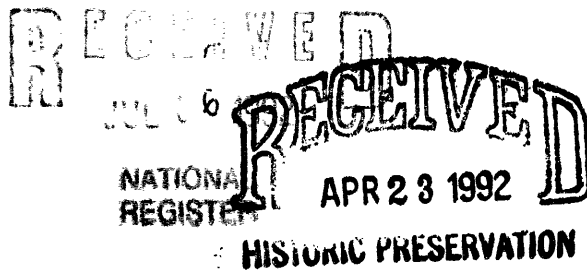


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National Park Service



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.

☒ 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

street & number P. O. Box C

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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

6/23/92
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.

Kathie Anderson
Signature of the Keeper

8/14/92
Date of Action

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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

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 Iroquois 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.

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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 Cochection/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

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community became established on or near the former Minsi village at Cashiegtunk (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 settlers 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 Iroquois 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 vicinity) 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.

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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.

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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. Cochection 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 Cochection. 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

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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 Cohecton, 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

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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 resistant 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

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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 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 Cochection 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

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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 Cocheton sections of the valley, and a nursery operated on the Pennsylvania side above Callicoon until 1988. The Schultz farm, south of Cocheton, 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

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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 devastated 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

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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 Cohecton 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

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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 techniques resulted from development of the Turnpike. Other valley communities, like Big Island declined, as development and trade focused

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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 Cochection'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 original 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 Cochection 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 Cochection 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

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

During this period, central villages including Cochection and Damascus became important commercial centers. The turnpike brought in merchandise to stock stores like McCullough's in Cochection 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 Cochection. 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

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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 structures 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 transom 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

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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

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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 Cochection 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-Cochection-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 Cochection (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

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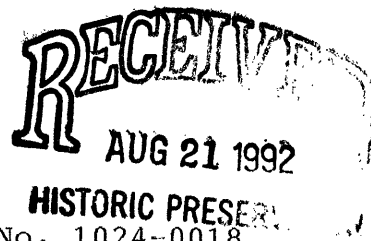
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days when thousands of summer visitors took excursions to nearby Shohola Glen. Other buildings, including Gardner's Store (c. 1849) and Higbee's Store (c. 1850) in Shohola and St. Mark's (c. 1848) and the Church of the Assumption in Lackawaxen (c. 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 Cohecton, 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 Cocheton 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,

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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, Cohecton (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.

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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 Cochection. More modestly scaled examples of the style include the 1892 Dr. Appley House in Cochection, 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, Cochection-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

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(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

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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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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

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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 Cochection. 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-Cochection-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 Cochection railroad station and overlooking the Newburgh-Cochection-Great Bend Turnpike (Context 3, Upper Delaware Transportation, 1614-1942); and Lordville, an important center for bluestone quarrying and tourism, where the

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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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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

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architectural examples satisfying Criterion C. The Curtis-Drake House in Cochection 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 Religious Properties

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.

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The early Methodist and Baptist churches in the valley were generally Greek Revival in style. Later styles included the Mission Style St. James 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 Cocheton) 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

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district must be associated with one or more of the three historic contexts, and must satisfy 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 Cocheton.

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

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commercial, within those districts and elsewhere; this is particularly true in Damascus and Cochection, where buildings related to the Newburgh-Cochection-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 Cochection 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 Cochection 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,

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

IV. Registration Requirements

Properties evaluated in this category outside the historic district must demonstrate 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 are 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.

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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 Commercial Properties

II. Description

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

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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 Cocheton. 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 originally 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-Cocheton-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.

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

Several of these buildings 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 Cochection, 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 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 austere classic Stalker School to the picturesque Victorian Milanville School. The buildings at Hankins and Milanville are among those which have been converted to residences, with varying loss of interior integrity. The

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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 isolation 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 is 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

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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 vicinity of the present village of Milanville, was the site of one such encounter. The blockhouse associated with that attack and another blockhouse at Cochection 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 occurrence, 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

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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.

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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.

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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

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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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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).