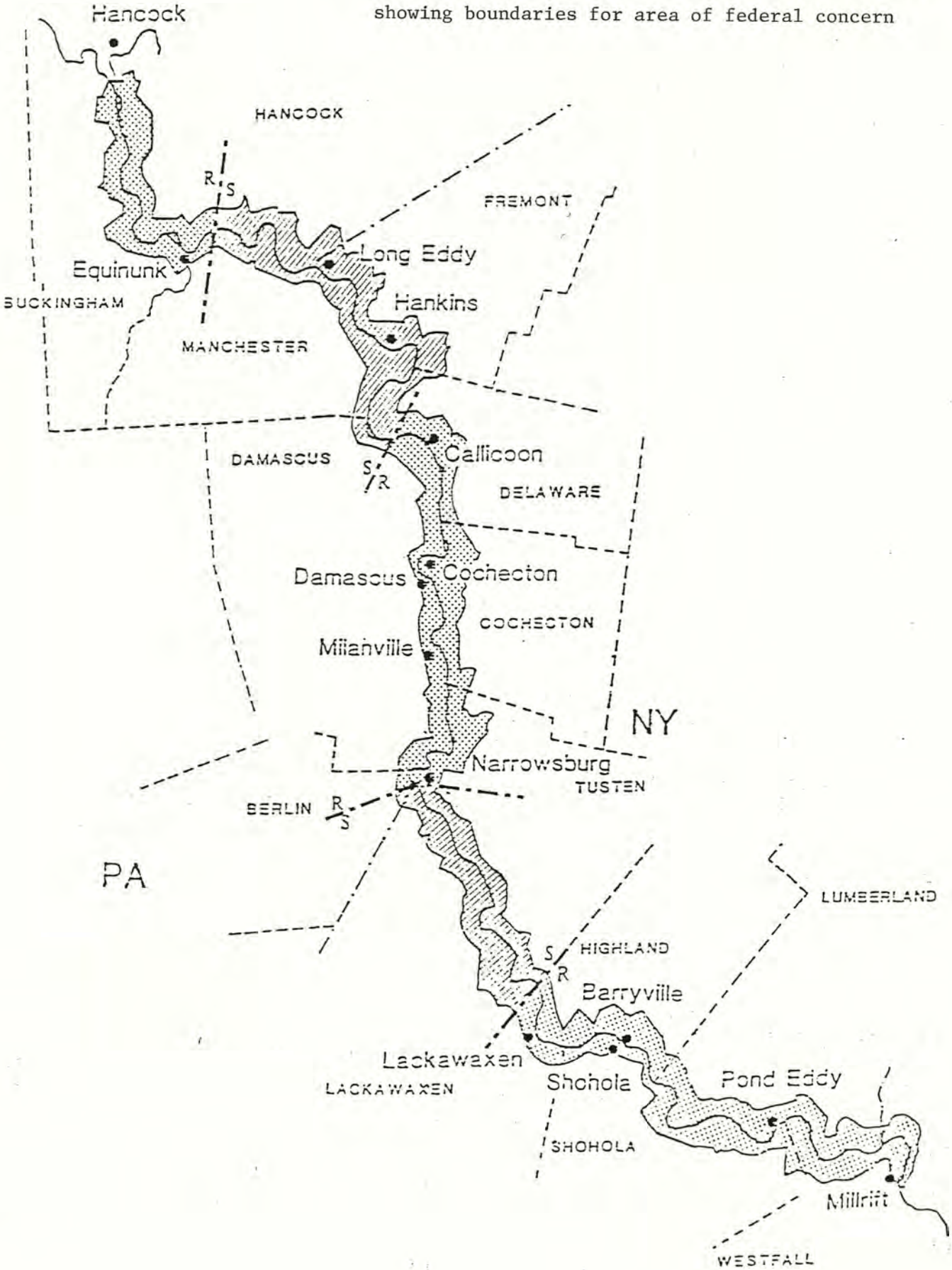
# The Historic Sites Inventory

# for the

# Upper Delaware - Pennsylvania

RECEIVED
MAY 20 1991
HISTORIC PRESERVATION

MAP OF UPPER DELAWARE SCENIC & RECREATIONAL RIVER
showing boundaries for area of federal concern



## HISTORIC CONTEXT & THEMES

State boundaries may make sense politically, but they often create artificial divisions on a local level. This is certainly true for the Upper Delaware Valley, which forms a portion of the Pennsylvania-New York border. Both the Native Americans and the early white settlers used the river as a transportation link rather than a barrier. The Erie Railroad and the Delaware and Hudson Canal both paralleled and criss-crossed the river, connecting communities on both sides of the Delaware. Until 20th century development of the automotive industry and efficient north/south highways in the valley, many of the region's communities across the river from each other (e.g., Equinunk-Lordville; Tammany Flats-Big Island; DamascusCochecton; Lackawaxen-Minisink Ford; Shohola-Barryville) were more intimately connected with each other than with communities in the same state.

The creation of the Upper Delaware Scenic and Recreational River has refocused attention on the common interests, culture and heritage of people throughout the valley, regardless of state affiliation. It also helped historians to understand the important inter-relationship between the geography, the environment and the history of the Upper Delaware. An official of the New York Office of Historic Preservation commented, "historic resources of the Delaware River Valley can only be understood and appreciated in the context of their relationship to the environment that contributed to their similar pattern of development."

Thus it is impossible to write an accurate Pennsylvania/Upper Delaware history without including the other side of the valley (i.e., New York) . . . and visa versa. That is why, when Mark Peckham of the New York State Office of Historic Preservation created an historical overview for review of the New York project area, he included considerable material on Pennsylvania. This is also why, whether you are discussing the Upper Delaware from a Pennsylvania or from a New York perspective, the dominant historical themes (as originally articulated by the Upper Delaware Inter-governmental Planning Team's Cultural Resources Work Group) remain the same.

## DOMINANT HISTORICAL THEMES

Native American History, 15,000 B.C. - 1600 A.D.

Early Trade & Settlement, 1614-1777

Revolutionary War, 1777-1783

Post War Resettlement, 1783-1810

Transportation Development, 1810-1930

Industry, 1848-1930

SUMMARY OF HISTORIC CONTEXT IN THE UPPER DELAWARE VALLEY

| THEME | PERIOD OF SIGNIFICANCE | PRINCIPAL LOCATIONS | ASSOCIATED PROPERTY TYPES |
|---|---|---|---|
| **Exploration Trade and Settlement** | | | |
| Exploration, trade, early settlement, defense | 1614-1779 | Mast Hope north to Callicoon;Stockport | Settlement sites, defense structures, mill sites, burial sites. |
| Revolutionary War hostilities | 1777-1783 | Valley wide; major engagement at Minisink Ford. | Campsites, battlefields, massacre sites, burial sites. |
| Post-war resettlement | 1783-1810 | Valley wide. | Settlement sites, mill sites, burial sites. |
| **Transportation Networks** | | | |
| River navigation | 1614-1922 | Valley wide. | Canoes, Durham boats, log rafts, scows, docks, riverfront boarding houses. |
| Early Roads & Turnpikes | 1789-1848 | Cochecton, Damascus Big Island, Stock-port, Equinunk, Narrowsburg, Mast Hope, Shohola. | Abandoned or existing R.O.W.s, toll houses bridges, ferries; village development as represented by houses, hotels, stores, cemeteries, etc. |
| Delaware and Hudson Canal | 1828-1898 | Port Jervis north to Lackawaxen | Canal structures including canal bed, locks, tow-path, cuts and embankments, feeder canals, weirs, aqueducts, bridges, basins, canal company buildings and facilities, non-company buildings, and structures related to canal generated commerce, canal boats. |
| Erie Railroad | 1848-1930 | Valley wide; Mill-rift north to Mast Hope, Pennsylvania side; Narrowsburg north to Hancock, New York side. | Railroad structures including road bed, cuts, retaining walls, culverts, bridges, water towers, coal bunkers, station buildings. Village growth represented by houses, hotels, commercial and industrial buildings and structures, schools, churches. |
| Roads and Bridges | 1848-1940 | Valley wide. | State highways, roadside restaurants and motels, gas stations, garages, bridges, retaining walls, rock cuts. |

compiled by the New York State Office of Historic Preservation

| THEME | PERIOD OF SIGNIFICANCE | PRINCIPAL LOCATIONS | ASSOCIATED PROPERTY TYPES |
|---|---|---|---|
| Industry | | | |
| Lumber industry and log rafting. | 1760-1922* | Valley wide. | Staging sites, boarding houses, saw mill structures and sites. |
| Tanning industry | 1820-1890 | Valley wide, especially near tributary streams. | Tannery structures and sites, shoe manufacturing shops, worker housing. |
| Blue stone quarrying and finishing. | 1860-1930* | Valley wide, large scale operations at Pond Eddy, Parker's Glen, Lordville, Equinunk and Kilgour Spur. | Quarries, stone works, shipping sites, docks, offices, worker housing, stone barges, and scows, railroad spurs. |
| Acid Factories | 1880-1920 | Milanville, Long Eddy | Manufacturing facilities, worker housing. |
| Crude oil transmission | 1881-1926 | Cochecton vicinity | Oil pumping station complex and pipeline R.O.W. |
| Agriculture | 1750-1950* | Mongaup north to Pond Eddy; Ten Mile River north to Callicoon. | Farm buildings and structures, grist mills, feed mills, creameries, nurseries. |
| Tourism | 1865-1940* | Valley wide; major resort complex near Shohola. | Hotels, boarding houses, estate complexes, seasonal cabins and cottages, recreational facilities, religious retreats. |

* These industries continue to be represented in the valley on a smaler scale.

compiled by the New York State Office of Historic Preservation

## HISTORICAL OVERVIEW

Mark Peckham's historical overview, mentioned previously, incorporates these themes. Because of the historical relevance to both states and because Pennyslvania references are included, this overview has been incorporated into the Pennsylvania report. Due to the fact that it was developed for the New York section of the project, there is somewhat more emphasis on that side of the river. However, since the Pennsylvania side of the river is more sparsely populated, a valley-wide perspective with no particular state emphasis might also have more New York reference. The overview appears as an appendix to this report.

## HISTORY OF THE PROJECT

In 1978, federal legislation created the Upper Delaware Scenic and Recreational River as a unit of the Wild and Scenic Rivers System. This action focused attention on the Upper Delaware Valley as a discrete natural and cultural entity worthy of protection. In 1980, an Intergovernmental Planning Team, under the leadership of the National Park Service, was formed to write a management plan for the Upper Delaware. The team was faced with a particularly challenging task, as most of the river valley was destined to remain in private ownership with little direct governmental control.

The Cultural Resources Work Group, a subdivision of the Planning Team, invited the historic preservation offices of the two affected states (PA and NY) to join with them in developing a preservation stategy. Together, they identified the National Register of Historic Places as a primary protective tool.

New York State, with field staff available for that purpose, suggested that a Multiple Resource Area approach be adopted, with the goal of a single Upper Delaware-NY nomination to the National Register encompassing all sites within the area of federal concern on the New York side of the river. New York's enthusiasm for the project was grounded in a new understanding of the valley's context (stated in a publication from their office): "In effect, NPS involvement has established a context for the area that was previously obscure -- obscure because the historic resources, in and of themselves, are not distinctive as individual works of masters or as examples of sophisticated architectural ideas and, thus, do not promote the easy application of the National Register criteria that is possible in the Hudson valley. However, within the context established by the recent environmental designation, an evaluation of the significance of these historical and architectural resources can be made. The modest vernacular historic resources characteristic of the Delaware River Valley can only be understood and appreciated in the context of their relationship to the environment that contributed to their similar pattern of development."

Using a combination of contracted services (funded by NPS planning grants), New York State and National Park Service staff work, and sponsorship of the Upper Delaware Heritage Alliance, an inventory of about 250

properties on this more populated side of the river was completed in 1986. New York State then took on the task of evaluating eligibility and developing a context statement. The completed inventory package went to state review May 1, 1991.

Meanwhile, Pennsylvania's limited staffing and a hostile political environment in some Upper Delaware townships delayed action on the Commonwealth side of the river. However, in the fall of 1990, the NPS came up with a proposal for an inventory project. The NPS would provide staff support to develop inventory forms if the Pennsylvania Bureau of Historic Preservation would offer advice, instruction, and on-site review assistance. The Upper Delaware Heritage Alliance would serve as sponsor of record, as they had on the New York side of the river.

On March 7, 1990, NPS Cultural Resources Specialist Mary Curtis spent the day in Harrisburg, meeting with Greg Ramsey of the PA Bureau of Historic Preservation. They developed a plan of action and came to a common understanding concerning data required to complete the inventory phase of a multiple property approach to the Upper Delaware Valley.

From April until September, Curtis researched material on approximately 140 properties -- all of the appropriate sites known to exist on the Pennsylvania side of the river corridor.

Greg Ramsey visited the Upper Delaware September 25-27, 1990. Ramsey and Curtis toured the river valley, met with several property owners and looked at virtually all of the sites that had been inventoried. At a publicly announced Upper Delaware Heritage Alliance program, September 26, they met with several local residents, and answered questions about the project and the National Register.

As time permitted throughout the following fall, winter and spring, Curtis worked on completing research and finalizing forms.

The completed inventory phase will be presented for review and evaluation at Harrisburg in June of 1991.

## METHODOLOGY AND RESOURCES

Research for this inventory was drawn from four basic sources: 1) prior research and personal resources of the inventory preparer; 2) information and guidance from key local contacts; 2) documentary and published materials; 4) on-site observation.

The inventory preparer (Mary Curtis) was well grounded in local history, and had received useful instruction in historic inventory preparation from the New York State historic preservation field staff. In addition to formal training as a historian (BA in American History, Syracuse University), she is the eighth generation of her family to live in the river valley. Her personal library and archive is the product of a family which has lived in the same area for over a century, written, clipped and saved exhaustively, seldom throwing anything away.

In addition, Curtis's personal contacts throughout the valley were useful in identifying others who might be helpful. Early in the process (January 1990), contacts were identified for each township or village to be researched: in Manchester and Buckingham, the Equinunk Historical

Society (Eleanore Keesler, curator); in Damascus, Margaret and Clarence Poland for Milanville, Olga Pethick for the village of Damascus; in Lackawaxen, John McKay for Mast Hope, Mary Nelson for the village of Lackawaxen; in Shohola, George Fluhr (who involved Carl Vogt); in Westfall, Dick Janssen (who involved Tom Haney). These people toured the area with the reseacher, and provided valuable historic and community information.

Although early municipal records in these rural communities are limited or non-existent, some documentation is available. The Heritage Committee of the Equinunk Historical Society has searched the deeds of virtually all that small community's properties. The Polands of Milanville have expanded research on their own early 19th century house to include all of Milanville. A number of local histories have been printed or reprinted in recent years. Though not necessarily conforming to modern scholarly standards, Mathews' History of Wayne, Pike and Monroe Counties, Pennsylvania is a comprehensive, detailed account that spotlights key Upper Delaware historic figures, as chronicled in their own lifetimes (1886). SUNY-Binghamton's Cultural Resources Survey, Upper Delaware National Scenic and Recreational River (1982) includes volumes specifically devoted to natural and cultural history (vol. II) and historical architecture (vol. V). All of these resources served as important references.

Much of the required material could only be obtained through field work. Many days were spent driving the 73-mile river corridor and walking the streets of local villages with notebook and camera in hand.

Chronologically, the first priority was to photograph as many sites as possible before trees were in leaf (Spring 1990), obscuring the view. Once greenery burst forth, a more geographically organized approach was adopted, beginning in Equinunk (Buckingham and Manchester townships) and working downstream through Damascus, Lackawaxen, Shohola and Westfall townships. Order was to some extent dictated by the availability of local contacts.

All sites were identified, with at least some data on each, before the on-site visit by Greg Ramsey from the Pennsylvania Bureau of Historic Preservation, in September 1990. After that, loose ends were tied up and efforts were concentrated on form preparation.

JoAnne Merritt of the NPS developed a computer program which allowed Curtis to enter data for the forms into the NPS computer, for easy adaptation and correction.

Occasionally consulting with Ramsey by telephone and mail, Curtis completed the forms and final report for presentation to the Pennsylvania Bureau of Historic Preservation at Harrisburg, in June 1991.

## AFTER THE INVENTORY

Upon completion of the inventory, each township's forms will be duplicated, with a copy going to the official township historian, the local historical society, and/or a key community historian.

But that is far from the end of the story. Although the inventory includes all information now readily available, it is understood that

corrections and additions will inevitably appear after the fact. Such information will be incorporated into the inventory files maintained at the Resource Management Office of the National Park Service on the Upper Delaware. These will be treated as active files.

Both the Heritage Alliance and the National Park Service will monitor new factors for consideration, particularly in relationship to eligibility for the National Register of Historic Places.

One area of known deficiency in this inventory is that of archaeology. It is recognized that a comprehensive survey of archaeological sites is beyond the scope of this inventory. Since need for scholarly attention to the archaeology of this region has been acknowledged (see A Comprehensive State Plan for the Conservation of Archaeological Resources, Pennsylvania Historical and Museum Commission, 1985), it is hoped that future research will provide the kind of material needed to complete the picture.

Nominations to the National Register of Historic Places have been, and remain, a major goal of this project. The Upper Delaware Heritage Alliance is committed to sponsorship of any nominations resulting from this project. However, the Heritage Alliance is a volunteer organization without the professional resources to complete necessary documentation. Who will take on the responsibility of filling out the forms and completing the nomination work has not yet been determined.

## ARCHITECTURAL INTEGRITY & PRESERVATION

Architectural integrity is a key issue in evaluating properties for the National Register of Historic Places. This is a particular challenge in an area where there is relatively little recognition of architectural value.

The saving grace for the Upper Delaware Valley -- in an odd twist of fate -- has been a long period of economic depression. For the better part of two generations, many property owners have been unable to "improve" their properties, thus saving numerous buildings from destruction and remuddling. Inappropriate picture windows, aluminum siding, insensitively altered porches and drastically altered interiors are certainly part of the scene. There's even a peculiar brand of synthetic ashlar siding, applied over clapboard in the 1930s, on which one historic preservation wag threatened to base a thematic nomination to the National Register. But, generally speaking, neglect has been an ally. There wasn't enough money to destroy the old completely, in order to make way for the new.

In the last decade or so, that has begun to change. An increasing infusion of capital has gone into local building rehabilitation. Fortunately, the bulk of this investment has come from newcomers -- primarily second home owners -- who tend to be more appreciative of the historic architecture which they view with fresh eyes.

For example, in the tiny village of Milanville, where a historic district is now proposed, newcomers have restored, or are restoring, at least five homes. Like most old house work in the valley, these are not pristine.

restoration projects. They are attempts to create comfortable homes while being sensitive to historic architectural character and detail. In most cases, the stripping away of modernization has revealed hidden 19th century elements which excited the homeowner enough to proceed with more "restoration" than had originally been planned.

This new enthusiasm for architectural integrity and historic preservation is actively promoted by the Upper Delaware Heritage Alliance, an organization incorporating a dozen local historical and cultural groups. The Heritage Alliance is not only the sponsor of the National Registry project, it also offers historic building preservation programs, annually presents a highly publicized Heritage Award, and is developing an "older valley homes" recognition project.

The National Park Service, through its Cultural Resources Management office, is another major force in encouraging local historic preservation. NPS programs include technical assistance to historic property owners, public presentations on historic architecture and preservation, cosponsorship and staff support on some Heritage Alliance projects, and conduiting of information on the National Register.

## ELIGIBILITY RECOMMENDATIONS

The Upper Delaware-PA inventory includes about 145 historic sites, nearly 70 of which may be eligible for the National Register of Historic Places. This number includes three proposed districts and 25 proposed individual nominations. Three individual sites -- Roebling's Delaware Aqueduct, Zane Grey House, Pond Eddy Bridge -- are already on the National Register. A fourth site already on the Register -- Skinners Falls Bridge -- anchors the south end of a proposed Milanville historic district.

Districts are proposed for Equinunk (Buckingham Township), Damascus (Damascus Township) and Milanville (Damascus Township).

The township line between Buckingham and Manchester splits Equinunk, a village whose historic and architectural heritage is strong. Sites with intact architectural integrity are scattered on the Manchester side of Equinunk Creek. On the Buckingham side, however, a historic district can be clearly defined, with 17 sites lining Lordville Road and Pine Mill Road.

Damascus Township, which includes two villages in the river corridor, was the center of the earlist white settlement in the Upper Delaware Valley. The 18th century Delaware Company's Cushetunk settlement was followed by the early 19th century Damascus Manor.

A cluster of 11 sites in Damascus may form a historic district in that village. However, recent destruction of a key structure (Damascus Wagon Shop), and new construction on that site, have damaged the cohesiveness of the proposed district. Should the idea of a historic district for the Village of Damascus no longer be viable, there are at least three sites within the area -- Philip O'Reilly House, Damascus Baptist Church, Luther Appley's House -- which probably could stand alone, as individual nominations.

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# Comprehensive Historic Resources Survey of the Upper Delaware Valley in New York State

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**Field Service Bureau**

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HISTORIC PRESERVATION

## Archaeological Overview

### Native American History of the Upper Delaware Valley, 15000 B.C.-A.D. 1600

Although new archaeological survey and research is outside the scope of the Historic Resources Survey of the Upper Delaware Valley, sufficient literature exists to construct a general sequence of cultures present in the valley prior to European contact.[1] The major periods and cultural groups are briefly outlined in chronological order below, followed by a more expansive discussion:

| Major Period | Dates | Culture |
|---|---|---|
| Paleoindian | 15,000 B.C. | Nomadic big game hunters. |
| Archaic | 8,000 B.C. | Advancing glaciation resulted in a decline in both game and population. |
| | 6,000 B.C. | Retreating glaciation and the return of game and seasonal hunter-gatherers. |
| Transitional | 2,000-800 B.C. | Hunter-fisher-gatherers, primitive agricultural techniques. Introduction of ceramics. |
| Woodland | 800 B.C.-1600 A.D. | District cultural groups with characteristic pottery, burial practices and settlement patterns. Development of agriculture and trading networks. |
| Contact | c.1600 | Introduction of European trade goods. Decline of native craft practices. Gradual decline in population. |

Although little scholarly archeological study has been done in the Upper Delaware valley, work in adjacent areas and evidence from local finds indicate that humans arrived in the region during the Paleo-Indian Period (15,000 B.C. - 8,000 B.C.). Small bands of wandering hunters made their camps in high places overlooking the valley, where they could spot the movement of

mastodons, caribou and other big game. Projectile points manufactured by these hunters are identified by a characteristic fluting.

About 8,000 B.C., the forest of the region affected by the Wisconsin Glacier changed into what is termed "closed boreal," an environment inhospitable to deer and other mammals. Without the game needed to support their lives, few humans remained in the area during this early Archaic Period.

By about 6,000 B.C., the Wisconsin Glacier had retreated far enough to the north to allow development of a mixed hardwood forest--oak, hickory, hemlock--which encouraged the upsurge of game. As a result, the human population increased, developing into definite cultural groups. Archeologists believe that these people were hunters and gatherers who moved from one camp to another with the change of seasons.

During the Transitional Period (2,000 B.C. to 800 B.C.), primitive agricultural techniques came into use. Although the people of this time moved from winter homes to spring/summer fishing grounds and back again, they were more settled and less nomadic. Earlier inhabitants had used ceramics, roasting their food over open fires or boiling it in hide-lined pits; it was these Transitionals who began to use heavy soapstone bowls. These in turn were superceded by the introduction of ceramic vessels. A broad type of projectile point came into use during this period.

During the Woodland Period (800 B.C. - A.D. 1600), the population grew, elaborate ceramics came into use, and trading networks developed. Villages were larger and relied more heavily on crops, such as corn, beans and squash. In other parts of the northeast, palisades or fortifications were built around the increasingly militant villages, but the Owasco prople of the Upper Delaware were apparently more peaceful; little evidence of palisade walls has been found here. How and why the Owasco culture gave way to the Iroquois and Lenape remains shrouded in mystery. In the words of one authority, W. Fred Kinsey, "Late Woodland is a puzzle."

A.D. 1600 is the date established for the beginnings of contact with Europeans. European-made goods began to appear in the valley, via Indian routes, about that time, although direct contact did not occur until some years later.

Vernon Leslie, in his Faces In Clay, describes native life along the Upper Delaware in the seventeenth century:

> "At the time of white contact, Indian culture here was in the agricultural state. Corn, and very probably beans and squash, were being grown. The ancient gathering techniques

which have been practiced in the valley by various groups for thousands of years still survived with the result that wild vegetal foods, fish and game were still an important part of subsistence. At this time the natives were living in small villages for at least part of the year. We are certain that on occasion individuals or small groups dwelt under rock or ledge overhangs. These were probably partly enclosed on the open side by walls of hides, saplings, or logs."

"Deer and bear were hunted successfully and their hides were important, if not indispensible, for clothing and other purposes. Hunting was done with bow and arrows tipped with triangular stone points. In addition various traps and snares were undoubtedly used. Fish were taken in nets as attested by the numerous notched-pebble sinkers still to be found on local sites. Probably other methods of fishing were also practiced. The fresh-water mussels which still th rive in the relatively unpolluted Upper Delaware were commonly used for food. Deposits of shell are frequently encountered when excavating the former habitation sites of these people.

"As soon as the white man arrived with trade goods, the native crafts disappeared. Native pottery was inferior to the brass kettle and the kettle was sometimes cut up to make triangular brass arrowpoints to supersede the stone ones. Iron trade hatchets were more effective than those made of stone and the flintlock musket surpassed the bow."

At the time the first white settlers came into the valley, a distinct group of Lenape or Delaware Indians who called themselves the Minsi lived along the Upper Delaware. Historians differ in defining their territory, but it is generally thought that the Minsi controlled the lands downstream from the mouth of the Lackawaxen River and that the Iroquois reigned over upstream areas. If that is true, then the Minsi village of Cashiegtonk, near the site of present day Cochecton, was located deep in Iroquois country. All of this was complicated by hostility and posturing between the Lenape (parent nation of the Minsi) and the Iroquois; scholars are still arguing over the precise background and meaning of the Lenape status as "women" subjugated to the Iroquois.

Although archeological research in the Upper Delaware is limited, settlement was much like that in the more closely studied surrounding regions. Previously gathered evidence is sufficient to indicate that the northern half of the river corridor has more sites suitable for occupation than the southern half. Consequently the scarce useable land in the south is likely to have been resettled again and again, producing complex multi-component sites. The sites in the north can be expected to be smaller single component sites.

## HISTORICAL OVERVIEW

### Early Trade and Settlement, 1614-1779

As early as 1614, the Minsi may have encountered Dutch traders from Fort Nassau (Albany, New York) in the valley. Traders and hunters from the Hudson Valley left the Dutch name Callicoon, which remains as a stream and village name in the heart of the valley. Other reports mention early Swedish settlers, who may have found their way upstream as far as the present day location of Cohecton in the 1630's. This colony disappeared without a trace, and nothing more is known of it.

Early settlement also spilled over from the Minisink (port Jervis) area. As early as 1730, cabins and a large grove of apple trees were observed at Mast Hope by two Philadelphia businessmen surveying the upper valley for Pennsylvania proprietors.

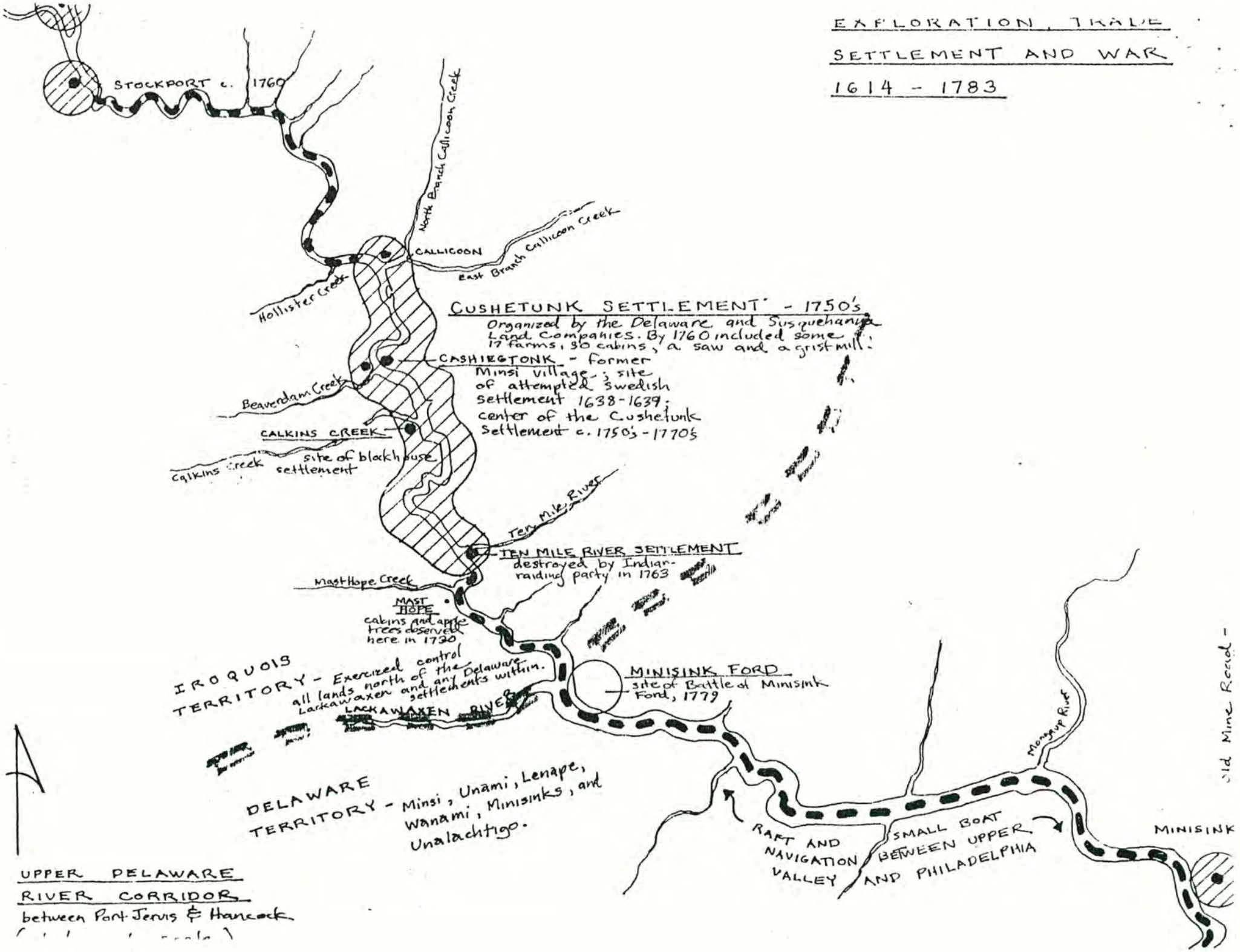
More substantial settlement was left to the Yankees who arrived in the 1750s. These Connecticut frontiersmen organized as the Delaware Company, were introduced to the area by Joseph Skinner and Moses Thomas, and based their land claim on the contention that Connecticut had been granted lands west of the Delaware in the seventeenth century. These lands were also claimed by William Penn, not to mention the Lenape and the Iroquois.

The same kind of land claim problems arose on the east side of the river, where New York and New Jersey, as well as the Indian nations, claimed overlapping land segments. These were eventually ironed out in civil courts after the Revolution, resulting in some settlers paying for their land several times.

The families of the Cushetunk settlement gravitated toward the relatively broad and fertile flood plain generally situated between Narrowsburg and Callicoon. Small communities grew up near the mouths of important tributaries suitable for mill sites including Ten Mile River (Tusten), Calkins Creek (Milanville), Beaverdam Creek (Damascus) and Hollister Creek. Another small community became established on or near the former Minsi village of Cashiegtonk (Cochecton). By 1760, the settlement of Cushetunk is reported to have included some 17 farms, 30 cabins and at least one saw and one grist mill. Driven out by the militant Iroquois and their English allies, few if any Minsi inhabitants were present in the valley after this date.

There were occasional contacts with Indian raiding parties from outside the valley. When Teedyuscung, King of Lenape, was murdered by Iroquois and white men were blamed for it, a raiding

# EXPLORATION, TRADE SETTLEMENT AND WAR 1614 - 1783




UPPER DELAWARE RIVER CORRIDOR
between Port Jervis & Hancock

party from the Wyoming Valley (Scranton vic.) headed for the white settlements along the Upper Delaware. In 1763 they devastated the settlement at Ten Mile River, massacring all inhabitants and burning the village. That same raiding party unsuccessfully attacked the blockhouse at Calkins Creek, located at the geographic center of the elongated settlement.

The early settlement of Cushetunk appears to have initially sustained itself through subsistence farming. Trade and communication with the outside world depended upon footpaths, seasonal use of canoes and Durham boats or scows and a single road into the upper valley between Kingston and Minisink (Port Jervis). Lumber was first exploited as an export during the second second half of the 1760's under the leadership of Daniel Skinner, one of Cushetunk's pioneer settlers and principal land holders. After repeated failures beginning in 1764, Skinner eventually succeeded in building a practical log raft and floating it downstream to Philadelphia where it was sold at a premium as spar stock. Others followed Skinner's example and the industry grew consistently except for a hiatus during the Revolutionary War.

No historic resources associated with the Cushetunk Settlement or earlier European endeavors in the upper valley survive. Most, if not all, of the communities and farm sites established during this period were primitively built and it appears likely that all were destroyed during the Revolutionary War.

## Revolutionary War Hostilities, 1777-1783

At the beginning of the Revolutionary War, many settlers apparently tried to remain neutral. Gradually most moved over to the patriot (Whig) side. In the minority, and most unpopular with their neighbors, were Tories like Robert Land and Bryant Kane, who insisted upon remaining loyal to the Crown.

It was not until several years after the war began that the most serious problem arose. The Lenape's old nemesis, the Iroquois, were finally persuaded to join forces with the British, a move that justifiably frightened local patriots. British strategy involved using the loyalist Iroquois to terrorize settlers on the frontier, in hopes of convincing General Washington to divert troops away from more strategic areas.

When Indian raiders, reputedly Mohawks, mysteriously massacred a Tory family at Cushetunk, local settlers concluded that no one was safe regardless of political sympathies. At this point, virtually everyone fled the upper valley for the relative safety of more populated areas in Connecticut and New York.

In 1777 and 1778, the Iroquois sent raiding parties into the Delaware Valley. Following the 1778 raid on Peenpack (near Minisink), General George Washington ordered Count Casimir Pulaski and his troops into the area. By April 1779, all the soldiers had moved on and the Upper Delaware frontier was again unprotected.

About this time, General John Sullivan gathered his forces at Wyoming (now Scranton, Pennsylvania) in preparation for an expedition to subdue Iroquois terrorism on the western New York frontier. The British countered by sending Mohawk chieftain Joseph Brant on raids in hope of diverting Sullivan.

In the summer of 1779, one such foray took Brant, with his force of Tories and Indians, into the Upper Delaware Valley. Following the raid on, and burning of, the community at Minisink, a hastily thrown together combination of 150 militiamen and local volunteers pursued Brant up the Delaware to Miniskin Ford. Several Cushetunk men, including Bezaleel Tyler, Moses Thomas II and Oliver Calkins, were among the volunteers. The July 22nd encounter now known as the Battle of Minisink , was waged on a hill near the spot where the Lackawaxen River meets the Delaware. Brant perceived the attempt by the militia to outflank his forces while fording the river and aborted his crossing. His men then mounted the hilltop commanding the ford, and outflanked the rebel force when they emerged in a hillside pass. The battle lasted for several hours before the militia retreated, having suffered a loss of approximately 40 soldiers and officers. Brant continued his march northward, but ultimately was unsuccessful in diverting Sullivan from his destruction of Iroquois strongholds. The site of this battle is marked by a stone commemorative monument dedicated in 1879 and a twenty-acre battleground park maintained by Sullivan County.

Indian raids continued sporadically in the valley until the cessation of hostilities in 1783. Thereafter, the Indian population all but disappeared from the valley. Among the returning settlers were Tories Joseph Ross and John Land.

## Post War Resettlement, 1783-1810

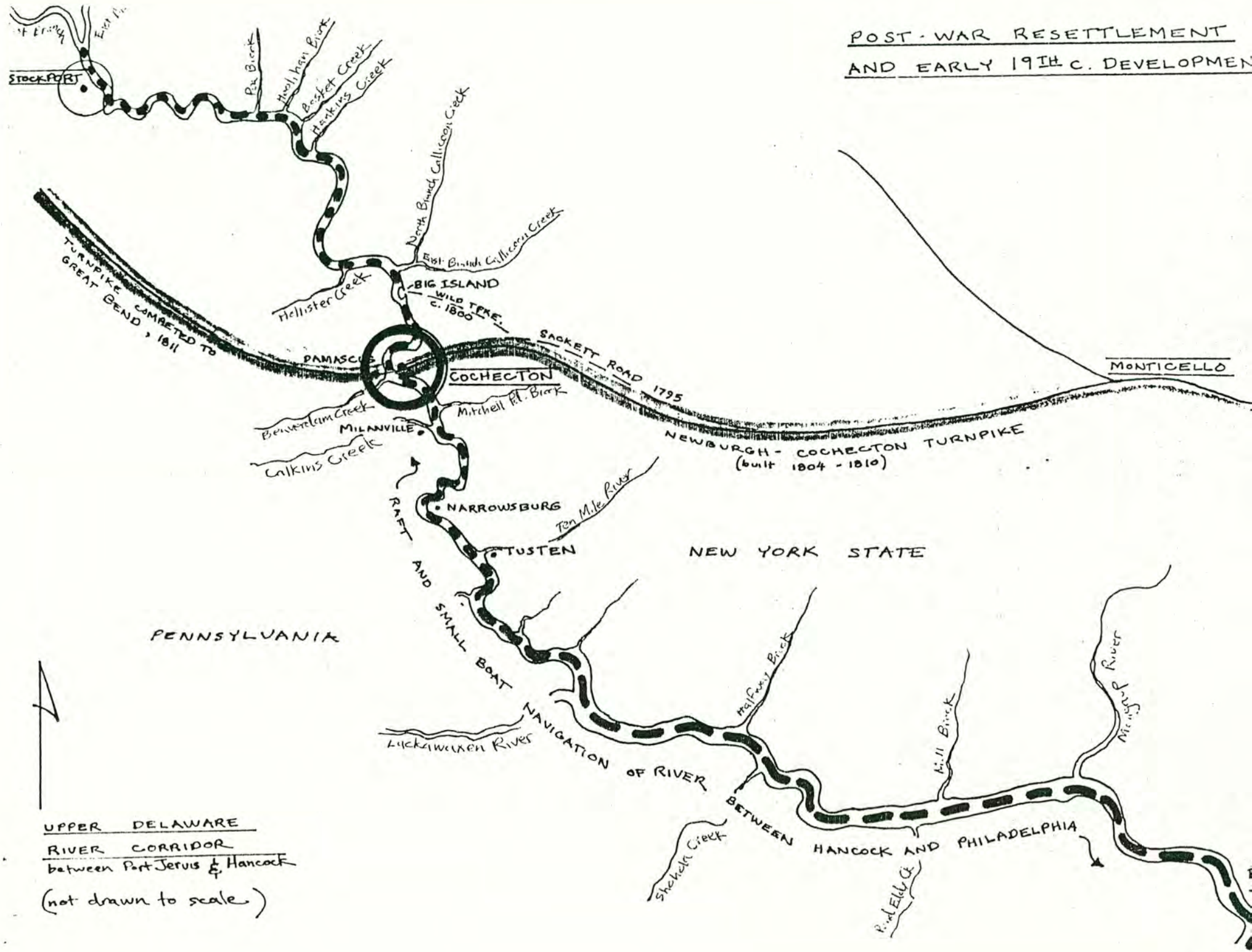
Rebuilding occurred slowly. Confusing and inactive land claims often stalled the process. During colonial times, New York had issued land grants in large parcels to solidify its claims in the boundary dispute with New Jersey. Wealthy landholders like Johannas Hardenburg and Robert Livingston felt no great urgency about surveying, subdividing and selling land to settlers. However, a few communities did begin to grow. Among the earliest hamlets to re-emerge after the Revolution were those such as Stockport, Calkins Creek (Milanville) and Ten Mile River all of which possessed sites favorable for the development of

water power. A new community was established at Big Island, near Callicoon, but it declined early in the nineteenth century and ultimately disappeared. Cochecton, formerly referred to as Cushetunk, retained its pre-war status as the dominant village in the upper valley. Its position was reinforced in 1790 when Ebenezer Taylor established the valley's first store along the river just north of the present village center. Taylor used Durham boats and canoes to bring merchandise upstream to market. Taylor's store burned in the early nineteenth century. The store site is believed to be located a short distance west of the Curtis Eddy cemetery between the riverbank and the railroad embankment.

Road construction played an important role in the region's postwar development. Prior to the Revolution, the only road providing access to the river was the Old Mine Road which led from Kingston to Minisink (Port Jervis). The Portage Road, built in 1789 on the Pennsylvania side originated at Stockport, and was one of the first points of access into the northern portion of the upper valley. By 1800, the Hillborn Road connected the Portage Road to Stroudsburg, a turnpike following the river bank was added between Mast Hope and Equinunk. On the New York State side, the Sackett Road linked Cochecton to Wurtsboro, with an extension called the Wild Turnpike cutting cross country to Big Island, near Callicoon. Other toll roads, including the Newburgh and Cochecton Turnpike and the highway between Lumberland and Narrowsburgh came later in the valley's history.

Although subsistence agriculture was practiced throughout the upper valley during this period, timber resources appear to have represented the principal economic mainstay of the region. Rafts increased in size and number through this period and occasionally provided a means of transportation to market for heavy or bulky items including flagstones. The lumber trade also generated income for several enterprising families enabling them to replace primitive dwellings with more substantial houses constructed with sawn lumber. Two houses surviving on the Pennsylvania side of the river, the c.1795 Reuben Skinner Homestead at Tammany Flats and the 1796 John Land House in Milanville seem to reflect the early prosperity brought to the region by rafting. Both are conventional houses of the period featuring clapboard siding and modified Federal style details. The only extant historic resource from this period which remains on the New York side of the river is the Curtis Eddy Cemetery near the site of the Ebenezer Taylor store in the Town of Cochecton. Partially destroyed by river flooding and ice flows and until recently heavily overgrown, the cemetery includes the remains of eighteenth and early nineteenth century settlers in the valley and features several intact engraved headstones.

<u>Newburgh and Cochecton Turnpike c.1810-1850</u>


POST-WAR RESETTLEMENT
AND EARLY 19TH C. DEVELOPMEN
STOCKPORT
Pax Brook
Hollingsworth Brook
Beaver Creek
Hankins Creek
North Branch Callicoon Creek
East Branch Callicoon Creek
Hellister Creek
BIG ISLAND
WILD TERR.
c. 1800
TURNPIKE CONNECTED TO
GREAT BEND, 1811
DAMASCUS
COCHECTON
SACKETT ROAD 1795
MONTICELLO
Mitchell Ft. Brook
Beaverdam Creek
MILANVILLE
Calkins Creek
NEWBURGH - COCHECTON TURNPIKE
(built 1804 - 1810)
RAFT AND SMALL BOAT NAVIGATION OF RIVER BETWEEN HANCOCK AND PHILADELPHIA
NARROWSBURG
Ten Mile River
TUSTEN
NEW YORK STATE
PENNSYLVANIA
Lackawaxen River
Shehekin Creek
Red Eddy Cr.
Mill Brook
Mongup River
UPPER DELAWARE
RIVER CORRIDOR
between Port Jervis & Hancock
(not drawn to scale)

The first direct and reliable route of transportation between the Upper Delaware Valley and tidewater was the Newburgh Cochecton Turnpike, a private road begun in 1804 and completed as far as Cochecton in 1810. This turnpike was continuously extended to the west reaching the Susquehanna River at Great Bend in 1811 and Ithaca in 1819. The turnpike became a principal route for travellers and freight between New York City and New York's southern tier. The turnpike also represented an important conduit for westward migration prior to the development of canals and railroads. The turnpike reinforced Cochecton's prominence as a center of trade and transportation and resulted in the construction of substantial houses and roadside businesses reflecting period tastes and construction techniques. Several other valley communities such as Big Island seem to have declined as development and trade focused for several decades at the intersection of the turnpike and the river. The turnpike continued to play an important role in the Upper Delaware until the inauguration of rail service through the valley in 1848. Unable to withstand competition from mid-nineteenth century railroads, the turnpike company finally dissolved in 1868.

On the New York side of the river, a group of early nineteenth century houses and a former early- to mid-nineteenth century tavern survive with varying degrees of integrity to reflect Cochecton's turnpike era prosperity. All were built of timber frame construction with clapboard exteriors and designed with references to the Federal or Greek Revival style. Foremost among these is the c.1810 Curtis-Drake House which retains its original central chimney plan and Federal style details. The c.1829 Valleau Tavern near the intersection of the former turnpike and Route 97 reflects Greek Revival exterior elements which may be indicative of later alterations. Unfortunately, no public rooms have survived at the interior. Two altered houses on Parsonage Road also seem to reflect the scale and architectural taste of Cochecton during its turnpike years in spite of superficial changes to their exteriors: the c.1820 Mitchell House with its three bay, side entrance main block and the c.1830 J. Irvine House with its prominent cornice returns and entablature windows. The former turnpike itself retains its original name and follows its historic right-of-way out of the valley. It is alternately referred to as County Route 4 and is currently a narrow, macadam-paved road.

Although Cochecton remained the leading river community prior to the introduction of the railroad, small farms, cabins and mills were built sporadically throughout the valley between 1810 and 1850. Two log cabins on the New York side of the river appear to date from this period: the Lord Cabin in Lordville, and the Dee Cabin on Route 97 between Mongaup and Knight's Eddy. The c.1840 J. Calkins House in Callicoon, in spite of superficial alterations, appears to be a fairly representative example of an undetermined number of small frame houses built in the upper

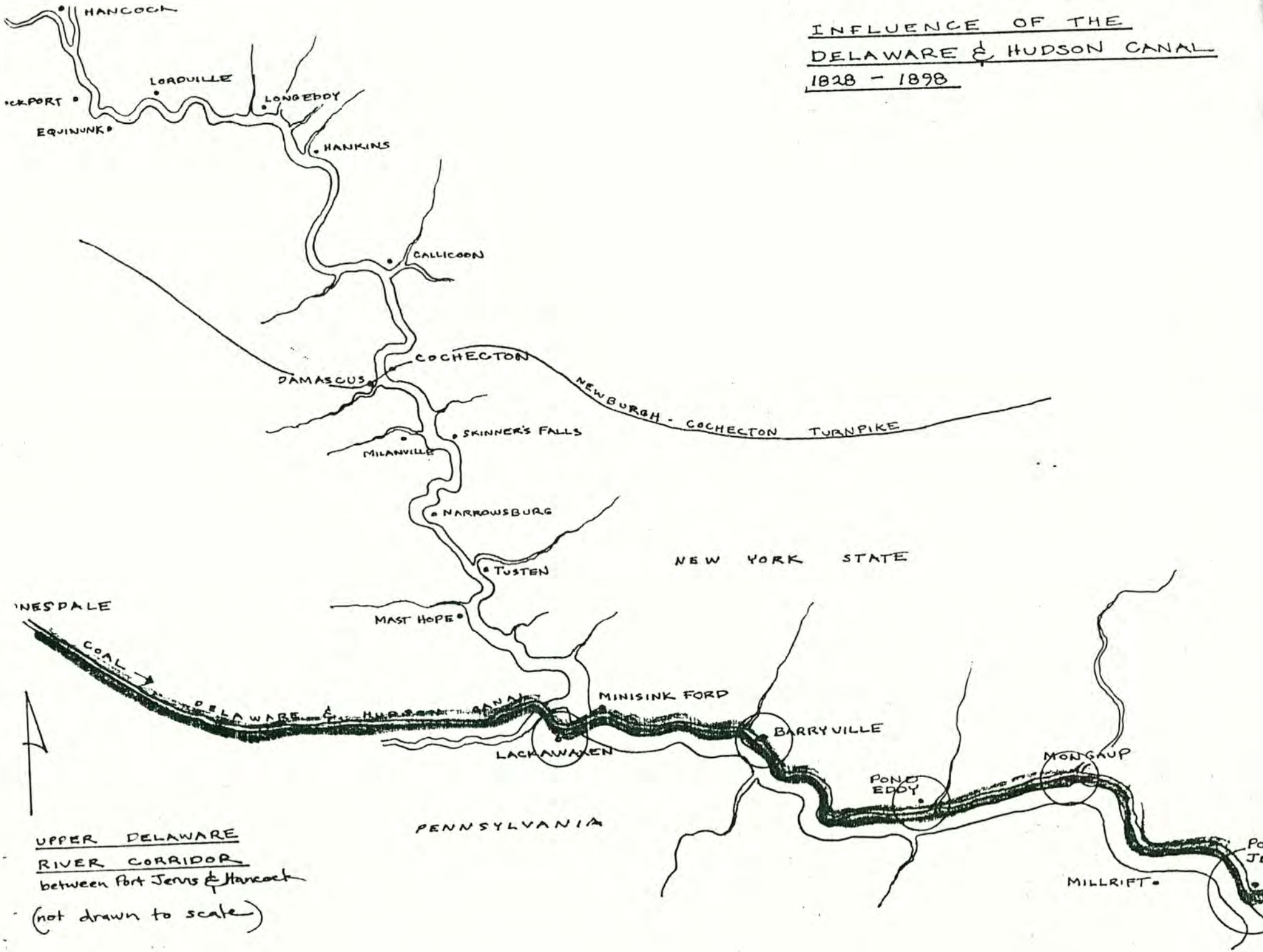
Delaware Valley during this period. The one-and-one-half story clapboard-sided house is similar in form and massing to the c.1820 Mitchell House in Cochecton but incorporates almost no stylistic references. Several inns were built at strategic points along the river to serve river traffic or at the junctions or termini of roads. A typical example of this building type is the Century Hotel in Narrowsburg, built c.1840 at the terminus of the Mount Hope and Lumberland Turnpike. Despite extensive alterations to its first story exterior and a severe loss of integrity overall, its original five bay center entrance form remains evident, and several original late Federal style details including the panelled architrave of the central entrance and tripartite gable windows survive. A somewhat similar inn with Greek Revival style details in Lordville also appears to have pre-dated the railroad. Locally referred to as John Lord's "Kilgour House," the c.1840 building retains its original clapboard siding, fenestration, and Greek Revival style decorative features.

Delaware and Hudson Canal, 1828-1898

Built between the Hudson River at Rondout and Honesdale, Pennsylvania, the Delaware and Hudson Canal provided an economical means of transporting coal from the rich fields of the Moosic Mountains to New York City and other industrial ports. The canal itself played an important role in growth and development of its two terminals and over the course of its operation resulted in the design and construction of several innovative structures of significance in the history of engineering, particularly John A. Roebling's pioneering wire suspension aqueduct at Minisink Ford, completed in 1848. Its impact on the overall development of the Upper Delaware valley, however, seems minor when compared with that of the railroad during the second half of the nineteenth century.

The canal entered the upper valley at Port Jervis, and paralleled the north shore of the river to Minisink Ford before crossing into Pennsylvania. Several small communities located near the mouths of tributaries benefited from the traffic generated by the canal including Lackawaxen in Pennsylvania and Barryville, Pond Eddy and Mongaup on the New York side. In addition to the coal coming through the canal from Pennsylvania, bluestone was profitably shipped out of local quarries between Port Jervis and Lackawaxen. The bluestone industry's greatest period of activity, however, occurred after the introduction of the railroad to the valley. Railroads gradually gained a competitive edge as freight carries, and although the canal remained open until 1898, its relative decline had begun decades earlier.

Canal remains within the Upper Delaware Valley include intact sections of the canal bed, locks, embankments, earth cuts, feeder

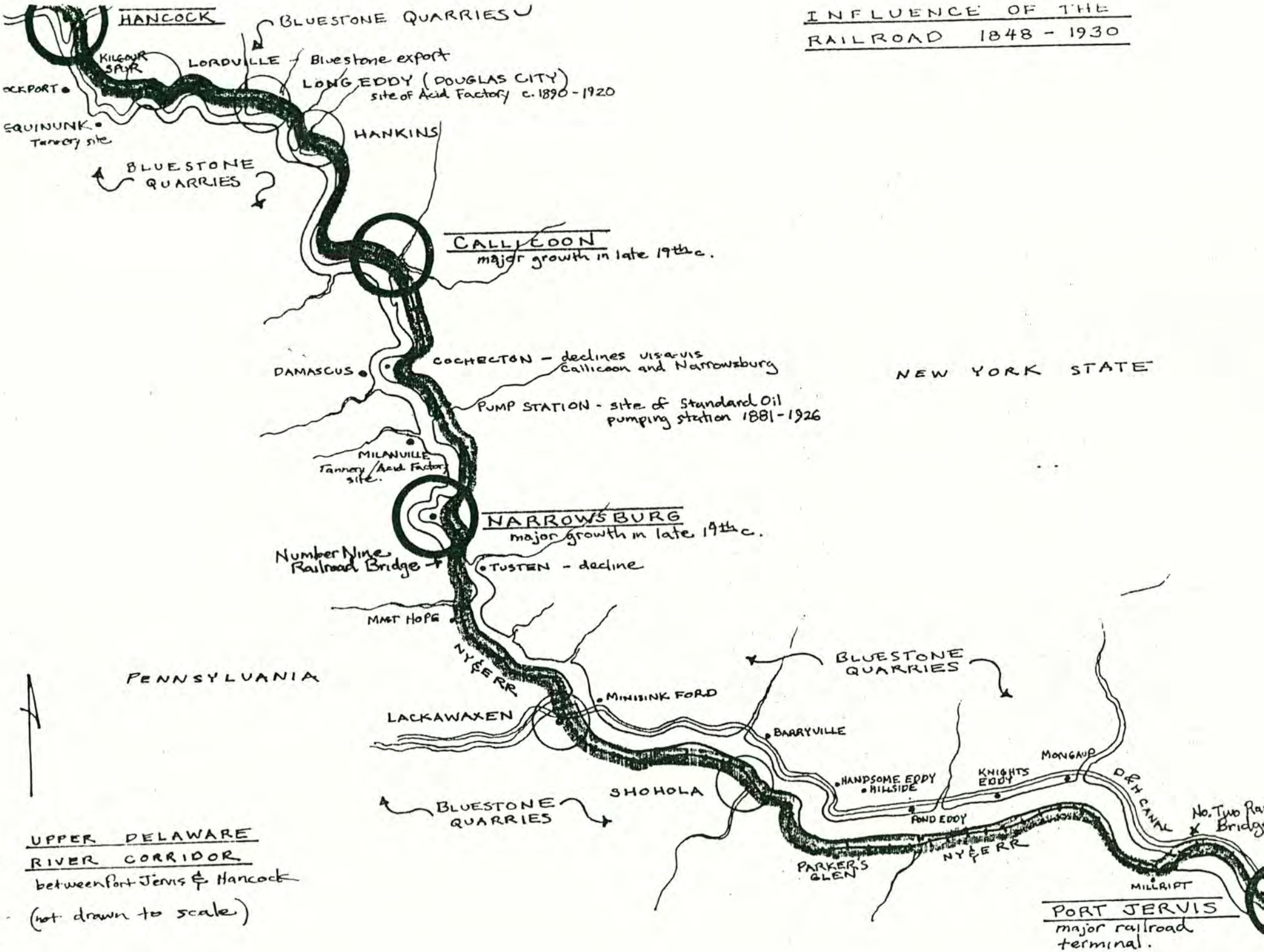

INFLUENCE OF THE
DELAWARE & HUDSON CANAL
1828 - 1898
HANCOCK
LORDVILLE
LONG EDDY
EQUINUNK
HANKINS
CALLICOON
COCHECTON
DAMASCUS
NEWBURGH - COCHECTON TURNPIKE
SKINNER'S FALLS
MILANVILLE
NARROWSBURG
TUSTEN
NEW YORK STATE
MAST HOPE
COAL
DELAWARE & HUDSON CANAL
MINISINK FORD
BARRYVILLE
LACKAWAXEN
MONGAUP
POND EDDY
PENNSYLVANIA
MILLRIFT
UPPER DELAWARE
RIVER CORRIDOR
between Port Jervis & Hancock
(not drawn to scale)

channels, waste weirs, basin sites, aqueducts, and bridge abutments. Many of these features were destroyed or buried during the construction of portions of Route 97 in the 1930's. Other historic properties directly related to the canal include lock tender houses, company offices and shops, and taverns, inns and stores directly fronting upon the towpath. Surviving canal structures and adjacent, functionally-related buildings are being extensively documented in a separate, comprehensive survey of the canal right-of-way between Minisink Ford and Rondout.

Other mid-nineteenth century buildings in villages served by the canal--including houses, schools, and churches--often reflect the positive influence of the canal in the development of their communities. Those built during the first three decades of the canal's operation tend to have been built in the Greek Revival style with mortised timber framing and clapboard exteriors, although several altered houses, a canal-side inn, and one relatively intact school near the path of the canal were built of uncoursed stone rubble. Typical of the former group is the c.1850 McCallum House in Barryville featuring a two-story, three-bay side entrance facade, a recessed one-story wing and characteristically wide Greek Revival entablatures with returns. Several houses of the period near the canal feature two-story, five-bay center entrance facades including the heavily altered c.1840 lock house at Lock 65 (Pond Eddy vicinity) detailed with broad Greek Revival entablatures with returns, and a doorway with transom and sidelights. The c.1850 Kerr House in Barryville is similar in massing but features few readily identifiable Greek Revival details. The c.1885 Nieke Canal House at Minisink Ford is similar in its basic form, but incorporates a relatively steeply pitched roof and a projecting two-story piazza overlooking the canal. Together, these picturesque elements give the building a distinctive, later nineteenth century appearance. Although stone construction is evident in the c.1840 (or earlier) Martin house in Pond Eddy and in the c.1850-1860 first stories of the altered William Wolff House and William Bennett House in Barryville, the only canal-era stone building which retains its original form and detail is the former Barryville Schoolhouse, built in 1867. Unlike the two examples previously cited, the walls of the schoolhouse are faced in mastic, scored to resemble coursed ashlar blocks.

## New York and Erie Railroad, 1848-1930

The Upper Delaware Valley's strategic location, level grades and northwesterly alignment were recognized at an early date as an ideal corridor for the development of a railroad between metropolitan New York and the Great Lakes region. Built incrementally during the 1830's and 1840's (rail service to Callicoon was inaugurated in 1848) and completed in 1851, the New York and Erie became the nation's first long distance railroad.


INFLUENCE OF THE RAILROAD 1848 - 1930
HANCOCK
BLUESTONE QUARRIES
KILGOUR SPUR
LORDVILLE
Bluestone export
LONG EDDY (DOUGLAS CITY)
site of Acid Factory c. 1890 - 1920
OCKPORT
EQUINUNK
Tannery site
HANKINS
BLUESTONE QUARRIES
CALLICOON
major growth in late 19th c.
COCHECTON - declines vis-a-vis Callicoon and Narrowsburg
DAMASCUS
NEW YORK STATE
PUMP STATION - site of Standard Oil pumping station 1881 - 1926
MILANVILLE
Tannery / Acid Factory site.
NARROWSBURG
major growth in late 19th c.
Number Nine Railroad Bridge
TUSTEN - decline
MAST HOPE
NY & E RR
PENNSYLVANIA
BLUESTONE QUARRIES
MINISINK FORD
LACKAWAXEN
BARRYVILLE
MONGAUP
HANDSOME EDDY
HILLSIDE
KNIGHTS EDDY
D & H CANAL
SHOHOLA
BLUESTONE QUARRIES
POND EDDY
No. Two Ra Bridge
PARKER'S GLEN
NY & E RR
MILLRIFT
PORT JERVIS
major railroad terminal.
UPPER DELAWARE RIVER CORRIDOR
between Port Jervis & Hancock
(not drawn to scale)

Serving the entire length of the upper Delaware, the railroad also represented a significant breakthrough in the economic development of the region. Prior to its inauguration, access between the upper valley and the major urban markets of the East was limited to several roads and the Delaware and Hudson Canal. Both modes were slow, indirect, and subject to seasonal or weather related interruptions. By contrast, the railroad provided fast and reliable freight and passenger transportation and expanded opportunities. Despite its turbulent corporate history, it remained a pervasive influence in the social and economic development of the upper valley until its gradual decline during the second quarter of the twentieth century.

The actual path of the railroad and the location of stations had a critical effect upon the growth and decline of communities in the valley. Due to the success of the canal company in preventing the railroad from acquiring a right-of-way on the New York side of the river between Port Jervis and Minisink Ford, the railroad was built through more difficult terrain on the Pennsylvania side, by-passing the canal towns of Mongaup, Pond Eddy and Barryville. Crossing back to the New York side just below Narrowsburg, it also bypassed the milling community at Tusten, ultimately resulting in that village's decline. Between Narrowsburg and Hancock the railroad continued along the New York side of the river, benefitting the communities of Narrowsburg, Callicoon, Hankins, Long Eddy and Lordville. Although Cochecton was located along the route of the railroad, the placement of the station south of the old village did little to help the village offset the loss of commerce which accompanied the decline of the Newburgh and Cochecton Turnpike in the mid-nineteenth century. By the end of the century, Narrowsburg and Callicoon had become the dominant communities in the Upper Valley.

Historic resources associated with the growth years of the railroad include railroad facilities such as stations, right-of-way improvements, two major nineteenth century steel truss bridges, coal elevators, and water towers as well as houses, hotels, stores, churches, schools, summer houses and estates and industrial facilities, embracing the period between 1848 and 1930. During the first two decades of the railroad era, buildings continued to be constructed with post and beam frameworks and clapboard siding in the vernacular Greek Revival style. Examples in New York State include the c.1850-1860 station building in Cochecton (one of the oldest railroad stations known to exist in New York State), the 1856 Tusten Baptist Church, the 1855-1856 Narrowsburg Methodist Church, the original portions of the c.1850 Hankins House in Hankins and the adjacent c.1850 post office, and portions of the heavily altered c.1850 Douglas City Hotel in Long Eddy, especially its recessed and arcaded loggia and its distinctive, interlaced balustrade. Similar buildings once existed in Callicoon but most were destroyed during a disastrous fire in

1888. Surviving buildings of this era on the Pennsylvania side of the river seem to have been designed with a greater degree of sophistication and have generally survived with fewer alterations, particularly in the villages of Equinunk and Damascus.

During the 1850's and 1860's, several buildings in the upper valley incorporated designs or architectural details inspired by the then popular Picturesque Movement. An early example of the phenomenon is evident in detailing of the 1851 William H. Curtis House in Callicoon which features an overhanging hipped roof with a decorative frieze board resembling inverted crenellations. William Curtis, one of Callicoon's earliest entrepreneurs, opened a store in the 1840's which prospered serving the Erie Railroad construction crews. The 1862 Isaac Parminter House in Long Eddy, although missing its original arcaded porches, retains its pierced and scroll-sawn bargeboards and label-molded entrance architrave. The E.T. Calkins/Reilly store in Cochecton, built c.1865 features an unusual portico composed of columns with battered sides, scroll-sawn brackets and a scroll-sawn architrave and retains its original storefront with panelled shutters. Several picturesque houses of the period are present on the Pennsylvania side of the river including the c.1860 Italian Villa style Apply House in Damascus and the c.1860 Carpenter Gothic style Lafayette Lord House in Equinunk. Although the 1873-1874 rebuilding of the First Baptist Church in Damascus relied heavily upon Classical and Renaissance sources for its applied detailing, its richly decorated wooden exterior and sharply pointed spire are picturesque in their overall effect.

Development of the Upper Delaware Valley accelerated rapidly after the conclusion of the Civil War due to the success of the railroad, the increased profitability of exporting lumber, bluestone and tanned leather, and the development of tourism. During the building boom which ensued, balloon framing techniques became widely adopted, offering the advantages of rapid construction and economy. By 1900, the communities of Narrowsburg and Callicoon had developed compact business districts lined by two, three and four-story frame hotels and stores, many featuring projecting porches, signs, and mass-produced architectural details such as brackets and cornice members. These characteristics, together with the almost total loss of trees within the river corridor combined to create a raw, western frontier town appearance in these communities, traces of which survive today.

Architecturally, the Second Empire style was in vogue during the early years of this building boom (c.1870-c.1880) followed by the Italianate style (c.1880-1900) and the Queen Anne style (c.1890-1910). Although most of the large commercial buildings constructed during this period have been insensitively altered, several important buildings retain enough of their

original appearance to illustrate this period of growth. Examples on the New York side of the river include the c.1870 Second Empire style additions and alterations to the Commodore Murry Inn in Narrowsburg (currently undergoing extensive remodelling), the former 1888 Delaware House, and the 1894 Arlington Hotel in Narrowsburg (National Register listed, 1894). 984? Unfortunately the majority of the commercial buildings constructed during this era have suffered severe and irreversible alterations during the past fifty years. Details occasionally survive, however, which offer glimpses of the character of village centers in the upper valley during the late nineteenth century.

Houses and churches of the later nineteenth century also reflected the popularity of Victorian-period styles, and the utilization of light wooden framing and stock millwork. Most of these buildings are concentrated along the route of the railroad, confirming the importance of the railroad in sustaining development and growth. Representative of houses built for important local property owners and business leaders include the Italianate style George Gould House in Long Eddy, built in 1888, and the Alva Lord House in Lordville, built c.1880. Important examples of Queen Anne style houses on the New York side of the river include the large, 1892 Page House at Pump Station, and the c.1890 Ellery Calkins House at Cochecton. More modestly-scaled examples of the style include the 1892 Dr. Appley House in Cochecton, the c.1900 Anthony Many House and John David House in Hankins, the c.1890 Halsey cottages in Long Eddy and the c.1905 Emmett Armstrong House in Long Eddy. The Queen Anne style is also manifested in the detailing of several small chapels, including the 1885 Riverside Cemetery Chapel in Long Eddy, the 1893 Hillside Chapel in Barryville and the 1896 Presbyterian Church in Lordville.

## Industry 1848-1930

Aside from quarry sites and the archeological remains of small saw and grist mills, little remains on the New York side of the river to document the industrial history of the upper valley during the railroad era. Since rafting and quarrying were extractive industries by nature, structures directly associated with these activities were often of temporary or makeshift construction and were abandoned once the resources near any specific site were depleted. An exception to this is the site of a stone finishing plant at Kilgour Spur which operated until about 1936. The site includes building foundations, machinery mountings and the remains of a 35-foot wooden scow or barge used in transporting stone from quarry sites on the Pennsylvania side of the river.

Tanneries thrived at scattered sites throughout the upper valley during the mid-nineteenth century, but by 1890 the hemlock forests had dwindled and could no longer sustain the industry. Enough hardwood remained, however, to give rise to "acids" manufacturing. Substantial acid plants were built on or near the sites of tanneries in Milanville, Equinunk and Long Eddy, providing employment and income beneficial to these small villages. Although production continued through the first World War, the development of petroleum based substitutes and the depletion of hardwoods combined to close these plants about 1920. Of these plants, only the ruins of the c.1905 Luzerne Chemical Company plant in Long Eddy survive. Located adjacent to the railroad, the site appears to retain artifacts such as wooden vats which may be significant in understanding the historic industrial process used in the extraction and distillation of acetates and alcohol from wood.

In 1881, the Standard Oil Company completed a six inch oil pipeline to carry crude oil from fields in Ohio to company refineries in Bayonne, New Jersey. Coal-fired pumping stations were required at intervals along the line, one of which was built just south of Cochecton along the railroad, in a location since referred to as "Pump Station." The pipeline was closed in 1926 and much of the plant at Pump Station was dismantled and salvaged for its scrap value. However, the walls of a large brick building which may once have housed the pumping machinery remain at the site together with huge stone mounting blocks. Although the pump station played a minor role in the economy of the upper valley, it was an integral component of what appears to have been an early long distance pipeline of considerable significance in the history of the petroleum industry. The ruins of this site will need to be addressed more fully from an archaeological standpoint.

Although agriculture has been a continuous factor in the upper Delaware Valley since the mid 1700's, its relative importance within the confines of the river valley appears to have declined during the growth years of the railroad. Arable sites within the valley itself are few, and limited in extent by the abruptly rising sides of the valley. Farming was more successful in areas adjacent to the valley, particularly in the "Beechwoods" where German immigrants established dairy farms during the late nineteenth and twentieth centuries. Milk was collected at rail depots throughout the valley and quickly transported to urban markets. Several small farms are still present within the valley in the flood plains near Cochecton, and a nursery continued to operate on the Pennsylvania side of the river near Callicoon until 1988. The Schultz farm, south of Cochecton, appears to have been established in the late nineteenth century and includes a modest pyramidal-roofed farmhouse, and a number of period barns and outbuildings. The 15-sided barn on this farm, completed in 1929 was determined

eligible for the National Register in 1984 as part of the Central Plan Dairy Barn Thematic Nomination. Several altered farmhouses and deteriorating dairy barns are also evident on the gently sloping lands on the north side of the river between Barryville and Pond Eddy, including the much altered mid-nineteenth century Van Tuyl farmhouse and barn near the hamlet of Hillside.

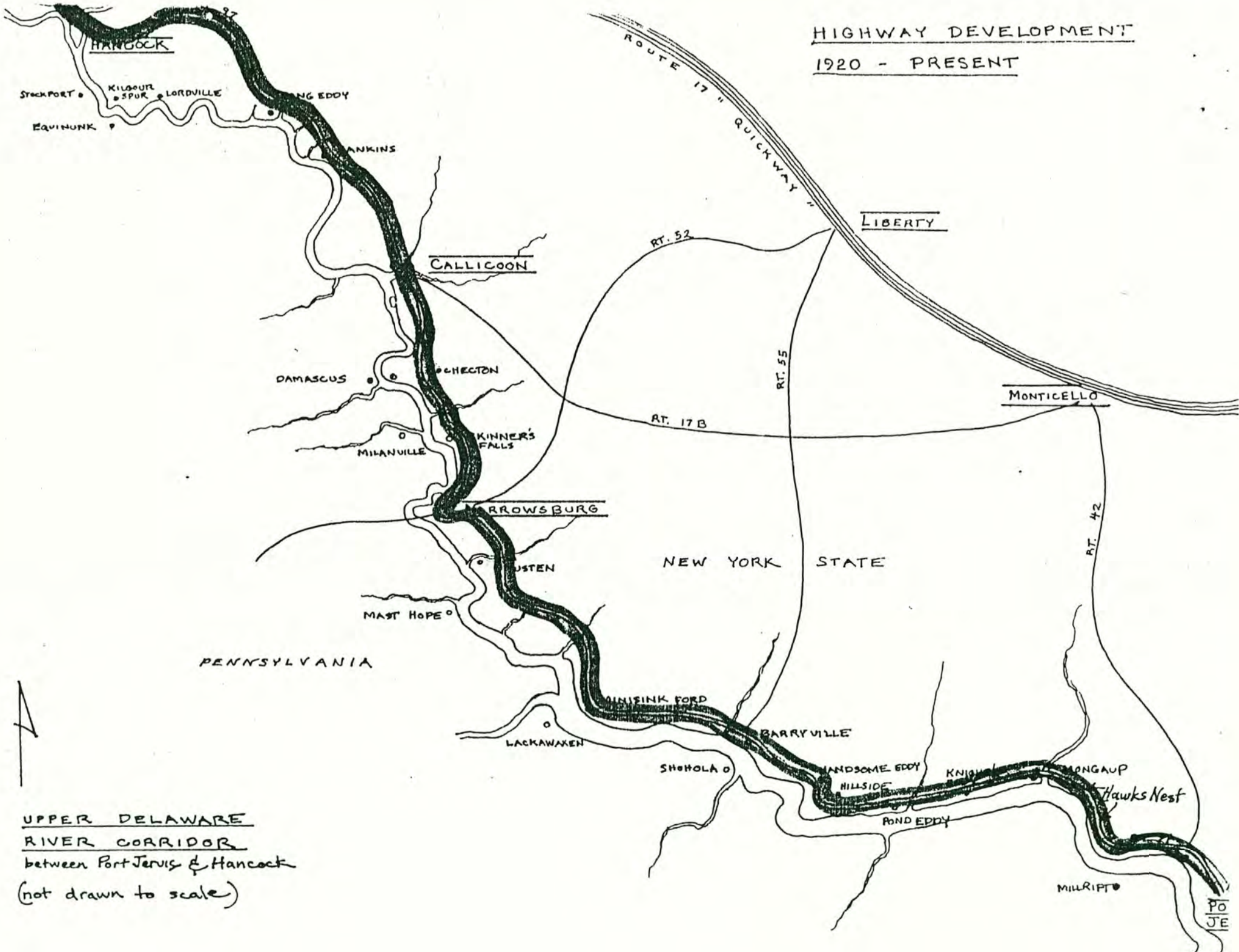
Encouraged by the natural beauty of the region and convenient access by rail, tourism became a significant factor in the river valley's economy after the Civil War. In addition to boarding houses and hotels built during the last three decades of the nineteenth century in Callicoon, Narrowsburg, and other railroad towns, tourism became manifested in resort complexes in or adjacent to the river corridor including the Shohola Glen Resort c.1890-1907. A number of summer estates and cottages were built by private individuals during the late nineteenth and twentieth century including the 1890 Halsey Cottages in Long Eddy, and the 1927 Arts and Crafts style camp at Lordsville known as "Ravina."

The same advantages which lured tourists to the area also encouraged institutional development. The Franciscan Brothers established St. Joseph's Seminary in Callicoon in 1908 and over a two decade period built an impressive campus consisting of a monumental Romanesque style classroom and dormitory building, a Romanesque chapel, and a large barn. At about the same time Doctor Ballard developed a small sanatorium in Lordville consisting of rustic log cabins apparently modelled after Doctor Trudeau's "fresh air cure" in Saranac Lake.

Callicoon and Narrowsburg responded to this era of prosperity with a new generation of buildings. The depot in Callicoon was replaced by the present Arts and Crafts style station building in 1898, a brick bank building with a Neo-classical stone facade was constructed on Callicon's Main Street in 1913 and stucco-faced commercial buildings appeared in Narrowsburg between 1910 and 1930. Two lumber dealers during this period, Martin Hermann and William Kohler competed with each other for much of this new construction and often played lead roles in designing buildings. Hermann's work is represented by the 1927 Mission-style St. James Episcopal Church in Callicoon. Kohler's work is represented by the 1902 Queen Anne/Colonial Revival style Thorwelle House in Callicoon and the elaborate 1930 interior renovations to the nineteenth century Narrowsburgh Methodist Church.

## Roads and Bridges, 1848-1940

Prior to the construction of the State Route 97 during the 1930's, much of the road and bridge development in the upper valley concentrated on the problem of improving communication between the rural hinterland and the villages served by the railroad. This need for access to the railroad often resulted in


HIGHWAY DEVELOPMENT
1920 - PRESENT
HANCOCK
STOCKPORT
KILGOUR SPUR
LORDVILLE
EQUINUNK
NG EDDY
ANKINS
CALLICOON
DAMASCUS
CHECTON
KINNER'S FALLS
MILANVILLE
RROWSBURG
USTEN
MAST HOPE
PENNSYLVANIA
NEW YORK STATE
ROUTE 17 "QUICKWAY"
LIBERTY
RT. 52
RT. 55
RT. 17B
MONTICELLO
RT. 42
MINISINK FORD
BARRYVILLE
LACKAWAXEN
SHOHOLA
HANDSOME EDDY
HILLSIDE
POND EDDY
MONGAUP
Hawks Nest
MILLRIPT
UPPER DELAWARE
RIVER CORRIDOR
between Port Jervis & Hancock
(not drawn to scale)

the construction of bridges between coupled river communities, e.g., Barryville and Shohola, Skinner Falls and Milanville, Cochecton and Damascus and Lordville and Equinunk. In order to avoid obstructing the navigation of the river by raftsmen during the nineteenth century, early bridges tended to be built with unusually long spans and innovative designs. Suspension technology, pioneered by John A. Roebling in the 1846 Delaware and Hudson Canal Aqueduct, was employed in wooden toll bridges at Narrowsburg (c.1846), Barryville (John A. Roebling, 1856), Lordville (1857), Pond Eddy (c.1875) and Kellam's (1888). Of the above, only the Pond Eddy bridge was publicly owned. Few of these bridges survived into the twentieth century, most having fallen victim to severe floods, particularly those of 1903 and 1904. None remain today.

The Erie Railroad crosses the river at Sparrow Bush, at the southern end of the survey area and at Tusten Station, just below Narrowsburg. The current steel truss bridges were both built during the late 1880's or early 1890's on stone piers which appear to be associated with earlier bridges, perhaps built in the 1870's. The Number Two Bridge at Sparrow Bush is a major four-span, pin-connected Pratt deck truss. The Number Nine Bridge at Tusten Station is a triple-span, pin-connected, through Pratt truss structure. The two extant bridges reflect systemic improvements to the Erie Railroad in the late nineteenth century designed to accommodate larger and heavier trains and greater speeds. They represent significant examples of the patented Pratt truss design which became standard in bridge construction between c.1875 and c.1915.

During the late nineteenth and early twentieth century, several early river spans were replaced with steel truss bridges. Of these, only the 1902 Skinners Falls bridge and the 1904 Pond Eddy bridge survive. Both bridges (listed on the National Register) are significant as rare surviving examples of historic structural designs in the context of bridge engineering in New York and Pennsylvania. The Skinner Falls bridge, a two span Baltimore truss structure fabricated by the American Bridge Company, and the Pond Eddy bridge, a two-span Pennsylvania truss structure by the Owego Bridge Company are each surviving examples of less than one or two dozen similar bridges in New York State. Both were constructed as private or municipal toll bridges, and sold to the newly-established Interstate Bridge Commission between 1926 and 1928. The remaining private or municipally-built bridges taken over by the Commission in the 1920's were either replaced or extensively rebuilt between 1936 and 1962.

Smaller bridges were also constructed during the late nineteenth and early twentieth century to bridge tributaries of the Delaware River. Two distinctive stone arch bridges of this period survive on the New York side of the river, illustrating a traditional bridge building technique rarely employed in the

industrial age. The bridge at Hankins was built in 1905 and consists of a single round arched span. The Tusten bridge over the Ten Mile River is a two span bridge believed to be contemporary with the bridge at Hankins. Steel truss bridges were employed to cross the larger tributaries, such as the Callicoon Creek; none, however, survive.

Responding to the need for roads which could accommodate automobile use, New York State enacted legislation in 1907 which funded several early improvement projects within the Upper Delaware Valley. These included the upgrading and partial realignment of the Old Newburgh-Cochecton Turnpike and the construction of the Liberty Highway, (Route 52) between Liberty and Narrowsburg. This later highway helped boost development in Narrowsburg during the 1920's. The most significant highway project of this period, however, was the construction of State Route 97 between Port Jervis and Hancock. Begun in the late 1920's and completed in 1939, the highway represented the first direct transportation route linking all of the significant river communities on the New York side of the Upper Delaware. Between Sparrow Bush and Mongaup, the highway traversed the steep valley walls at Hawks Nest, requiring the construction of an artificial terrace approximately 200 feet above the river. Construction was accomplished by means of rock cuts and stone-faced retaining walls, designed to provide for scenic overlooks and turnouts at strategic intervals. The highway is significant not only for its aesthetic and engineering accomplishments but also as one of the largest public works projects of this period in the region. As automobile use increased and travel shifted from the railroad to the highways, business in the upper valley gradually adapted to take advantage of new and different opportunities. Auto service stations, diners, and motels were built within the villages and along the highways. At the same time, the large boarding houses and hotels which thrived on the railroad declined. Two distinctive auto service stations of the 1930's remain within the upper valley: Parker's on Route 97 in Barryville and Brennan's in Narrowsburg. The two stations are both designed with enclosed offices, a separate island for gas pumps, and hipped or gable roofs connecting the two components. Both are constructed of native stone and designed along "bungalow lines." Brennan's station in Narrowsburg incorporates the additional detail of rolled roof edges, imitating a technique employed in the eclectic residential architecture of the period. Reber's Restaurant and Motel in Barryville, built c.1935 with Bavarian-style details remains as one of the few intact early automobile era tourist facilities in the valley. It is located strategically on Route 97 at the approach to the Shohola bridge.

## Conclusion

In recent years, the Upper Delaware Valley has experienced a resurgence in tourism and minor growth in population. Since the passing of the stone and forest products industries, however, there have been relatively few year-round employment opportunities within the valley and little economic growth. Many residents are now employed in the larger and more diversified communities outside of the valley. A significant and growing number of individuals are establishing second homes in the upper valley and occupying them on a seasonal or weekend basis. Their presence has been generally beneficial for the local economy, but has also resulted in new pressures upon community services, and land use development. Much of the valley's historic building stock, developed during the prosperous era of the railroad, has been allowed to deteriorate or has suffered non-historic alterations in the process of accommodating new uses or as a result of efforts to attract new business through "modernization." These changes have comprised the architectural integrity of a majority of buildings representative of the valley's history, particularly the stock of commercial building in the villages. These losses have occasionally been offset by successful and sensitive rehabilitation projects often undertaken by newcomers to the valley.

Commonwealth of Pennsylvania
**Pennsylvania Historical and Museum Commission**
**Bureau for Historic Preservation**
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

August 21, 1992

Mr. Patrick Andrus
National Register of Historic Places
U. S. Department of the Interior/NPS
P. O. Box 37127
Washington, D.C. 20013-7127

Dear Patrick:

Enclosed find p. 19 of Section E of the Multiple Property Documentation Form for Historic and Architectural Resources of the Upper Delaware Valley, NYS and PA which your office had reported missing from the material we submitted.

Sincerely,

Gregory Ramsey
Chief, National Register and Survey Programs

GR/gr

COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
BUREAU FOR HISTORIC PRESERVATION
BOX 1026
HARRISBURG, PENNSYLVANIA 17108-1026

February 25, 1992

Mary Curtis
National Park Service
Upper Delaware Scenic Recreational River
P.O. Box C
Narrowsburg, NY 12764-0159

Dear Mary:

Thank you very much for the historic context you submitted for the Upper Delaware multiple property nomination. Greg Ramsey, Bill Sisson and I have reviewed this context, and we all agree that it is very good. It covers a long span of history and numerous developments very well. We very much appreciate the considerable work that you have obviously put into preparing it. We do have a few comments on several historical developments that were not addressed sufficiently in the context. Most of these developments relate specifically to resources that our office determined eligible for the National Register on June 4, 1991.

On page 1, before you begin the first context section ("Upper Delaware Exploration...."), you should add a short section that identifies the region, its principal geological and natural characteristics, and the Native American populations preceding the Dutch traders and Yankee settlers.

On page 6, you should add a few sentences on what type(s) of farming preceded dairy farming in the region, and a mention of whether or not dairying remained the dominant form of agriculture up to 1941. This information will help put nominated farms and farm buildings in a better context of how they fit into different types of farming in the valley.

You should also add a few sentences on what roles commercial centers such as Damascus played in the region, particularly, if true, how commercial centers served both villages and surrounding farms and industries. This will help put nominated districts with commercial significance in better context.

You should add a brief paragraph on what some of the social institutions were in the region, and what their roles in the region were. This paragraph should pertain particularly to the Mill Rift Hall in Westfall Township, Pike County, which our office determined eligible for the National Register.

In addition, you should add a brief paragraph on the evolution of schools in the region. This paragraph should pertain particularly to the Stalker Schoolhouse in Manchester Township, Wayne County, which our office determined eligible for the National Register.

You should add a brief paragraph on what religious denominations were common in the region, and in general, what their churches' architecture looked like. This brief paragraph should include the Stalker Presbyterian Church in

Manchester Township, Wayne County, St. Mark's Church and Church of the Assumption/Cemetery in Lackawaxen Township, Pike County. These churches and cemetery were determined eligible for the National Register by our office.

We have also penciled a few minor comments on your draft for your consideration.

Thank you again for your outstanding work in writing this context. If you have any questions about our comments or revising the context, please call Greg Ramsey at (717) 783-8946.

Sincerely yours,

Dan Deibler, Chief
Division of Preservation Services

WX/wx

# United States Department of the Interior

NATIONAL PARK SERVICE
UPPER DELAWARE
SCENIC RECREATIONAL RIVER
P.O. Box C, Narrowsburg, NY 12764-0159


IN REPLY REFER TO:

RECEIVED DEC 24 1991 HISTORIC PRESERVATION

H 32

December 18, 1991

MEMORANDUM

To: Superintendent John T. Hutzky
Chief Ranger Glenn Voss
Resource Management Specialist Malcolm Ross, Jr.
cc: Mark Peckham (NYS), Greg Ramsey (PA)

From: Cultural Resource Management Specialist Mary Curtis

Subject: National Register update

With travel and vacations complicating this time of year, I concluded that it would be more practical to develop a written report on the status of the National Register project than to attempt a show-and-tell with those who should be kept informed. I have reported to each of you, in varying detail, about my meeting with representatives of Pennsylvania and New York historic preservation offices. I would like to take this opportunity to commit to paper the decisions and directions arrived at during that meeting, as well as the plans that have subsequently been formulated.

A list of sites to be nominated is attached. Because mapping of districts is not yet complete, individual sites within each district are not listed. If you wish more detailed information on the districts, contact me.

## Bi-State Approach

The bi-state approach being used for this nomination is a novel one. Although consistent with Upper Delaware history and with current historic preservation emphasis on broader historic context, it is a new way of doing business for both New York and Pennsylvania. Normally, the two states operate independently. Their nomination and review procedures are parallel but by no means identical.

For example, in addition to staff, a member of the Pennsylvania review committee pays a site visit to each district to determine boundaries; New York staff do many more field visits, but review committee members only do site visits if they happen to be in the neighborhood. Each state also has its own pressures and problems, resulting in differing priorities. Pennsylvania has a small staff and is very limited in availability for site visits and hands-on support. New York provides more staff help but seems especially vulnerable to political and public relations pressures.

NATIONAL PARK SERVICE 75 1916 - 1991

Because of these differences and others, it was essential that we arrange this face-to-face meeting of state staff people to work out how methods and scheduling could be coordinated in order to meet everyone's needs.

Scheduling for Review

Several components were involved in setting up a schedule for review of nominations. Fortunately, both states schedule their review committee meetings quarterly, mostly in the same months. Thirty days before a review committee meeting, notifications are sent out to owners of sites to be reviewed at that session. By way of further public information, the state staff representatives felt that it would be wise to invite all potential nominees to a public meeting with state staff, before any official notifications are mailed. In addition, the NPS Regional Historian (MARO) and Chief Historian (WASO) asked to review nominations before state review.

Taking these factors into consideration, we worked out the following schedule leading up to state review of the context material and first nominations in June:

- April 15 - cover material (context, maps, etc.) and June nominations to MARO and WASO
- April 20 - invitations to local public meetings
- May 8-9 or 15-16 - local public meetings, Friday night and Saturday morning (possibly at Long Eddy and Lackawaxen)
- May 18 - official state notification letters mailed to June nominees
- May 30 - deadline for review comments from MARO and WASO
- June 16 - Pennsylvania review committee considers context materials and Damascus Historic District
- June date to be announced - New York review committee considers context materials, Parsonage Road Historic District and turnpike related individual nominations

With the exception of the public meetings (which will only happen once), a similar schedule will be followed for each quarter, until all nominations have been reviewed. Each review session will concentrate on a historic theme, including as many nominations as the committee can reasonably handle (presumably along with other nominations elsewhere in their states) at that meeting. The state field representatives developed the agenda for the first two quarters:

June 1992 Context and cover materials; Newburgh-Cochecton-Great Bend Turnpike nominations [PA: Damascus Historic District; NYS: Parsonage Road Historic District + 7 individual nominations in Cochecton and Old Cochecton]

September 1992 Equinunk/Lordville nominations [PA: Equinunk Historic District + 3 individual nominations in Buckingham and Manchester; NYS: Lordville Historic District + individual nomination of Ravina]

Subsequently, I prepared a schedule for consideration of other nominations to be included in this phase of the multiple property nomination:

November(PA)/December(NY) 1992 Canals and Roads [PA: 3 individual nominations; NYS: 14 individual sites, mostly in Highland and Lumberland]

March 1993 Erie Railroad [PA: 5 individual sites, mostly in Shohola and Westfall; NYS: 25 individual sites, mostly in Callicoon and Long Eddy]

June 1993 Industry and Early Settlement [PA: Milanville Historic Distric + 2 individual sites; NYS: 2 individual sites]

A detailed break down of this proposed review schedule is attached.

## Sites To Be Nominated

The completed historic sites inventories for the Upper Delaware listed nearly 400 properties in the river corridor. State staff review of these sites in FY91 concluded that five historic districts (approximately 130 properties) and 71 individual sites are eligible for the National Register of Historic Places, and should be submitted as components of a bi-state multiple property nomination. Additional properties (e.g., archaeological sites, buildings where insufficient information is currently available) may be eligible and can be nominated at a later date, under terms of this kind of nomination.

The five districts include two in New York -- Lordville in the Town of Hancock; Parsonage Road in Cochecton -- and three in Pennsylvania -- Equinunk in Manchester and Buckingham Townships; Damascus and Milanville in Damascus Township. In New York State, 50 individual sites will be nominated. In Pennsylvania, 13 individual sites will be nominated. These numbers include two interstate railroad bridges which will be reviewed by both states.

## Responsibilities

To date, the Upper Delaware Heritage Alliance has been the official sponsor of this project. If you wish to see the National Park Service take a more public role, the state suggested that the NPS might appear as co-sponsor.

Either acting directly for the NPS or as UDHA staff support, I will have primary responsibility for compiling and writing the nominations. Most of the information and materials has been gathered, but there is considerable work to be done in reformulating and editing. The state staff people will coach and advise me. They will also take care of official notifications and shepherd the nominations through the review propcess.

UDHA will take charge of the May public meetings, arranging for meeting sites and sending out invitations, with me providing staff support. The states will be responsible for presentations at those meetings.

Cliff Tobias will guide the materials through MARO and WASO review.

## Anticipated Expenditures

In addition to my time, some expenditures will be required to complete this nomination work. Fortunately, the most expensive item (photographic prints) can be spread out over two fiscal years.

Photographs: Although the two states normally require somewhat different size and quality of prints, they have agreed to compromise on 5" X 7" black and white, standard paper prints. For historic districts, New York requires streetscape photographs plus individual shots of non-contributing buildings and, for individual nominations, one view (in most cases) of each site. Pennsylvania requires streetscape photographs plus individual views of key buildings for districts and at least two views of each individual nomination. New York wants three copies of each print. Pennsylvania wants two. I estimate that this will amount to $600-$800 in FY92, $400-$600 in FY93. I have requested that MARO and WASO make do with high quality photocopies, rather than prints, to save on costs.

Tax Maps: Both states request (PA requires) tax maps showing nominated properties, in order to show scale, boundaries, related properties, and position in relationship to property lines. Fortunately, purchase of current property maps had already been included in the Resource Management budget in order to provide this information for GIS.

Quad Maps: Each state has requested a complete set of quad maps for the study area, with nomination sites marked, to be submitted with the initial cover material. This amounts to about a $50 expenditure. However, Ron Terry suggested that some or all of that may be absorbed by the Eastern National donation fund.

## Immediate Plans

My first priority is development of the introductory material, in particular the overall significance/context document. I would like to have

that completed in draft form before January 30, when I will be in Albany with the Superintendent and Chief of Planning and Support Services to meet with state and regional staff concerning compliance and other issues. At that time, I also hope to meet with Mark Peckham and go over the work in progress.

In the meantime, I will begin the process of obtaining necessary work materials (e.g., UTM counter, maps) and work with JoAnne Merritt to get the nomination forms into the computer. Whenever weather permits, I will be out photographing the sites (primarily streetscapes) needed to complete that work for the June presentations.

It's going to be a busy winter.

Proposed Schedule of State Reviews 1992-93

SYNOPSIS

June 1992: Newburgh-Cochecton-Great Bend Turnpike (Transportation)
- PA - Damascus District
- NYS - Parsonage Rd. District + 7 individuals

September 1992: Equinunk-Lordville (Industrial)
- PA - Equinunk District + 3 individuals
- NYS - Lordville District + 1 individual

November/December 1992: Canals & Roads (Transportation)
- PA - 3 individual
- NYS - 14 individual

March 1993: Erie Railroad (Transporation)
- PA - 5* individual
- NYS - 25* individual
- (*include 2 shared bi-state bridges)

June 1993: Exploration, Trade & Early Settlement + Industry
- PA - Milanville District + 2 individuals
- NYS - 3 individuals

---

June 1992: Newburgh-Cochecton-Great Bend Turnpike

P:Damascus Historic District
N:Parsonage Road Historic District
N:Old Cochecton/Taylor's Eddy Cemetery
N:Curtis-Drake House
N:Valleau Tavern
N:Reilly's Store
N:Cochecton Railroad Station
N:Ellery Calkins House
N:Cochecton Presbyterian Church

September 1992: Equinunk/Lordville

P:Equinunk Historic District
1 P:Dillon House
2 P:Stockport Cemetery
3 P:Stalker School
N:Lordville Historic District
N:Ravina

November/December 1992: Canal & Roads

4 P:St. Mark's Church & Lackawaxen Cemetery
5 P:Church of the Assumption & Cemetery
6 P:D & H Canal Office (Roebling Delaware Inn)
N:Hankins Stone Arch Bridge
N:Brennan's Gas Station
N:Tusten Stone Arch Bridge
N:Toll House at Minisink Ford
N:Barryville School
N:Montoza Cemetery
N:Parker's Gas Station
N:Church Rd. Cemetery in Pond Eddy
N:Maney's Boarding House & Store
N:Hillside Gospel Chapel
N:Lock 65 complex (Mrs. Wilson's)
N:Dee's Log Cabin
N:Lower Mongaup Cemetery
N:Hawk's Nest

March 1993: Erie Railroad

13 P&N:#2 Bridge
7 P:Mill Rift Hall
8 P:Higbee's Store in Shohola
9 P:Shohola Glen Hotel
10 P&N:#9 Bridge
N:Riverside Cemetery Chapel, Long Eddy
N:George Gould House (Rolling Marble)
N:Goulden Estate
N:Kellam's Hall
N:Emmett Armstrong House
N:George Gould Jr. House
N:Hankins House
N:Hankins School
N:Anthony Maney House
N:William Curtis House in Callicoon
N:Callicoon Methodist Church & Parsonage
N:Thorwelle House
N:John Calkins House
N:Percival Plumbing
N:1st Nat'l Bank in Callicoon (library)
N:Callicoon Coal Company
N:Callicoon Depot
N:St. James Church & Rectory
N:St. Joseph's Seminary (Job Corps)
N:Milwaukee Furniture Store (Bergner House)
N:Narrowsburg School
N:Narrowsburg Methodist Church
N:Tusten Baptist Church

June 1993: Early Settlement + Industry

1 P:Milanville Historic District
11 P:Skinner/Bush Tavern
12 P:Nearpass House
N:Santo's House at Pump Station
N:Page-Rapp House at Pump Station
N:Minisink Battle Ground

New York State Office of Parks, Recreation and Historic Preservation
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238-0001

Orin Lehman
Commissioner

RECEIVED
OCT 10 1991
HISTORIC PRESERVATION

October 07, 1991

Ms. Mary Curtis
National Park Service
Upper Delaware Scenic and Recreational River
P.O. Box C
Narrowsburg, New York 12764

Re: Upper Delaware River
MPDF nomination
Delaware, Orange,
Sullivan counties

Dear Mary:

Many thanks to you and Greg Ramsey for sharing the Pennsylvania half of the Upper Delaware survey with me. Differences in format notwithstanding, the New York and Pennsylvania inventories contain comparable information and have been consistently evaluated. This will make the development of an overarching multiple property nomination easier for all parties.

I am enclosing some some basic instructions for the preparation of a Multiple Property Documentation Form as well as a discussion outline illustrating a possible format for the nomination. After you and Greg have an opportunity to review this, a final outline, nomination priorities and a project timetable should be prepared jointly. Perhaps this can be accomplished during Greg's upcoming visit to the valley in November.

Please call or write if you have any questions or initial reactions, and please let me know as soon as possible about the plans for site inspections and meetings in November.

Sincerely,

Mark Peckham
Historic Preservation
Program Assistant

enclosures

cc: Greg Ramsey
Bob Kuhn

## Upper Delaware Valley Multiple Property Documentation Form
## Outline of Suggested Approach

### Introduction

The Multiple Property Documentation Form approach to State and National Register listings is a relatively new vehicle for obtaining multiple National Register listings in a survey area in a comprehensive and efficient manner. There is a lot of flexibility and latitude in organizing a MPDF and each one should be specifically tailored to fit the community and its historic resources. I have attempted to outline what I feel is the most efficient means of accomplishing this task in the Upper Delaware Valley, and one which lends itself well to a phased approach depending upon the availability of personnel and money.

The basic organization of a MPDF involves a cover document, describing the survey area's basic historical and architectural development, and the types of historic resources in the valley which best illustrate significant patterns in local history and architecture. The cover document categorizes historic properties by physical characteristics, use or associations, and explicitly describes the evaluation standards used to justify the nominations within each category. Separate nomination forms are then used in conjunction with the cover document to document the specific characteristics and significance of each potential district and individual property proposed for nomination. The advantage of this approach is that it limits redundant discussions of historical and architectural patterns in the village, and allows individual nomination forms to follow an abbreviated format.

### Recommended Project Outline

__/__/__ Budget and consultant are identified.

__/__/__ Project scope and timetable established in consultation with SHPO.

__/__/__ Consultant completes draft MPDF cover document according to instructions contained in Bulletin 16.

Cover Document organized as follows:

A. Name - Historic and Architectural Resources in the Upper Delaware Valley

B. Contexts - List basic historical contexts in the valley; recommend the following:

1. Exploration, Trade and Early Settlement, (1614-1810)

Themes include early settlements, trading patterns, Revolution, etc.

2. Transportation in the Upper Delaware Valley, (1614-1941)
   Themes include river navigation, turnpikes, D&H Canal, railroad, highways and bridges.

3. Industry, 1614-1941)
   Themes include fur trade, agriculture, forest products, quarrying, leather, manufacturing, petroleum, tourism, etc.

C. Geographic Data - Refer to boundaries of the Scenic and Recreational River Corridor.

D. Certification - Leave blank.

E. Statement of Contexts - Drawing from the historic resources surveys in New York and Pennsylvania, and additional sources as necessary, discuss each of the historic contexts cited above in terms of broad patterns, architectural traditions, critical events and related historic property types. Discuss the way in which property types illustrate significant themes within each context. Describe existing building stock in terms of survival rate and integrity.

F. Associated Property Types - List the property types which will be used to evaluate the list of candidates, and describe the physical and associative characteristics of each. Explain the significance of each in relationship to the contexts and cite the registration requirements. Recommend the following categories:

   Historic districts, residences, religious properties including cemeteries, industrial properties, transportation resources, agricultural properties.

G. Summary of Identification and Evaluation Methods - Add a discussion of the survey of Pennsylvania resources to the existing NYS survey

methodology and explain the rationale for organization of MPDF nomination.

H. Bibliography - Update survey biblio. if needed.

I. Form Prepared By - Self explanatory.

__/__/__ Establish nomination priorities in consultation with NY and Penn. SHPOs to reflect available resources.

__/__/__ Consultant prepares individual National Register Nomination Forms for districts and individual properties in priority order in consultation with the SHPO. Threatened and high visibility properties would seem to be the first priorities. Basic instructions are contained in Bulletin 16, but we will assist with with more specific instructions and samples once the scope of the initial National Register submission is defined.

__/__/__ Initial presentations to State Review Boards. In New York, a minimum of two months advance notice is required in order to perform the required public notifications.

**COMMONWEALTH OF PENNSYLVANIA**
**PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION**
**BUREAU FOR HISTORIC PRESERVATION**
**BOX 1026**
**HARRISBURG, PENNSYLVANIA 17108-1026**

September 20, 1991

Mary Curtis
Cultural Resources Specialist
National Park Service
Upper Delaware Scenic Recreational River
P.O. Box C
Narrowsburg, New York

Dear Mary:

Thank you for your patience in waiting for the results of our evaluation of the Upper Delaware survey material.

The enclosed list tabulates the results of our evaluation. If you have any questions, please contact Greg Ramsey. I understand that he will get in touch with you to set up a historic district site visit including a member of the PA Historic Preservation Board. The site visit will establish district boundaries and is also an opportunity to discuss any other issues of nomination.

Although the general workload here imposes limits on available staff time, we look forward to consulting with you and with the New York SHPO office on the preparation of the Multiple Property nomination.

Sincerely,

Dan G. Deibler
Chief, Division of Preservation Services

Enclosure
cc: Mark Peckham, NY SHPO office

GR

# United States Department of the Interior

NATIONAL PARK SERVICE
UPPER DELAWARE
SCENIC RECREATIONAL RIVER
P.O. Box C, Narrowsburg, NY 12764-0159

IN REPLY REFER TO:

H 32 10

RECEIVED
AUG 26 1991
HISTORIC PRESERVATION

August 22, 1991

Mark Peckham
Preservation Field Services
Office of Parks, Recreation & Historic Preservation
Agency Bldg. 1, Empire State Plaza
Albany, NY 12238

Dear Mark:

As you requested, under separate cover I am sending you a photocopy of the Pennsylvania inventory material I presented at Harrisburg in June. I still consider it to be a draft, as there are corrections and details to be amended. Still, this should give you enough information to proceed with grouping architectural types, relating to resources on both sides of the river.

If you haven't yet received the Pennsylvania report on their review and evaluation, you might want to request it directly from Greg Ramsey (717-783-8946). Greg could probably also give you a clearer idea of exactly what Pennsylvania would like to see from New York.

I hope to talk with both you and Greg early in September, in order to get us moving again on the project.

Sincerely,

Mary Curtis
Cultural Resources Specialist

cc: G. Ramsey

NATIONAL PARK SERVICE
75
1916 - 1991

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Orin Lehman
*Commissioner*

**New York State Office of Parks, Recreation and Historic Preservation**
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238-0001

RECEIVED
MAY 20 1991
HISTORIC PRESERVATION

May 09, 1991

Ms. Mary Curtis
National Park Service
Upper Delaware Scenic and Recreational River
P.O. Box C
Narrowsburg, New York 12764

Re: Upper Delaware River
Survey

Dear Mary:

I am enclosing a copy of our draft survey report for the Upper Delaware River corridor. Much of this report is unchanged from previous versions, however, the eligibility recommendations are new. Please look them over and return them to us with your comments. We would like to finalize these recommendations and obtain the appropriate approvals before making them available to the National Park Service and local government for use in planning.

With the survey behind us on the New York side of the river corridor, we can once again begin to plan for a comprehensive National Register project. Ideally, it would be organized using a Multiple Property Documentation Form representing resources in both New York and Pennsylvania. Larry Gobrecht, Bob Kuhn and I would like to meet with you, and representatives from Pennsylvania ,if possible, to discuss the possibility of expanding the survey to include Pennsylvania before following through with a bi-state nomination. It may be possible to obtain some support for this project through the Mid-Atlantic office of the Park Service. Please let us know your thoughts on this subject, and if you're interested, we can plan a visit in June.

Thanks for your continued patience and assistance with what turned out to be a lengthy and sometimes frustrating survey. We look forward to your response to this draft and continued progress with historic preservation in the Upper Delaware Valley.

Sincerely,

Mark Peckham
Historic Preservation
Program Assistant

encl.
cc: L. Gobrecht, NYSHPO
R. Kuhn, NYSHPO
M. Raymond, NPS Mid-Atlantic

# *Upper Delaware Heritage Alliance*

September 28, 1988

Mr. John Sutton
District Superintendent
Wayne-Highlands School District
Honesdale, PA 18431

Dear Mr. Sutton:

I have been asked to write to you on behalf of the Upper Delaware Heritage Alliance. Our organization represents a number of local historical and cultural groups, including three in Wayne County.

We are worried about plans for the Damascus school building, and we ask you to convey that concern to the School Board. We understand that the district is considering demolition of that building and construction of a new one. While we certainly endorse the upgrading of local educational facilities, we have serious doubts about the wisdom of destroying an older building which could be brought up to contemporary standards.

It's always tempting to think of something that is new and modern as "better." But restoration and rehabilitation efforts across the country in recent years show that this isn't necessarily so. Rehabilitation projects tend to be less expensive, result in better structural quality, and maintain an all-important connection with the community's heritage.

Beyond pragmatic considerations, we are concerned about the messages being sent to our young people. Already facing massive problems created by our "disposable society," are we saying that anything over 50 years old isn't worth saving? Shouldn't we be teaching our children, by example, that we value the likages with our forefathers -- our old buildings and our old people?

In addition to the technical education it offers, the school system plays a major role in establishing and sustaining ethical and moral values. We believe those values should include: the honoring of those who have gone before us, respect for skilled workmanship, and wise and frugal use of public funds. We ask you and the other decision makers to keep these values in mind, as you reconsider the fate of the Damascus school.

Sincerely,

Mary Curtis
President