

The Delaware-Hudson and Erie Canals

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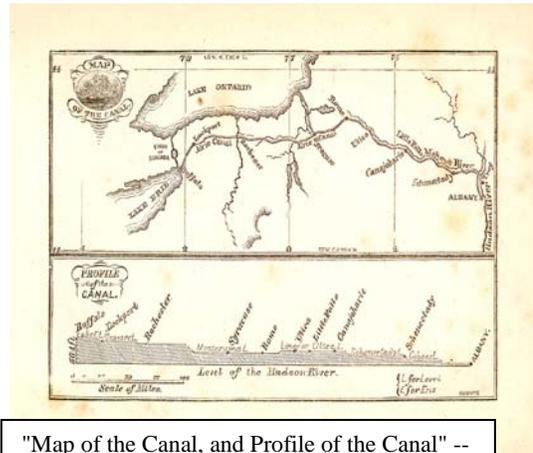
The Majestic Riverscapes

History of the Mid Hudson Valley

Final Paper

Colonel Johnson

The beginning of the Erie Canal came in 1817 when it was first approved. With today's technology the building of a canal seems less of a major project than it truly was back then. At the completion of the canal, it was 363 miles, 40 feet wide, 4 feet deep, descended 555 feet, and contained 83 locks. All of the work was done by horse, mules, hand tools, wheel barrels, and a ton of unskilled workers. Farmers whose farms fell along the route were contracted to build tiny portions of the canal which would be connected to other tiny portions. Since tree stumps and were used for the building of the gates, workers would have to chop down and transport the wood to the canal. A stump-puller was invented, which allowed thirty or forty stumps to be removed in a day by a small number of men. The stump puller was a set of wheels on an axle with a larger wheel in the middle. Rope would be tied around the tree stump and to the cart, pulled by oxen. All soil was removed by manual labor using wheel barrels and shovels.¹



"Map of the Canal, and Profile of the Canal" -- from: Marco Paul's Voyages & Travels, Erie Canal / by Jacob Abbott. (Harper & Brothers, New York, c1852)

The Delaware-Hudson canal was started in 1825 and opened for navigation in October of 1828. The canal was built by over two-thousand five hundred unskilled workers using the same materials as the Erie. Once complete the canal ran 108 miles long, ending at the city of Kingston. It was 4 feet deep, 32 feet wide and changed a total of 1075 feet in water elevation. Eventually,

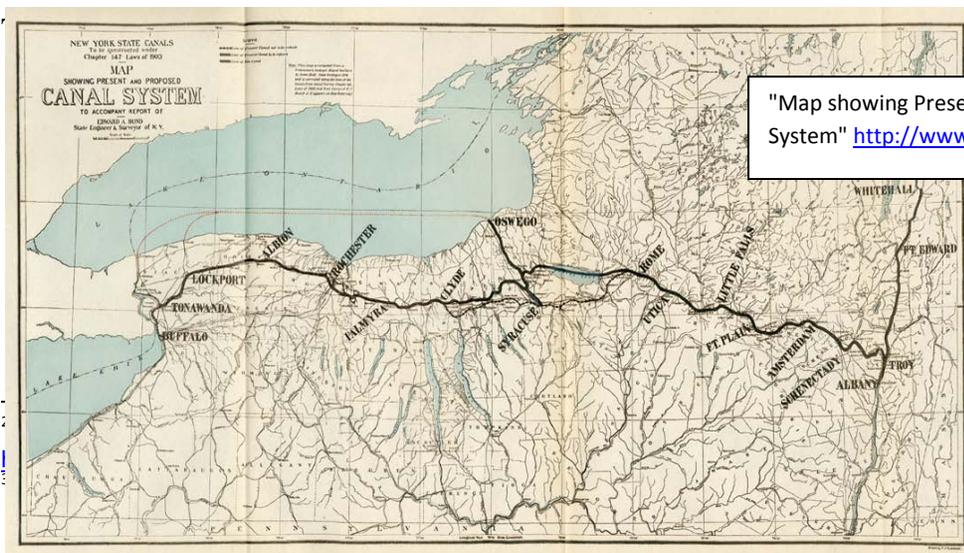
¹ Guntert and Zimmerman. 2000. "Canal Machinery". Accessed Oct 1. <http://www.guntert.com/Canal/Canal.htm>.



both canals were expanded in depth and width as ships continued to grow in size. The Delaware-Hudson Canal is no longer in use and is now an historic landmark.²

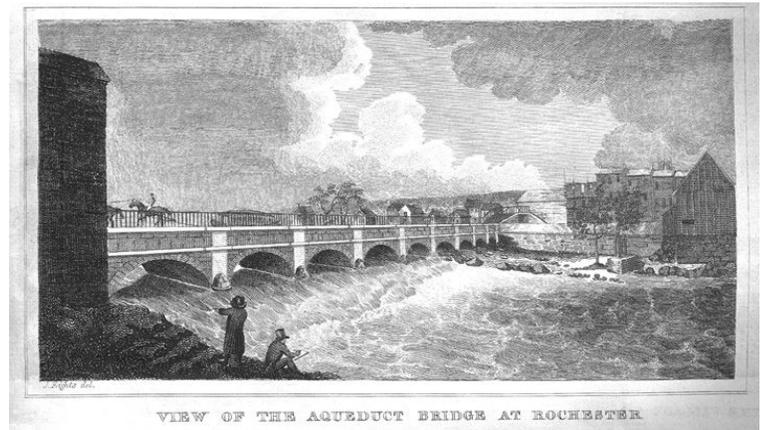
Both canals were built based on the English canal building patterns. Back then, a mule would drag a boat in between both locks and the rear lock would close shut. Then, sluices, which were passages for water fitted with a valve or a gate back in 1818, would allow water either in or out depending on whether the boat was going from higher elevation or lower elevation. The boat would rise or sink with the change in water level and the front gate would open. The mule would then pull the boat out of the lock, and the boat would continue on the journey.

A clay, sand, and water type mixture was used as a base in order to waterproof the canals to ensure that no water escaped. Also, all canals must be level. Typically, lock gates were made of wood from the trees and the lock chambers were lined with wood, stone, or bricks. It wasn't until 1827, in Cheshire England, that cast iron was used to build the locks and gates. The first canal trimming and lining machines were not invented until 1946 by an American company.



"Map showing Present and Proposed Canal System" <http://www.eriecanal.org/maps.html>

"View of the Aqueduct bridge at Rochester",
by James Eights, 1824. From "A Geological
and Agricultural Survey of the District
Adjoining the Erie Canal in the State of New
York" by Stephen Rensselaer (Printed by
Packard & Van Benthuysen, 1824)
[http://collections.rmsc.org/BritishPottery/84.46
.2.html](http://collections.rmsc.org/BritishPottery/84.46.2.html)



VIEW OF THE AQUEDUCT BRIDGE AT ROCHESTER

Images courtesy of the Department of Rare Books & Special Collections, University of Rochester Library.

"Erie Canal at Salina St., Syracuse, N.Y." --
Detroit Publishing Co., c1900.

<http://www.eriecanal.org/Syracuse.html>



Elizabeth O'Brien- Relationship to nearest towns or municipalities

Erie Canal exhibits are displayed in Syracuse, Camillus, Albany, Rome, and Chittenango. Some great attractions are the Erie Canal Museum, Steam Engine Exhibit, Hudson-Mohawk Heritage Area, Rome Erie Canal Village, and the Chittenango

Landing Canal Museum. The Erie Canal Museum is located in Syracuse, New York and opened in 1962.

The museum preserved the life of the last Weighlock Buildings in America. The Steam Engine Exhibit in Camillus, New York, was created to preserve the last Stem Engine. The Hudson-Mohawk Heritage Area located in the capital region, displays labor and industry. The Rome Erie Canal Village is an outdoor living museum which recreates life during 1840-1860 eras. The Chittenango Landing Canal Boat Museum shows the structural framework of an authentic Erie Canal Packet boat. All of these exhibits are part of Erie Canal history and are valuable sites for a field trip.



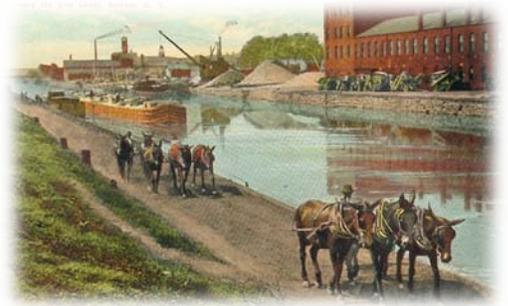
"Image from Erie Canal Museum of Syracuse and the Erie Canal"

Syracuse is near the Erie Canal making this area vital to understand the demographics; in 1850 the population of Syracuse was 22,281 people. Today this number has expanded to 140,658 people due to growth and industry. According to the census, "in Syracuse the percent of people who are high school graduates

is 76.2% and the number of people who have earned a bachelor's degree is 23.2%." Education is vital today, whereas, in 1850 there was only one college and 9 teachers. Today, industry is business, production, and manufacturing, but 1850 industry was based on farmers, butchers, carpenters, painters, blacksmiths, and mechanics. This type of industry is the same for Albany, Rome, Buffalo and Chittenango.

⁴ US Census Bureau, *Census of Population and Housing: 1850 Census*, <http://www.census.gov/prod/www/abs/decennial/1850.html> (October, 1, 2010).

Albany has a population of 93,836. According to the census, “the number of high school graduates is 93.5% and the number of people with a bachelor’s degree is 44.1%”.⁵ In 1850 Albany’s population was 50,763 and there was only one college with a total of eight teachers. Today, the ethnic groups in this area consist of American Indian (1.3%), Asian (8.0%), Hispanic (2.3%), and the remaining consists of Caucasians. In 1850 the ethnic groups consist of Irish (15.9%), Italian (14.1%), German (12.2%), English (7.6%), and Polish (5.0%). The rest of the cities had very similar ethnic groups for the 1850s.



“Image of Buffalo, NY and the Erie Canal.”
<http://www.turbeville-geneatrek.blogspot.com>

Buffalo’s population is 270,240. According the census, “the number of people with a high school degree is 74.6% and bachelor’s degree is 18.3%”. Buffalo’s industry is based on education, health, social services, retail trade, and manufacturing. Buffalo in 1850 had a population of 42,255 and had a total of one college and teachers for 115 pupils. Today, the ethnic groups in this area consist of American Indian (0.8%), Asian (1.4%), Hispanic (7.5%), and the remaining consists of Caucasians.

The population in Rome today is about 34,220 people. According to the census, “the number of high school graduates is 74% and the number of bachelor’s degrees is 15.7%”. Rome’s industry today is based on manufacturing, education, health, social services, and retail trade. The population in 1850 was 7,918 people who had one college and nine teachers for 150 pupils.⁶ Today, the ethnic groups in this area consist of American Indian (0.3%), Asian (0.9%), Hispanic (4.7%), and the remaining consists of Caucasians.

⁵ US Census Bureau, *Census of Population and Housing: 1850 Census*, <http://www.census.gov/prod/www/abs/decennial/1850.html>(October, 1, 2010).

⁶ Ibid

Troy has a population of 81,118 people. According to the census, “92.2% of people are high school graduates and 50% have their bachelor’s degree.”⁷ Today the industry is based on manufacturing, retail trade, and public administration. Troy had a population of 7,564 people and a very small education system which consisted of only one college. Today, the ethnic groups in this area consist of American Indian (0.2%), Asian (13.3%), Hispanic (1.5%), and the remaining consists of Caucasians.

It is important to understand the growth of these towns along the Erie Canal. Much growth and progress grew from the building of the canal. The industry sprung rapidly as well as the increase in the population. This also allowed for education systems to be put into place and a mix among people.

Ethnicity?



“Image of the canal and Albany” <http://www.norwayheritage.com>



“Image of Erie Canal Village in Rome, New York” <http://www.nycanals.com>

⁷ Ibid

The Delaware and Hudson Canal like the Erie Canal also has exhibits and displays which would make a great field trip such as, The Delaware Hudson Canal Park and The Neversink Valley Museum of History and



"Image of Neversink Area Museum"
<http://www.neversinkmuseum.org>

Innovation in Cuddebackville, New York located in

Orange County. This exhibit shows the canal history

and has guided walks which include canal buildings, lock tenders house, canal

store, blacksmiths house and land-based canal boat replicas. Another great place

is the Mini Sink Valley Historical Society in Port Jervis, New York. Delaware Hudson

artifacts are displayed as well as historical references. The Fort Decker Museum of

History and the Robert Kienstuber House are also included. Why this para. here? Wrong placement of paragraph



"Image of Fort Decker"
<http://www.portjervisnv.com>

Some of the major towns along the Hudson Delaware Canal

are Kingston, Ellenville, Rosendale, Lackawaxen, and Honesdale.

"Town of Ellenville and the canal"
<http://www.nps.org>

Kingston is located in Ulster County New York and has a population of 908 people. Amongst these

people, 81.7 % have high school degrees and 25% have

bachelor's degrees. Kingston's largest industries consist of mostly education, health, social services, and retail trade.

Ellenville is also in Ulster County and has a population of

3,905 people.



25.7% of these people are high school graduates and 7% have bachelor degrees.⁸ This industry is based

on agriculture, construction, and retail. Rosendale is as well in Ulster Country and has a population of

6,352 people. The percent of high school graduates from this area is 28.1% and the number of people

⁸ US Census Bureau, *Census of Population and Housing: 1850 Census*, <http://www.census.gov/prod/www/abs/decennial/1850.html>(October, 1, 2010).

with a bachelor's degree is 16%. Rosendale industry is based on education, health, social services, arts, entertainment, recreation, accommodation, and food services. Compared to 1850 this area of Ulster County was much different. The total population of the entire county was 59,384, there was hardly any education, and most professions included: blacksmiths, mechanics, carpenters, painters, and farmers. **Today in Ulster**

"Delaware Hudson Canal in Pennsylvania"
<http://www.miniartifacts.org>

County the ethnic groups consist of white (89.8%), black (6.4%), American Indian (0.3%), and Asian (1.7%).

The Delaware and Hudson also travelled to Pennsylvania where Lackawaxen and Honesdale are important locations. Lackawaxen has a population of 4,154 people. 44.4% of these people are high school graduates and 9.9% have a bachelor's degree. The industry in this region today is mainly



"Hudson Delaware Canal Today"
<http://www.canals.org>

construction, retail trade, education, health, social services, and

entertainment. Compared to 1850 the population was only 1,419 people who were mostly laborers, carpenters, masons, merchants, famers and clerks who had very little education. **Today the ethnicities in Pike County which is where Lackawaxen is located consists of white (91.4%), black (5.9%), American Indian (0.2%), and Asian (1.3%).**



Honesdale today has a population of 4,874 people in it. The number of people with a high school graduate degree is about 38.9% and the number of people with a bachelor's degree is 10.9%. The industry in this region is based on retail trade, education, health, social services,

and manufacturing. Back in 1850 the population was 2,263 people whose county only had one college and seven teachers. **Many** professions were the same as Lackawaxen. **Wayne County is where**

Honesdale is located where the ethnicities today consist of white (96.1%), black (2.5%), American Indian (0.2%), and Asian (0.6%). It is interesting to see how the land and population developed between 1850 and 2010. **Good comparison. Ethnicities?**

Lauren Cirillo - Key Points

The Erie Canal Museum is a great place to take students where they can better their understandings of the famous canal. The museum is located at 318 Erie Blvd East in Syracuse New York. Entering the museum is free ,however they greatly appreciate a \$5.00 donation. The museum is so historic itself because it is located in the Syracuse Weighlock Building which was made in 1850 to weigh the canal boats and to collect tolls. Coming to this museum, children are guaranteed hands on learning from the many participatory exhibits, museum tours and specialty programs made to excite and entertain children of all age groups. Tours are led by Museum Docents who have been well trained in history of the Erie Canal. During the tour one of the many exhibits the Erie Canal Museum has is a full size replica of an Erie Canal line boat called the **Frank B. Thomson** Line Boat. The boat has reproduced passenger, cargo and crew areas and contains surround sound describing what life on the Erie Canal was like (Permanent Exhibits). Another exhibit is the computer kiosk where people can learn about Erie Canal History.⁹ The computer system allows for a fun learning experience with bright pictures, catchy music and different categories to click including canal construction, weighlock buildings and life on the Erie Canal. A reproduction of a tavern in which travelers in the mid 1800's would stop to eat, drink and gossip is displayed as well. One last exhibit is pottery from the Onondaga

This picture displays the Erie Canal Line Boat that was reproduced.

<http://www.eriecanalmuseum.org/EXHIBITS.tab.aspx>



This picture displays the Erie Canal Line Boat that was reproduced.

<http://www.eriecanalmuseum.org/EXHIBITS.tab.aspx>



⁹ Boats on the Erie Canal. <http://www.eriecanal.org/boats-2.html> (Accessed Sept 28 2010)

because the Erie Canal was used to transport finished goods (Permanent Exhibits). The Erie Canal School Boat is another great and exciting **field trip** that students enjoy. Nicknamed the floating school bus, students will sail along the Erie Canal for the day. They will learn the history and impact of the famous canal along with visiting the Herkimer Home (The Erie Canal School Boat). Both of these sites are wonderful for field trips because they cater to enhance student learning.¹⁰

The Delaware and Hudson Canal Historical Society and Museum is a key site of the famous D&H Canal and is a terrific place to bring students on a field trip. The Museum is located in High Falls and their mission is to preserve and protect the history of the Delaware and Hudson Canal (The D&H Canal Historical Society and Museum). The museum has many exhibits to enhance students learning including a life sized recreated canal boat cabin, a moving model of a gravity railroad brake car, a working model of a lock and various financial documents, tools and artifacts. At this museum visitors can view Locks 16 – 20 which were built in 1847. This walk is known as the Five Locks Walk (The D&H Canal Historical Society and Museum). Another exciting trip to take with students or even just to visit on one's own time is to the D&H Canal Park in Cuddebackville. Here, children can experience a real life canal boat themselves by steering the boat, tying the boat to a snubbing post and hauling supplies on and off the boat. On the one hour walk along the canal students cannot only view the canal but observe buildings such as a lock tenders house, blacksmith's house, remains of an



This is the tavern that was recreated and currently displayed at the Erie Canal Museum.
<http://www.eriecanalmuseum.org/EXHIBITS.tab.aspx>

¹⁰ The Erie Canal: A Brief History. <http://www.canals.ny.gov/cculture/history/> (Accessed Sept 25 2010)

aqueduct, a canal basin, a section of towpath along a water filled section of the canal, and the site of Lock 51(D&H Canal Field Trip Program). Along with these great features comes a wall size canal map, visual information on the history, boat models, photographs and a canal lock demonstration. One last site that is important to see is the Delaware and Hudson Canal Linear Park which is located in Sullivan County. This park contains 45 acres and 3 ½ miles of trail running along the Canal. There are some remains of locks, drydock and waste weirs visible. Hikers, bikers and cross country skiers will really enjoy this beautiful trail (Delaware & Hudson Canal Linear Park)

All of these key sites at the two famous canals prove to be exceptional trips to take. They each provide masses of information for visitors and each have entertaining exhibits. Children will love coming to any of these places because it gets them out of the classroom and makes the information come to life. All of the museums and tours are very significant because they are historically connected to the area which the site is located.

This is a picture of the Museum which is located in an old Episcopal Church.

http://www.canalmuseum.org/dh-canal_002.htm





This is a picture of the Erie Canal School Boat. It is a fun and interactive field trip for students because they get to enjoy a day sailing on the Erie Canal. < <http://www.herkimer-boces.org/education/components/scrapbook/default.php?sectiondetailid=163>

Lauren Cirillo- interpretive signs

While visitors are at the Delaware and Hudson Museum and Historical Society they may come across an interpretive sign at The Five Locks trail.

What is a Lock? A lock is used in a canal to move a ship from either lower to higher water levels or higher to lower water levels. It is a stretch of water with gates on both sides built into a canal. How does it work? When a ship needs to be raised to higher level it enters the lock and the gate behind the ship closes. Water is then let in or out of the lock until the water level is the same as the water ahead. The front gate then opens and the ship progresses on its journey. The locks are controlled by either electric or hydraulic power. Culverts, which the water is poured into or out of, are built into the structure of the lock walls.¹¹ On this walk you will see the remains of Lock 16, 17, 18, 19 and 20. These locks, built in 1847, are made of Shawangunk conglomerate and indigenous stone. These locks were actually built as a new route to help accommodate the heavy traffic flow on the canal¹²

While on board The Erie Canal School Boat an interpretive sign children might see would be one describing the Erie Canal and its impact on New York.

What about the Erie Canal? The Erie Canal is 363 miles long, 40 feet wide and 4 feet deep. It runs from Buffalo near Lake Erie to Albany. Before the Erie Canal it was extremely hard for travelers to

¹¹ Canal Lock. (Accessed Oct 1, 2010)

¹² The D&H Canal Museum and Historical Society. (Accessed Oct 1, 2010)

get to the Northwest Territories which were rich in timber, minerals and fertile land for farming. In order to get there travelers had to deal with bumpy turnpike roads. Impact on New York? Opened in 1825, the Erie Canal made New York the top commercial city in the United States. Within the first fifteen years opened, the Erie Canal made New York one of the busiest ports in America. The Canal affected most people in New York State because most major cities were relatively close to the trade route established by the Erie Canal. Trade on the Erie Canal? Trade exploded immediately after the Canal was opened. Traveling from Buffalo to New York, freight rates went from \$100 per ton by road to \$10 per ton by Canal. The amount of bushels of wheat increased dramatically as well. In 1829, 3,640 bushels were transported from Buffalo and in 1837 500,000 bushels were being transported.¹³

At many of the key sites they have a replica of a line boat that was used on the canal. Visitors may come across an interpretive sign which describes the purpose of a line boat.

Line boats or working boats could carry either freight or people. The boats would carry lumber, gravel or agricultural products east and the manufactured products west. People were able to get to the Northwest Territories, now areas around Ohio and Michigan, to take advantage of their products with the help of the line boats. Sometimes the boats were even homes for families. The line boats were all different sizes and configurations however they were all restricted to a certain size to the size of the Locks.¹⁴

¹³ The Erie Canal: A Brief History. (Accessed Oct 1, 2010)

¹⁴ Boats on the Erie Canal. (Accessed Oct 1, 2010)

Meaghan Lakios- Highway Route Markers



The Erie Canal stretched from Buffalo to Albany, Interstate 90 also

stretches this length; this is why it would make

sense to take Interstate 90 to get to the important

cities along the Erie Canal: Albany, Watervliet,

Interstate 90 Highway marker

<http://www.upstatenyroads.com/2di.shtml>

Cohoes, Rome, Canastota, Syracuse, Rochester, Pendleton and Buffalo. Albany is the first city

that you encounter as you travel west across the state. To get to this city you would travel west

on Interstate 90 and exit at exit 2. The next two cities are Watervliet and Cohoes and would

require you to take Interstate 90 to I 787 North toward Troy. To get to Albany, you would have

to take I 787 **South. Traveling** further west to Rome, New York, you would continue taking

Interstate 90 to exit 31 toward I-790 W/NY-8/NY-12 and then to NY-49. Canastota is the next

stop as you travel west and requires you to exit off I-90 W at exit 32 toward NY-233. By exiting

at 34 A off I-90 W onto I-481 S and then exiting onto I-690 W, you would be traveling toward

Syracuse. If you were to travel to Rochester, you would exit I-90 W at exit 45 and merge onto I-

490 W toward Rochester. A few exits up on I-90 W would be where you would exit to travel to

Pendleton, New York, exit 49; after exiting at 49 you would travel toward Depew/Lockport. The

last stop on your Erie- Canal trip along I-90 W would be Buffalo; to reach Buffalo you would

need to exit at 51 W and merge onto NY-33 W toward Buffalo. About one mile before each of

these exits as well as the exits themselves, there would be a sign indicating the Erie Canal,

labeled with the appropriate city(exit 2, exit for I 787, exit 31, exit 31, exit 34A, exit onto I-690

W, exit 45, exit 49, exit 51 W).¹⁵ It was also important to have the main route be I-90 W because it allows those traveling to parts of the Erie Canal, to travel to many parts while on the same route.

As you travel along the Delaware-Hudson Canal, you encounter cities such as Kingston, Rosendale, Ellenville, the valleys of Sandburg Creek, Homowack Kill and Basher Kill,

Lackawaxen and Honesdale **all in the state of New Jersey**. To be able to travel



to each of these cities on a common route, US-209 is the best route. Kingston is located off US-209 N toward Beaver Valley Road and then off of I-80 E.

Traveling to Ellenville from Kingston would require you to continue on US-209

Coal route via the DHC

<http://www.nps.gov/nr/travel/kingston/trasport.htm>

South to Center Street. After visiting Ellenville and continuing along your travels toward Honesdale, you would get back onto US-209 S and exit right at NY-52

W/Center Street to get to Sandburg Creek, Homowack Kill and

Basher Kill. While traveling to Lackawaxen, PA, you would

take the same route that you would to Sandburg Creek,

Homowack Kill and Basher Kill, but you would continue onto

NY-42 S, then to NY-17 W and exit at 104 for New York 17B

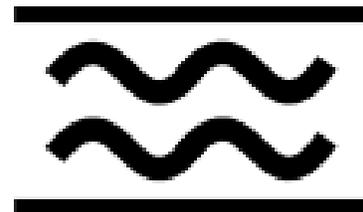
toward Monticello/Raceway. Lastly, as you finish you

travels to Honesdale you would take the same route

that you would to Lackawaxen, and continue onto

NY-52 and then PA-652 W/Hansdale and Delaware

Turnpike/ Honesdale and Delaware Turnpike. US 209 is an important route because it is



This is the symbol, labeled with the appropriate canal and the city, that would be placed along the major highways to indicate important stops.

http://commons.wikimedia.org/wiki/Category:Rijksmonumenten_icons

¹⁵ "Google Maps," Google, <http://maps.google.com/maps?hl=en&tab=wl> (Accessed Oct 1 2010)



Highlighted in red is US 209 as it passes through New York state.

[http://commons.wikimedia.org/wiki/File:US_209_\(NY\)_map.svg](http://commons.wikimedia.org/wiki/File:US_209_(NY)_map.svg)

common in all of routings to these cities, and like the Erie Canal trip, it allows people to travel to all of the cities, while using a common major highway. Similar to the idea of the Erie Canal routing, signs indicating the Delaware-Hudson Canal would be placed about one mile prior to the exit, labeled with the appropriate city; these signs would occur at the exit for I-80 E, exit for Center Street, exit for NY-52 W/Center Street, exit for NY-42 S, exit for NY-17 W, exit 104 for New York 17B, exit for NY-52 and exit for PA-652 W. By having

these signs it would allow drivers to know before their exit and would also show the route as they travel on other major highways.¹⁶

Interstate 90 and US-209 will allow visitors to travel from site to site using the same major highway for the majority of their travels. Although they may be required to use another highway in addition to I-90 or US-209, it is a commonality between all of the sites along the Erie Canal and all the sites along the Delaware-Hudson Canal. By having this commonality, I believe it will make it somewhat easier for those traveling to another site along that particular canal, because they can remember "I have to take Interstate 90 or US-209".

¹⁶ "Driving Directions," *MapQuest*, <http://www.mapquest.com> (Accessed Oct 1 2010)

Cristina Giansante

History:

A flour merchant, Jesse Hawley from Geneva, New York, proposed the Erie Canal in 1805. He didn't like how long it took for goods to travel in and out of the New York Harbor. He was the first and biggest advocate in the idea of the canal system. His business went bankrupt; he faced twenty months in prison where he wrote about his ideas for the canal. New York Governor DeWitt Clinton spoke to the public about Hawley's ideas and bought into them, but many did not like the idea and made a mockery of it. In 1808 the New York Legislature authorized a survey of canal routes, taken by Judge James Geddes, friend of Jesse Hawley. The main promoter of the canal was still New York's Governor DeWitt Clinton but even he couldn't convince President Thomas Jefferson to fund the project federally as he rejected it in 1809. The travel time was slow and expensive and mostly done by draft animals and wagons that would take days. Clinton believed that if the seaboard cities, like New York City, were connected travel time and expenses would be drastically cut and there would be more trade options. Clinton also thought New York was a prime location because of its many waterways and the Mohawk River Valley provided the only gap in the Appalachian Mountains between Canada and Georgia. The idea of creating a canal still seemed farfetched due to the foreign deserted western land in New York and the lack of technology. Clinton had previously been a state assemblyman, U.S. Senator and the mayor of New York so with his leadership and political skills he persuaded New Yorkers to sign onto this construction in 1810. The canal was to be approximately 363 miles long, starting at the beginning of the Hudson River and ending at Lake Erie in Buffalo. The channel was to be made 40 feet wide and just 4 feet deep. The canal was put on hold due to the war with Great Britain in 1812-1815. The war also proved how badly Americans needed transportation from the east to the west.

Ground broke on July 4, 1817 in Rome, New York. Even though President James Madison denied federal funding the state backed the canal. Benjamin Wright was chosen to be one of the three engineers to design and build the Erie Canal. He was the chief engineer and directed all construction. Through the construction many workers died of malaria and pneumonia while working in swamp areas up north. The canal opened on October 26, 1825. There were huge celebrations across New York. Clinton and other high social ranks boarded boats in Buffalo and headed to New York City. The 11-day trip ended with Governor Clinton pouring water from Lake Erie into the sea to “wed the waters” together. DeWitt Clinton died on February 11, 1828, 3 years after the canal was completed and right before he saw all the wonders of it become true.

The canal was enlarged from 1835-1865 for bigger ships to pass through.

Prior to the Erie Canal, New York City was the 5th largest seaport, but by 1840 it was America's busiest by far. Wheat, coal, lumber, iron and salt were all being shipped down while settlers were being shipped up to new lands.

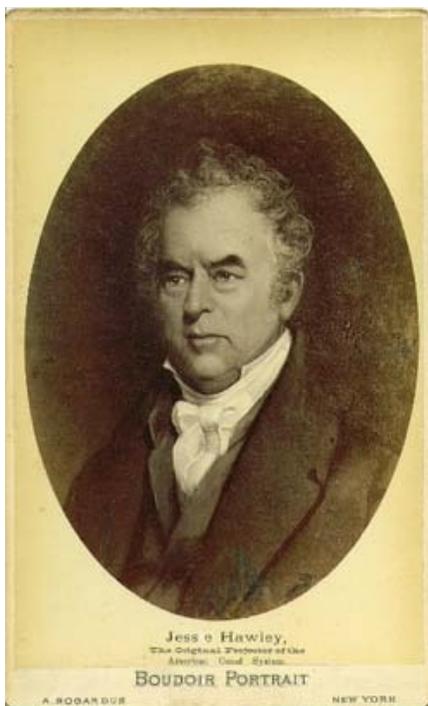


Within twenty years the state made all of the money back from construction and took in a little more than \$42 million more before tolls were abolished. Cities on the canal were booming with life, populations were skyrocketing.

From 1905-1918 the New York State Barge Canal was built with more natural waterways but using some parts of the Erie. The start of the 1920's was the final call for the canal as it was slowly filled in and paved over. By 1990 most of the canal was paved over and made into a recreational trail, Canalway Trail in Albany that is now used for excursions and a different way to view the rich colonial

American history. Although it is mostly gone, it is not forgotten, the United States Congress designated the Erie Canalway National Heritage Corridor to show how important the canal system was and how it influenced and positively changed New York. It is known as one of the most successful man-made waterways and a spectacular work of civil engineering art in North America. ¹⁷

Key leaders:



Jesse Hawley was born in 1782 and was a flour merchant in Geneva, New York. He was the first supporter of the Erie Canal, especially because of his business. Shortly after 1805 his business went bankrupt, he faced twenty months in prison where he wrote daily under his pen name, Hercules. He wrote about how to build the canal and even cited information he found about European canals and their success. Once he was released from jail New York Governor DeWitt Clinton gave Hawley the credit of the Canal System idea. No one in the past had ever put thought into creating a traversable waterway and found it to be a farfetched

idea. Luckily Hawley had one believer, DeWitt Clinton, and that's all he needed to watch his dreams become reality. Hawley shared many of his ideas with James Geddes who ended up being a surveyor of the Erie Canal. To show his gratitude Governor Clinton asked Hawley to make the first speech at the opening ceremony of the Erie Canal on October 26, 1825. He was also invited on board the prestigious Seneca Chief that rode from Buffalo to New York City. Once Hawley's name gained recognition he became village treasurer of his town, Lockport from 1836 until 1842. Hawley died unexpectedly in

¹⁷ E-Podunk. The Erie Canal- A Journey Through History. (Accessed October 1, 2010).

Cambria in 1842 and was buried in Cold Spring Cemetery. He luckily saw most of his dreams unfold and the Erie Canal in full effect. On Cold Spring Road there's a historical marker that says, "Cold Spring Cemetery- Jesse Hawley who first advocated building the Erie Canal in 1805 is buried here. Friend of DeWitt Clinton." ¹⁸

James Geddes was born on July 22, 1763, in Carlisle, Pennsylvania. He was born into a Scottish farming family where he worked for many years. Geddes eventually settled in 1794 in Onondaga Lake. He was a



prominent engineer, surveyor, New York state legislator, and U.S. Congressman. His first surveyed and laid out the village of Geddes in 1807. In the early beginning of the 1800's he became involved in the building of the canal. Since he was a supporter of the canal he was appointed the New York State Surveyor General to find possible routes the canal could take. In 1812 Geddes served as a judge in the New York State Common Pleas Court. Geddes was one of the five engineers chosen in 1816 to supervise the construction of the Erie Canal. He served two terms as a Federalist in 1818 for

Onondaga County then in 1821 he was elected to the U.S. House of Representatives. After he was done with the Erie Canal he helped with other canal commissions. James Geddes died on August 17, 1838 at the age of 75 in Camillus, New York.

¹⁸ Genewich, Bruce and Farley, Doug. 2009. Jesse Hawley. (Accessed October 1, 2010).

DeWitt Clinton was born to James Clinton and Mary DeWitt on March 2, 1769. He was educated at Columbia University and worked as a secretary for his uncle, George Clinton, Governor of New York. In 1798 he became a member of the New York State Assembly and the New York State Senate from 1798 to 1802 and then again from 1806-1807. After John Armstrong Jr. resigned, Clinton won by election for United States Senator from New York and served from 1802 to 1803. After he resigned he was appointed mayor of New York City in 1803. He served three terms as mayor and organized the Historical Society of New York, American Academy of the Fine Arts and was the regent of the University of New



York. DeWitt Clinton was married twice where he accumulated ten children, one serving as mayor of Buffalo in 1842. From 1810 to 1824 Clinton was a member of the Erie Canal Commission and a huge advocate for the creation of the canal. He was persuaded by Jesse Hawley to construct a canal from Lake Erie to the upper Hudson River. In 1812 Clinton ran for President of the United States as a member of the Federalist Party but was defeated by James Madison; he only lost by a mere thirty-nine votes. On July 1, 1817, Clinton became the sixth Governor of New York where he was re-

elected in 1820. Clinton died on February 11, 1828 in office. He was originally buried in the Clinton Cemetery but was later moved to the Green-Wood Cemetery in Brooklyn, New York. He was known for being a leader and improving many things such as public school systems, modifying laws, and helping make the Erie Canal happen.¹⁹

¹⁹ Envisum Inc. 2000. De Witt Clinton. (Accessed October 2, 2010).

Benjamin Wright was born on October 10, 1770, in Wethersfield, Connecticut. Wright's father, Ebenezer, was an ex-lieutenant of Washington's Continentals and faced debt troubles. Due to his father's debt he received barely any schooling. Fortunately for Benjamin Wright his uncle Joseph taught him as much as he could about law and surveying. Later in his life he moved to Rome, New York, where he was in great demand as a surveyor due to his high reputation he established for himself. Wright was chosen to be one of the three engineers to design and build the Erie Canal. He was the chief engineer and directed all construction to what would be the greatest man-made waterway in the world. The first boat that traveled on the canal was named in his honor. After the Canal was created he was demanded all over the country and Canada. The Wurts brothers approached him to survey the route of the Delaware and Hudson Canal. In addition to his engineering work he was elected to the New York State Legislature in 1794 and appointed as a New York Country Judge. He married his wife, Philomela Waterman on September 27, 1798 and had nine children, 5 of which took his role in becoming civil engineers. On August 24, 1842 Benjamin Wright died at the age of 72. He is buried in the New York Marble Cemetery in Manhattan.²⁰



History:

William Wurts, a Philadelphia businessman enjoyed exploring the northeast region on his free time. During one of his trips he noticed and found interest in a blackish rock. After thorough research of this rock he became one of the first explorers of the Coal Region. Due to the War of 1812, America had essentially no supply of coal, which created an energy crisis, because most of it came from England.

²⁰ FitzSimons, Neal. Father of American Civil Engineering, Benjamin Wright. (Accessed September 30, 2010).

Wurts went back to Philadelphia and told his brother Maurice, about his discovery and the potential value behind this rock. Finally, after convincing his brother to make the trip to see his discovery they invested. In 1812, the Wurtses began buying large pieces of land in which they extracted a large amount of coal. Unfortunately they were losing a lot of large pieces of coal due to the terrible waterways on their way back to Philadelphia. The recent success of the newly built Erie Canal inspired the brothers to create one of their own. They wanted to create a river that went through Shawangunk Ridge, the Catskill Mountains and to the Hudson near Kingston, New York. This would be the first long distance transportation route in America, and an extremely profitable one to say the least.

In 1823 the Wurts brothers were given permission by the Delaware and Hudson Canal Company to construct the canal. On April 23, 1823 New York passed the law to grant permission for the canal and on March 13th Pennsylvania also granted permission. The Delaware and Hudson Canal Company hired engineer Benjamin Wright and his assistant John Jervis, who were in charge of creating the Erie Canal, to survey and plan the route. The estimated cost was nearly 1.6 million dollars at the time, therefore, investors were tremendously needed. The Wurts brothers decided to show off the coal at a local coffeehouse, the Tontine, on Wall Street in 1825. The viewers loved the coal and the idea of the Canal and oversubscribed in hours; The Canal was off to a rapid start. This was America's first privately owned million-dollar job.

On July 13th, 1825 ground was finally broken and after 3 hard years of labor using only picks, shovels, draft animals and blasting powder by 2,500 men, the canal was finally opened in October of 1828. The canal began at Rondout Creek, where the creek fed into the Hudson River in Kingston. It flowed southwest into Port Jervis on the Delaware River from there it ran northwest into the New York side of the Delaware River crossing into Pennsylvania. The finished canal ran a total of 108 miles from Honesdale to Kingston. The elevation changes totaled to 1076 feet, which surpassed and nearly doubled

the Erie Canal's. The canal was originally 4 x 32 and was crossed by 137 bridges and had 26 dams, reservoirs, and basins.

By 1832 the Canal had already carried 90,000 tons of coal and 3 million feet of lumber. All the profits that were made were invested into improving the canal so that larger ships could pass through to excel trade and transportation. Aqueducts were also built to help cut several days off the travel time and to reduce the risk of accidents. Many towns were created because of the frequent stops made on the canal. These towns took names from the canal executives such as "Honesdale" (Phillip Hone), "Wurtsboro" (Wurts brothers), and Summitville (the highest part of the canal). The Delaware Hudson Canal was a large source of employment and successfully stimulated the growth of New York City. Although New York City was far to get to, with the help of the canal the city developed at the same pace as other cities. Many people benefitted from being a part of the creation of the canal, including Philip Hone who was the Delaware Hudson Canal Company's first president and mayor of New York City. John Roebling's experience in building the canal also helped him create and build the Brooklyn Bridge.

After the end of the season in 1898 the Delaware Hudson Canal Company drained the canal. Later that summer Samuel Coykendall purchased the canal to use as a water supply resource. Unfortunately after that failed the canal was never used again.²¹

Key Leaders:

Philip Hone was born in New York City on October 25, 1780 to German immigrants. Hone became wealthy in the auction business and was a supporter of the Whig Party. He was the first President of the

²¹ Levine, David. 2010. How the Delaware & Hudson Canal Fueled the Valley. (Accessed September 29, 2010).

Delaware and Hudson Canal Company in 1825 and 1826. In 1826 Hone was elected as a Whig and served one term as Mayor of New York City. After his time as being a mayor he became extremely socially active and had major events, some of which that changed the city for the better. He was a highly successful merchant and founder of the Mercantile Library Association as well as the Clinton Hall Association. He was known for the detailed diary he kept from 1828 until his death on May 5th, 1851.²²

John Bloomsfield Jervis was born on December 14, 1795 in Huntington, New York. He grew up in Rome, New York where he was hired to work on the Erie Canal as an axe man in 1817. While he was at work he would observe and study engineering. By 1827 he had gained his role as the Chief Engineer for the Delaware Hudson Canal Company. Jervis was known for his most famous work in 1830, the Croton Aqueduct that supplies New York City with water. He was the leading consulting engineer of his time and a pioneer in the development of canals and railroads. He was the brain behind the 5 earliest railroads in America and the chief engineer of three major canal projects. He was also an author, and founder of the Rome, New York public library. In 1864 Jervis retired where he helped form the Merchants Iron Mill (Rome Iron Mill). On January 12, 1885 he passed away in his home in Rome, New York.²³

Benjamin Wright was born on October 10, 1770, in Wethersfield, Connecticut. Wright's father, Ebenezer, was an ex-lieutenant of Washington's Continentals and faced debt troubles. Due to his father's debt he received barely any schooling. Fortunately for Benjamin Wright his uncle Joseph taught him as much as he could about law and surveying. Later in his life he moved to Rome, New York, where he was in great demand as a surveyor due to his high reputation he established for himself. Wright was chosen to be one of the three engineers to design and build the Erie Canal. He was the chief engineer and directed all construction to what would be the greatest man-made waterway in the world. The first

²² Francis, J. 1898. The Diary of Philip Hone. (Accessed September 29, 2010).

²³ New York Times Online. 1885. A Veteran Engineer's Death. (accessed September 29, 2010).

boat that traveled on the canal was named in his honor. After the Canal was created he was demanded all over the country and Canada. The Wurts brothers approached him to survey the route of the Delaware and Hudson Canal. In addition to his engineering work he was elected to the New York State Legislature in 1794 and appointed as a New York Country Judge. He married his wife, Philomela Waterman on September 27, 1798 and had nine children, 5 of which took his role in becoming civil engineers. On August 24, 1842 Benjamin Wright died at the age of 72. He is buried in the New York Marble Cemetery in Manhattan.²⁴

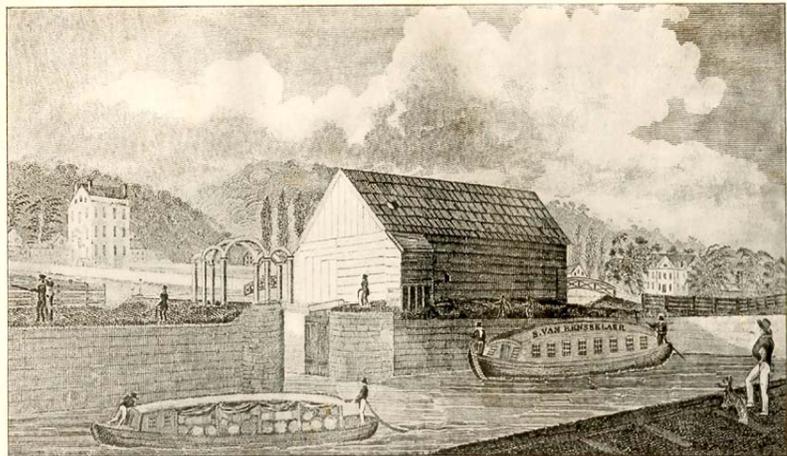
John Roebling was born on June 12, 1806 in Muhlhausen Germany. As a boy growing up he was an excellent painter and drawer. He went to a public school but his mother arranged for him to have a tutor in math and science at Erfurt. When he turned 15 he began attending Erfurt as his primary school. After he finished secondary school he enrolled at Bauakademie, an English building academy, in Berlin where he studied architecture, engineering, bridge construction, foundation construction hydraulics and languages in 1824. He had also developed an interest in natural philosophy and later in his life worked on a paper of how he perceived the universe. In 1825 he started his job for the government working on military roads. During this time he would keep a sketchbook of ideas for suspension bridges. Four years later in 1829 he returned home to work on his final thesis and engineers exam, which he would never take. On may 22, 1831 John and his brother Karl left Germany due to difficult economic times created by the aftermath of the Napoleonic Wars. Upon arrival in the United States, John and Karl purchased 1582 acres of land in Butler County, Pennsylvania on October 28,1831. Economic times were just as rough as they were in Germany at the time so John Roebling picked up farming and started a family. A few years later, in 1837 Karl Roebling died and John returned to engineering. His first engineering work in America was dealing with canal building. In 1848, he was made in charge of constructing four suspension aqueducts for the Delaware and Hudson Canal. Roebling was the head of several future bridge projects

²⁴ FitzSimons, Neal. Father of American Civil Engineering, Benjamin Wright. (Accessed September 30, 2010).

such as railroad bridges but the American Civil War ceased his jobs for a few years. He himself designed the John A. Roebling Suspension Bridge that crosses the Ohio River in Cincinnati. In 1867 he designed one of the most well known bridges, the Brooklyn Bridge which extends over the East River in New York City. While working on the location of where the bridge would stand his foot was crushed by a ferry causing his toes to be amputated. His belief in water therapy made him opt out of further medical treatment. Twenty-four days later, John Roebling died of tetanus on July 22, 1869. His son Washington and daughter-in-law Emily Roebling continued his work on the Brooklyn Bridge. His other sons, Ferdinand and Charles expanded and designed wire ropes and machines. They also founded the town Roebling in New Jersey where their company steel mill was built. His grandson Washington Roebling II died on the Titanic in 1912.²⁵



Jesse Hawley's burial stone



ENTRANCE OF THE CANAL INTO THE HUDSON AT ALBANY, 1823

Reproduction of a print published during the construction of the original canal. The arches over the lock were erected for the celebration commemorating the completion of the Champlain canal and the eastern section of the Erie canal on October 8, 1823.

²⁵ Placzek, Adolf. 1982. John Augustus Roebling. (accessed September 30, 2010)

From Throgs Neck Bridge to Erie Canal Museum, 4 hours 27 mins
(261 mi.):

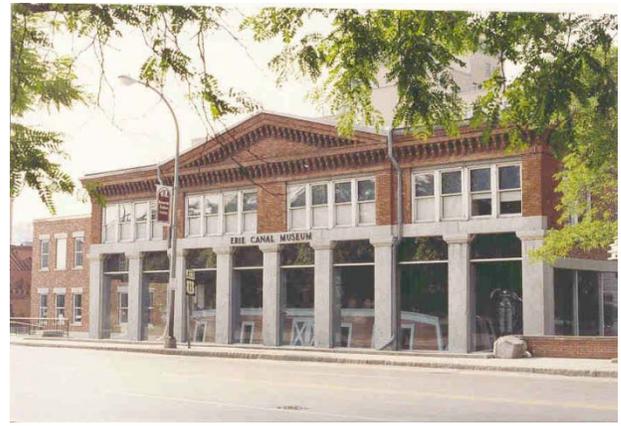
1. Head southeast on I-295 S
2. Take the exit toward **26th Ave**
3. Turn left at **26th Ave**
4. Turn left to merge onto **I-295 N/Clearview Expy**
Partial toll road
5. Take the exit onto **I-95 S**
6. Continue onto **Interstate 95 Upper Level S/George Washington Bridge** (signs for **I-95 S/Trenton**)
7. Take the **NJ-4/I-95 S** exit toward **Hackensack/I-80/New Jersey Turnpike**
8. Take exit **72A** to merge onto **NJ-4 W** toward **Paramus**
9. Exit onto **NJ-17 N**
10. Merge onto **I-287 N/NJ-17 N** via the ramp on the left to **I-87/N Y. Thruway**
11. Take the exit onto **I-87 N/NY-17 N** toward **Albany**
Toll road
12. Take exit **16** to merge onto **NY-17 W** toward **US-6/Harriman**
Toll road
13. Continue onto **US-6 W**
14. Continue onto **NY-17 W**
15. Continue onto **I-86 W**
16. Continue onto **I-81 N** (signs for **I-88/Syracuse/Albany**)
17. Take exit **18** for **Adams St** toward **Harrison St**
18. Merge onto **Almond St**
19. Turn left at **E Genesee St**
20. Take the 2nd right onto **S Townsend St**
21. Turn left at **Erie Blvd E**



Driving Directions:

Erie Canal Museum (Day 1/Night 1)

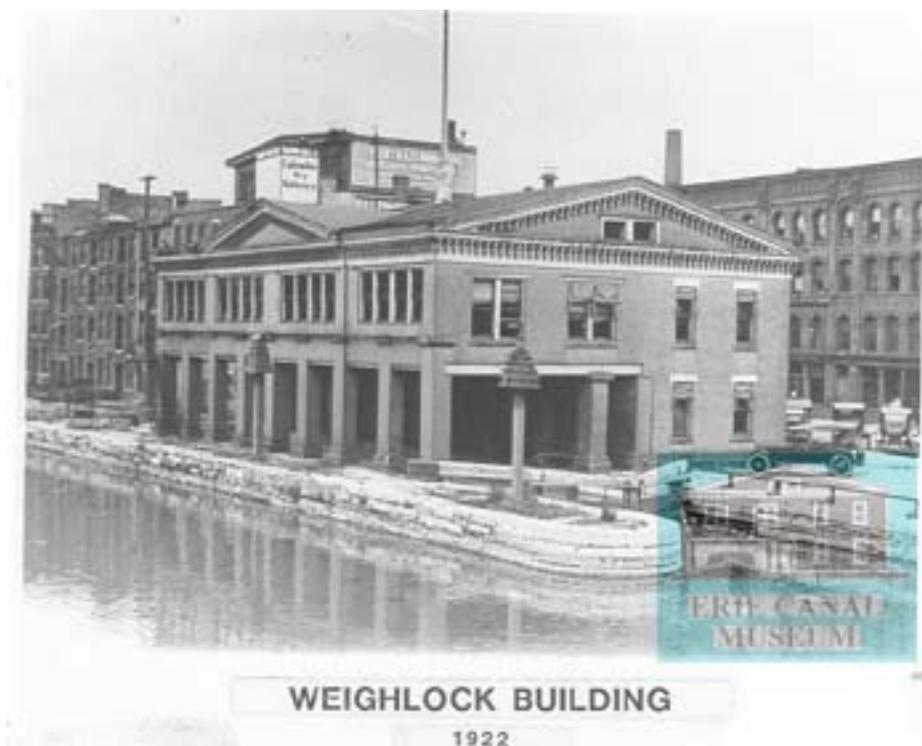
318 Erie Boulevard East
Syracuse, NY 13202-1106
(315) 471-0593
Visit Time: 1 hour
Tour Visit: 11:00 AM
Price: \$5.00 for adults



The Erie Canal Museum is a full gallery that allows the viewers to see what canal life was like. The guided tour includes a short video presentation of the history of the Erie Canal and how the canal developed. The tour guides are all trained in the history of the Erie Canal.

Leave Erie Canal Museum at approximately 12:15 PM
Head to The Steam Engine Exhibit, 11 minutes away (8.8 mi):

1. Head west on Erie Blvd East toward Montgomery Street
2. Erie Blvd E turns slightly right and becomes Oswego Blvd
3. Turn left at James Street
4. Continue onto NY-5W/W Genesee St.
5. Take the ramp onto NY-5 W
6. Take the exit toward Camillus Warners
7. Turn right at Co Road 36/Newport Road
8. Take the 1st right onto Devoe Road



The Steam Engine Exhibit (Day 1/Night 1) Camillus Erie Canal Park

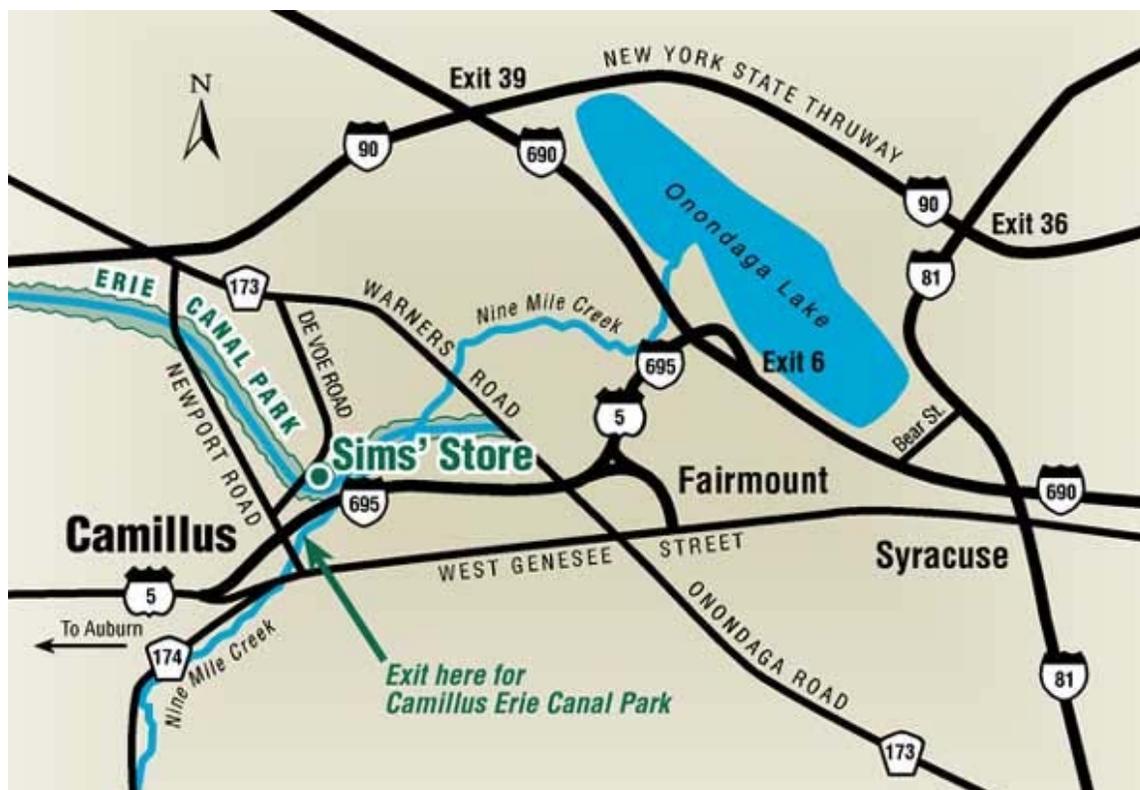
5750 Devoe Rd
Camillus, NY 13031
(315) 488-3409
Visit Time: 30 minutes
Tour Visit: 12:45
Price: Free Admission



Camillus Erie Canal Park offers a variety of exhibits including a 10 mile scenic trail and even boat tours along the Erie Canal but we will be going to the Steam Engine Exhibit where one will get a chance to see a fully restored Steam Engine. Visitors will learn about the technology during this industrious time in America.

Leave The Steam Engine Exhibit at approximately 1:20 PM
Head to Strong Hearts Café for lunch, 13 minutes away (9.5 mi):

1. Head southwest on Devoe Road toward County Road 36/Newport Road
2. Take 1st left onto Co Road 36/Newport Road
3. Turn left onto the ramp to Syracuse
4. Merge onto NY-5 E
5. Turn left at NY-5E/W Gensee Street
6. Turn right at Oswego Blvd
7. Slight left at Erie Blvd E
8. Take 1st right onto S. State St
9. Left at E Genesee St



Strong Hearts Café (Day 1/Night 1)

719 East Genesee Street
Syracuse, NY 13210

Lunch: 1:45PM

Phone: 315.478.0000

Hours (Sat): 10am-2am

Price Range: Approximately \$10.00 a person

Departure Time: 2:45 PM

This hip café is 100% vegan and 100% friendly. They offer breakfast, lunch, soups, baked goods, sandwiches, pizzas, teas, coffees, and amazing milkshakes. Strong Hearts Café supports its local food producers and uses organic food products.



Leave Strong Hearts Café at 2:45 PM

Head to Rome Erie Canal Village, 52 minutes away (45.4 mi):

1. Head east on E. Genesee St. toward Forman Avenue
2. Take the 1st right onto Irving Avenue
3. Turn right at Harrison Street
4. Take the 1st right onto Almond Street
5. Merge onto I-81N via the ramp on the left to I-690 W
6. Take exit 30 for NY-31 toward Cicero/Bridgeport
7. Turn right at NY-31E
8. Turn left at NY-46N



All aboard for the 19th century!



ERIE CANAL
Village

An Outdoor Living History Museum



Rome Erie Canal Village (Day 1/Night 1)

5789 Rome New London Road

Rome, New York 13440

Phone: 315-337-3999

Visit Time: 1 hour

Tour Visit: 4:00 PM

Price: \$10.00 (Adult) \$5.00 (Children 5-17) \$7.00 (Seniors 60+)

Erie Canal Village is an outdoor history museum. Here you can unfold the story of the Erie Canal. There are several structures located at this site that could be found in a village during the 19th century. Visit the Canal Museum for a journey from the pre-canal era to the building of the canal. After, visit the Blacksmith where you can get a taste of the work of a Blacksmith in 1860. Lastly, stop at Bennett's Tavern to sit and relax for a little. Bennett's Tavern was built in the 1850's.

Leave Rome Erie Canal Village at 5:30 PM

Head to The Brewster Inn, 50 minutes away (37.3 mi):

1. Head west on NY-46 S/Rome-New London Rd toward Seifert Rd
2. Turn right at NY-31 W
3. Turn left at NY-13 S/N Peterboro St
4. Turn right at NY-13 S/NY-5 W/Seneca Turnpike
5. Turn left at Genesee St
6. Slight left at NY-13 S/Falls Blvd
7. Turn right at Albany St
8. Turn Left at Forman St
9. Take the 1st right onto Ledyard Ave



The Brewster Inn (Day 1/Night 1)

6 Ledyard Avenue
Cazenovia, NY 13035

Dinner: 6:30

Phone: 315.655.9232

Hours: 5:00pm- 9:00pm

Price Range: Approximately \$31-60.00 per person



Room: Two Double Beds/Shower with lakeside view- \$90/night

The Brewster Inn will serve as dinner, a night's sleep, and its infamous brunch to prepare you for tomorrow's adventure. The Brewster Inn was built in 1890 and was the summer home to Benjamin Brewster who with John D. Rockefeller established the Standard Oil Company.

Sunday Brunch: 10:30am-1:30pm

Price: \$21.00 per person (includes coffee/tea)

The brunch menu features homemade Belgium waffles, scrambled eggs, eggs benedicts, omelets, homemade sausage, bacon, home fries, salads, Crème Brulee', French toast, and an assortment of baked goods.

Depart The Brewster Inn at 12:30 PM

Head to Chittenango Landing Canal Museum, 17 minutes away (11.0 mi):

1. Head northeast on Ledyard Avenue toward Forman Street
2. Turn left at Forman Street
3. Take the 2nd right onto Albany Street
4. Turn left at Farnham Street
5. Continue onto NY-13/Sweetland St.
6. Continue onto Lakeport Road



Chittenango Landing Canal Boat Museum (Day 2/Night 2)

7010 Lakeport Road
Chittenango, NY 13037-9594
(315) 687-3801
Tour Visit: 1:00
Price: \$5.00 (12 & under Free)



During the 19th and 20th centuries cargo boats that were used on the canal were built and repaired on this site. The Museum shows the construction of these boats and how they worked. Through preservation and restoration and of course reconstruction this museum will give visitors the opportunity to get a feel for life during the canal era.

Leave Chittenango Landing Canal Museum at 3:00 PM
Wurtsboro- Days Inn, 3 hours 17 minutes away (191 mi):

1. Head south on Lakeport Road
2. Continue straight onto NY-5 W/Genesee St
3. Slight right onto the Interstate 481 S ramp to Jamesville
4. Merge onto I-481 S
5. Take the exit toward I-81 S
6. Keep left at the fork to continue toward I-81 S and merge onto I-81 S
7. Slight left at I-86 E
8. Continue onto NY-17 E
9. Take exit 113 for US-209 toward Wurtsboro/Ellenville
10. Turn left at US-209 S/Treasure Lake Rd
11. Turn left at Perron Drive



Wurtsboro- Days Inn (Day 2/Night 2)

21 Perron Drive

Wurtsboro, NY 12790

Phone: 845.888.2415

Room: Two Double Beds Room- \$76.50/per night (breakfast included)

Arrival Time: 6:30 PM

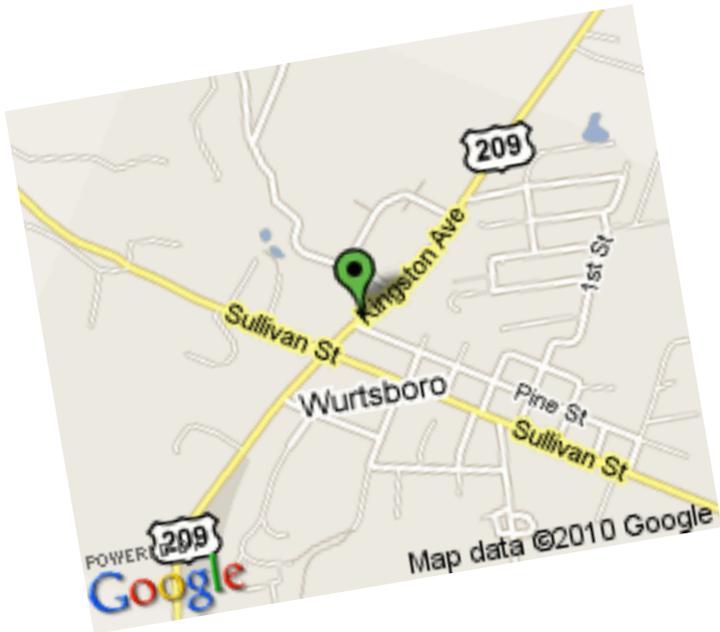
Check in before dinner and refresh if needed.

The hotel is in Wurtsboro because this town is named after the Wurts Brothers who built the canal.

Depart Days Inn at 7:00PM for Dinner

Head to Danny's Village Inn, 3 minutes away (1.0 mi):

1. Head east on Perron Drive toward US-209 S
2. Turn left at US-209 N/Kingston Ave
3. Take the 2nd right onto Sullivan Street



Danny's Village Inn (Day 2, Night 2)

209 Sullivan Street
Wurtsboro, NY 12790
Phone: 845.888.2000
Hours: 11AM- 11PM
Price Range: \$11-30.00 per person

Dinner: 7:10PM

Danny's is a local restaurant that used to be large old colonial house built in the late 1800's. The food style is your typical American diner and they're known for their huge portions. A great bang for your buck and a taste of the local folk.

Head back to The Days Inn after dinner for the night.

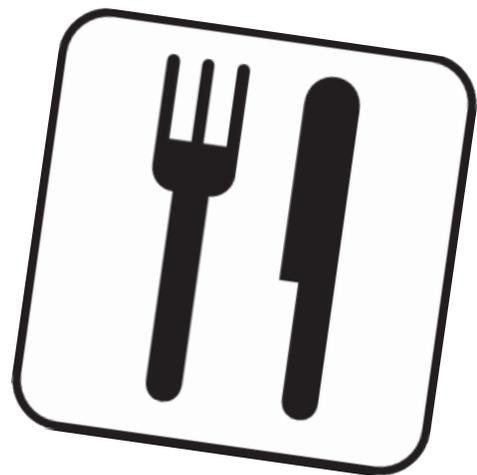
Stop at a local grocery store or deli and pick up lunch for tomorrow!

Depart in the morning for the museum by 11:45 AM

Directions from The Days Inn to The Neversink Valley Museum:

(15 minutes (10 mi.))

1. Head east on Perron Drive toward US-209 S
2. Turn right at US- 209 S
3. Turn right at Hoag Rd.



The Neversink Valley Museum of History and Innovation (Day 3/Night 3)

26 Hoag Road

Cuddebackville, NY 12729

Tour Time: 12:00 PM

Price: \$3.00 (Adults) \$1.50 (Children)

Take advantage of this historic park where the Delaware-Hudson once ran. There's a one-hour self-guided walk along where the workers once built the canal. The Black Diamonds and the D&H Canal show a working canal lock model as well. Picnic under one of the trees on the land!

Depart from Neversink at 2:00 PM

Head to The D&H Canal Historical Society and Museum, 1 hour (41.2 mi):

1. Head northeast on Hoag Rd toward US-209
2. Turn left at US-209 N
3. Turn right at NY-213 E
4. Turn right at Co Rd 6a/Mohonk Rd



The D&H Canal Historical Society and Museum (Day 3, Night 3)

23 Mohonk Road High Falls
New York 12440
Phone: (845) 687-9311
Tour time: 3:30
Price: \$4.00 (Adults) \$2.00 (Child)



Take a walk through the museum and view the artifacts that were used during the canal era. Once you're done indoor head outside to the five locks walk where you can walk through the parts of the Delaware-Hudson route.

Depart and head home! 1 hour 48 minutes (89.5 mi):



1. Head **south** on **Co Rd 6a/Mohonk Rd** toward **Steep Hill Rd**
2. Continue onto **County Rd 6/Mt Rest Rd**
3. Continue onto **County Rd 7/Springtown Rd**
4. Turn left at **NY-299 E/New Paltz-Minnewaska Rd**
5. Take the **I-87** ramp to **Thruway**
Toll road
6. Keep left at the fork to continue toward **I-87 S** and merge onto **I-87 S**
Partial toll road
7. Take exit **15** for **NY-17 S/I-287 S** toward **New Jersey**
8. Merge onto **I-287 S**
9. Take exit **66** on the left to merge onto **NJ-17 S** toward **Mahwah**
10. Take the **NJ-4 E** ramp to **Fort Lee/New York**
11. Keep left at the fork to continue toward **NJ-4 E** and merge onto **NJ-4 E**
12. Take the **I-95 N** ramp to **G W Bridge/New York City**
13. Merge onto **Interstate 95 Lower Level N**
14. Slight left at **US-9 N**
Partial toll road
15. Merge onto **Interstate 95 Upper Level**
Partial toll road
16. Continue onto **I-95 N**
17. Continue onto **Cross Bronx Expy**
18. Continue onto **I-295 S (Crossing Throgs Neck Bridge)**



Guidebook: Erie Canal

Erie Canal Museum

<http://www.eriecanalmuseum.org>

318 Erie Boulevard East
Syracuse, NY 13202

Hours: Open Mon. - Sat. 10 a.m. - 5 p.m., Sun. 10 a.m. - 3 p.m.

*Closed on Christmas and New Year's Day, Easter Sunday, July 4 and Thanksgiving Day. Holiday hours may vary, please contact us for current hours.

Phone: (315)471-0593



Historical Description: The Erie Canal Museum opened October 25, 1962. The museum preserved the life of the last remaining Weighlock Building in the United States. This is a monument to the history of the Erie Canal. The Weighlock Building was preserved by the New York State Department of Public Works until 1954. In 1956 two members of the New York State Canal Society sponsored legislation to give the building to the New York State Department of Education.

The Site: This Museum consists of many exhibits to learn more about the history of the Erie Canal. These exhibits include the Frank B. Thomson Line Boat, Penny Postcard Arcade, Weighmaster's office, Computer Kiosk, Uniquely Syracuse Room, The tavern, Potter Display, General Store, Stonecutters Shed, and the Nineteenth Century Theater Stage.

Directions: **Traveling North on I-81**

Exit at Adams Street, continue straight on Almond Street. After several blocks, turn left onto Water Street. The Erie Canal Museum is located four blocks down on your right.

The Steam Engine Exhibit

<http://www.eriecanalcamillus.com>

5750 Deveo Road

Camillus, New York 13031

Hours: Saturday, 12–4 PM year-round. Free Admission. *May through October*, Wednesday 12–4 PM, Thursday 12–4 PM. Free Admission.

Phone: (315)488-3409



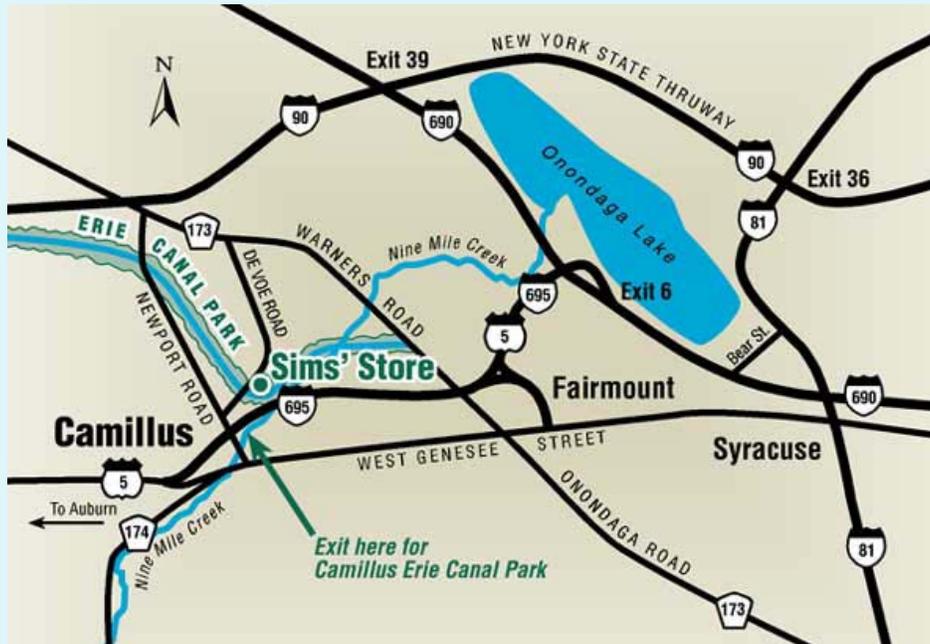
Historical Description: The Stem Engine Exhibit is at the Camillus Erie Canal Town Park which is due to the joint efforts of the Camillus Canal Society, the Town of Camillus, and the city of Syracuse to preserve the manufacturing strength of Central New York. There are also additional engines and artifacts of the region's industry included in the exhibit.

The Site: The area where the Stem Boat Exhibit is located is in the Camillus Erie Canal Park which was established in 1972. There is the main museum which is called, the Sims Store Museum which consists of a canal store, early photos, maps of the canal, models of locks, aqueducts, and canal boats. Then there is the Stem Boat Exhibit which shows a fully restored steam powered plant.

Directions: From the South:

From I-81 North, take the exit for Route I- 690 West towards Baldwinsville(the inter change is in the center of Syracuse) Continue on 690 west to Exit 6(at the State Fair Grounds) Take the right fork ,sign overhead reads 695 to Route 5 West Auburn . Travel about 4 miles west and take the exit marked Camillus/Warners.Just before the exit there is a large green sign Erie Canal

Park. Turn right onto Newport Road (towards Warners) and an immediate right onto DeVoe Road for .2 miles. Park entrance on the right.



Rome Erie Canal Village

<http://www.eriecanalvillage.net>

5789 Rome New London Road

(Routes 46 & 49) | Rome, New York 13440

Hours: Wednesday – Saturday 10:00 a.m. -5:00 p.m. Sunday noon- 5:00 p.m. (The village is closed Monday and Tuesday)

Phone: 315-337-3999



Historical Description: The Erie Canal Village is an outdoor living history museum which reconstructs 19th century settlement which began July 4, 1817 when the construction of the original Erie Canal first started.

The Site: There are three museums which are on the site. The first is the Erie Canal Museum which shows the first proposals for the canal which would create an improved route to the West. The Harden Museum is an exhibit which is a collection of horse drawn vehicles. There is lastly, the New York State Museum of Cheese building which once housed the Merry and Weeks cheese factory.

Directions: From Exit 33- Take Route 365 East to Route 49 West, From Exit 32- Take Route 233 North to Route 49 West, From Exit 31- Take Route 49 West

Chittenango Landing Canal Museum

<http://www.chittenangolandingscanalboatmuseum.com>

7010 Lakeport Road

Chittenango, NY 13037

Hours: May - June: Sat & Sun, 1 - 4 p.m. July - August: Daily, 10 a.m. - 4 p.m. September - October: Sat & Sun, 1 - 4 p.m.

Phone: (315) 687-3801



Historical Description: This area of Chittenango was on the Western frontier in 1817 when the canal construction began. The canal was complete in 1825 and expanded the region westward. The Erie Canal was very beneficial and had a great impact on the area. The growth of Upstate New York communities prospered and expanded the regions ability to trade to further markets with such items as, lumber, grain, and coal and raw materials.

The Site: This area has much to offer. There is a visitor center which everything is handicap accessible. There are adult and children educational programs.

Directions: NYS Thruway Exit 34

Rt. 13 (S) to Rt. 5, turn right (W) at traffic light, travel 6 miles to Chittenango, turn right (N) at traffic light on Lakeport Rd., Chittenango Landing Canal Museum 1/2 mile on left.

NYS Thruway Exit 34A

Rt. 481(S) to exit 3E, Rt. 5 east 10 miles to the village of Chittenango. Go north through traffic light on Lakeport Rd. Chittenango Landing Canal Museum is a ½ mile.

The Neversink Valley Museum of History and Innovation

<http://www.neversinkmuseum.org>

26 Hoag Road

Cuddebackville, New York 12729

Hours: April through October: Friday, Saturday, Sunday, noon to 4 p.m.

Phone: (845) 754-8870



Historical Description: This area is a private, non-profit organization which is historic due to its location. The location occupies the historic canal era buildings in the Delaware and Hudson Canal Park on the Neversink River. Much of the canal was built through the wilderness by only using picks, shovels, blasting powder and the manual labor of thousands of men. In the spring of 1826 there were 200 teams of horses and 2,500 men working on the canal between Cuddebackville and Kingston.

The Site: There are many field trips to this site where there are hands-on canal activities in full-size land-based canal boat replicas. Also there is a one-hour guided walk along the canal to see canal buildings. Another exhibition is the “Black Diamonds and the D&H Canal” which displayed a working canal lock model.

Directions: To get to Cuddebackville Orange County, New York: from Port Jervis, take Rt. 209 10 miles north or from Rt. 17 (the Quickway) take exit #113 and head 10 miles south. The Museum is located in the D&H Canal Park on Rt. 209. A good landmark is the beautiful green iron bridge over the Neversink River just south of the park.

The D&H Canal Historical Society and Museum

<http://www.canalmuseum.org/>

23 Mohonk Road
PO Box 23
High Falls, NY 12440-0023

Hours: The Museum is open to the public from May through October on Saturdays and Sundays from 11:00 a.m. to 5:00 p.m.

Phone: (845) 687-9311



Historical Description: The D&H Canal Historical Society was established in 1966 to preserve and protect the history of the Delaware and Hudson Canal in Ulster County. The museum maintains the Five Locks Walk which is a national historic landmark. The 108-lock waterway carried anthracite coal from Pennsylvania mines to the Hudson River at Kingston, New York between 1828 and 1898.

The Site: The D&H Canal Museum exhibit includes the canal's history, a working model of a lock, a life-sized recreated canal boat cabin, a moving model of a gravity railroad brake car, financial documents, and dioramas of the gravity railroad and canal life.

Directions: FROM NEW PALTZ (NYS Thruway exit 18): After toll booth turn left (west) at the light onto Route 299 (Main St.). Continue approximately 2 miles into the village of New Paltz and out of town over the Wallkill River. Take the first right after the Wallkill onto County Rte. 7-Springtown Road, go 1/2 mile and bear left at the fork onto County Rte. 6-Mountain Rest Road (follow the signs for Mohonk). This route will take you up over Mohonk Mountain and down the other side (about 5 miles). At the bottom of the mountain continue on the same road (County Rte. 6/Mohonk Road) for another 3 miles, heading into High Falls. The museum will be on the right, just before the intersection with Route 213