

EIGHTH
EDITION

Guide to the

DELAWARE CANAL



60 miles of fun and adventure

Willis M. Rivinus

Photographs by
Louis Comfort Tiffany

Guide to the
DELAWARE CANAL

Along the Delaware River
Between Bristol and
Easton, Pennsylvania

Willis M. Rivinus

Photographs by
Louis Comfort Tiffany

Route Maps by
Edith C. Smith



Louis Comfort Tiffany contemplating alternate means of travel along the Delaware and Lehigh Canals in 1886.

Tiffany photos used with permission courtesy of Pennsylvania Canal Society Collection, National Canal Museum, Easton, Pennsylvania

RECOGNITION

In 1974 the Delaware Canal was listed on the National Register of Historic Places, and in 1978 it was designated a National Historic Landmark.

The Delaware Canal towpath was recognized in 1976 as an official hiking trail by the Boy Scouts of America, Bucks County Council.

The Delaware and Lehigh Navigation Canal National Heritage Corridor between Bristol and Wilkes-Barre was established by the U. S. Congress and signed into law by President Ronald Reagan on November 18, 1988. The Corridor has since been declared a State Heritage Park.

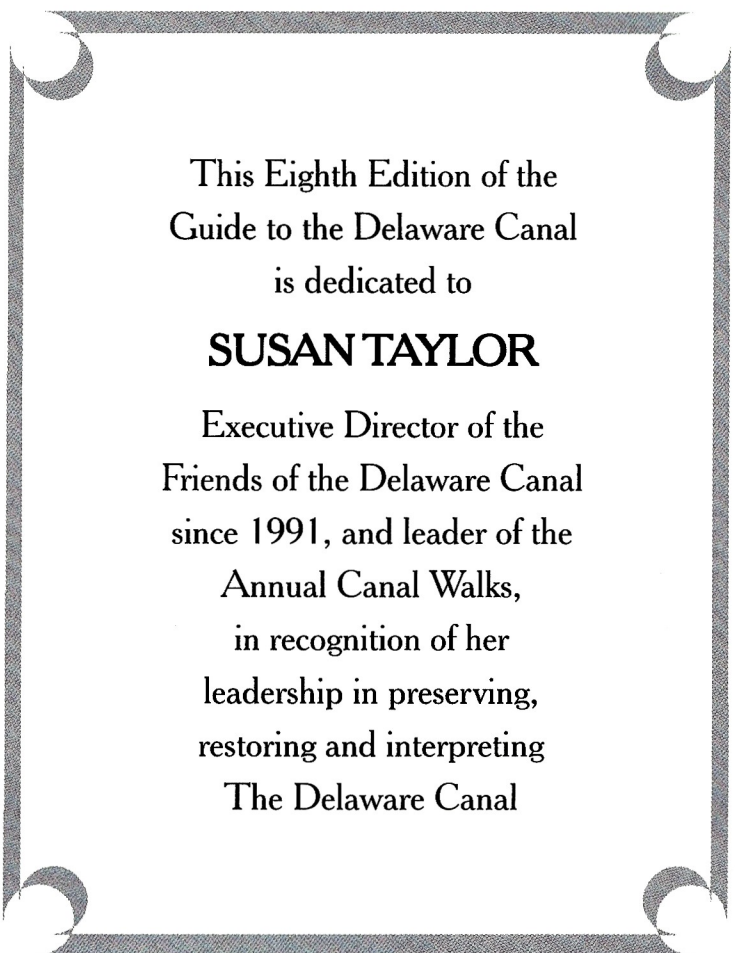
The Commonwealth of Pennsylvania designated Routes 32 and 611 along the Delaware Canal as the Delaware River Scenic Drive in December of 1988.

In 1990 the U. S. Secretary of Interior designated the Delaware Canal towpath a National Recreation Trail.

The Friends of the Delaware Canal were winners of the "Take Pride in Pennsylvania" award in 1988, 1989, 1990 and 1991 for their efforts to preserve, restore and interpret this landmark. They earned the "Take Pride in America" First Prize award in 1990 and attended a reception at the White House in Washington. They were Finalists in the 1988, 1989, and 1991 awards.

In 1993 the canal towpath from Morrisville to Bristol became a segment of the East Coast Greenway, a Maine-to-Florida hiking trail.

In 1995 "Scenic America", a conservation organization based in Washington, DC, named the Delaware River Scenic Drive (River Road) as one of America's "10 Most Scenic Byways".



This Eighth Edition of the
Guide to the Delaware Canal
is dedicated to

SUSAN TAYLOR

Executive Director of the
Friends of the Delaware Canal
since 1991, and leader of the
Annual Canal Walks,
in recognition of her
leadership in preserving,
restoring and interpreting
The Delaware Canal

HISTORY

The canal era marked the beginning of the greatest period of expansion in American history. We had just won a war of independence from the most powerful colonial empire in the world. Not only had we thrown off the political and economic controls of England, but we had proven that the intellectual theories of life, liberty, and the pursuit of happiness, which had been bandied about Europe for a century, could be made to work in the real world - in the New World!

America at the outset of the nineteenth century offered almost limitless opportunities. The new nation had just won its second war of independence from England in 1812. The land to the west was so vast it had yet to be measured and mapped. There were no political enemies in any direction. New natural resources, such as coal and iron, were being discovered in limitless supplies to revolutionize the way people had lived for thousands of years. The demand for labor to develop the new country was so great that America easily absorbed waves of immigration from a battle-weary and politically-torn Europe. To keep pace with the expansion, capital markets were being created to provide spending money now in return for the promise of huge profits sometime in the relatively foreseeable future.

In this burgeoning environment man was limited only by his imagination, his skill in organizing his fellow men, and by his ability to mold the physical world to his goals. In this era of American expansion the system of canals which grew up along the East Coast marked the greatest earthmoving project the world had seen since the Middle Ages.

William Penn and George Washington were among the first to visualize the potential of canals for the low cost movement of people and supplies. Penn included a series of canals in the late seventeenth century plan for his colony. A youthful George Washington did some of the early survey work for what became in 1850 the Chesapeake and Ohio Canal.

But, it was the Erie Canal which opened in 1825 that fired people's ambitions. The stakes were tremendous - a whole continent to explore, settle, and exploit! Until 1825 Philadelphia was the largest city in the country, second only to London for population in the English-speaking world. Philadelphia was the business and financial leader, through whose harbor passed the commerce intended for the vast lands to the west. Only the Appalachian Mountains, running diagonally the length of the East Coast, slowed the pace of the Conestoga wagons. When the Erie Canal was dug across three hundred and sixty miles of relatively flat land to connect New York Harbor and the Hudson River with the Great Lakes, the arduous mountain chain was breached. In virtually no time the cost of moving commerce to and from the Ohio Valley was cut in half. Nearly a third of all immigrants entering New York used this route to reach the new towns of Pittsburgh, Chicago, Detroit and the midwest. As a result, the business capital of the country began moving from the Delaware to the Hudson River. So great was the confidence of Pennsylvania's legislators in the future of canals - or perhaps it was their fear of competition from New York - that in the mid-1830s they were willing

to obligate three times the state's total annual income for canal projects. These included the Main Line Canal from Philadelphia to the Monongahela River at Pittsburgh, the Union Canal up the Schuylkill River, and the North and West Branch Canals to Wilkes Barre and Bellefonte. Pennsylvania built more than 1200 miles of canals out of the national total of about 4000 miles. The Delaware Canal was important because it supported the 46-mile Lehigh Canal which ran from Mauch Chunk (Jim Thorpe) and White Haven in the anthracite coal region down to Easton, where the Lehigh River flows into the Delaware River. The next sixty miles from Easton to the tidal head of the Delaware River at Bristol below Trenton, New Jersey provided the vital link for the new fuel to reach the thriving markets in Philadelphia and New York.

In 1822 Pennsylvania set up a Canal Commission to design and develop the new transportation network. Five years later the Lehigh Coal and Navigation Company, a privately financed business, was granted the right to dig and transport coal down the Lehigh River to Easton. The same year the state-financed Delaware Canal was started. When it was completed the Lehigh Coal and Navigation Company leased the Delaware Canal, first from the state and later from the independent Delaware Division Canal Company.

The leading figure in the building of this canal system was Josiah White, who conceived and promoted the mining of Lehigh coal and the building of canals to transport the fuel to the big cities. He was a man of tremendous vision and energy who built the first coal railway in the country at Mauch Chunk, designed the easily operated locks on the canals, and sold the Lehigh Stove to encourage city-dwellers to use his product.

Canvass White, no relation to Josiah, had been an engineer on the eastern portion of the Erie Canal. He became Chief Engineer for the Delaware Canal where he developed and patented hydraulic cement, a unique building material which would harden under water. We know the product as Lehigh Portland cement. His work crews using picks, shovels, wheelbarrows, and the occasional horse were primarily Irish immigrants and local farmers on contract. Thomas G. Kennedy was superintendent of the canal's construction and early operation.

The Delaware Canal followed the route of the stage coaches - called in their advertisements "Coachees" - of the Swift-Sure Line from Philadelphia to New Hope and Easton. This route in turn followed the age-old trails of the Lenni-Lenape Indians through the length of Bucks County.

The first half of the way from Bristol to New Hope opened to traffic in 1831. The other half was finished the following year to connect with the Lehigh Canal, completed in 1829. Because of mechanical difficulties a dam and waterwheel were added in 1833 at New Hope to raise additional water into the system.

In the best years just before the Civil War more than 3000 boats traveled down this route moving coal, lumber, building stone, lime, cement, iron and produce to market. On the return trip the canalboats carried manufactured or imported goods. One of the more valuable cargoes downstream was Bushkill Whiskey, made along Bushkill Creek in the Poconos. This was traded for Jamaica Rum which was sold to the folk along the way at a substantially lower rate in spite of having been hauled from the West Indies.

Life on the canal was busy for the nine or ten ice-free months from April through December. The canal was drained for repairs during the icy mid-winter. Two men, or a husband and wife, rode with each canalboat, taking turns driving the mules. At times as many as four mules were harnessed together to produce maximum speed. The boats, standard length 87 1/2 feet and 10 1/2 feet wide and drawing 5 feet of water when loaded, were usually in two sections, called hinge boats or “snappers”, for ease of loading and unloading. Single-piece vessels were called “stiff boats.” The boats moved constantly while meals were prepared on board. Mules, often wearing a small saddle decorated with bells or plumes, were changed at the locks three or four times during the course of a trip.

The run from Easton to Bristol took about forty-eight hours. In the dark the “night hawk” lantern hung on the bow. Fights were common at locks where some boatmen tried to pass others in line. When the loads of coal or iron reached Bristol, they were strung together to be towed by sidewheel steamers to Philadelphia and back. The charge for canal use downstream was approximately a half-cent per ton per mile, with the boats regularly hauling 95 tons per section.

Over the sixty miles the Delaware Canal drops 165 feet through twenty-three locks plus two outlets and two guard locks at Easton and New Hope. It has an average width of forty feet and a depth of five feet. The length includes nine aqueducts where the canal is carried over a small valley or stream. The whole system was built at a cost of approximately \$1,430,000.

In 1855, a peak year for canal transport, 1,276,000 tons of coal moved down the Lehigh Canal to Easton. Some coal was used in the ironworks along the Lehigh River. About 290,700 tons crossed the Delaware River here to go to New York via the Morris Canal. The Delaware Canal carried 755,000 tons, of which 156,000 tons crossed the river at New Hope to enter the Delaware and Raritan Canal bound for Trenton and New York. The balance made its way to Philadelphia.

It is ironic that as the canal era was just getting underway, so also was the railroad era. In 1830 the New Jersey legislature, reacting to pressures on all sides, simultaneously chartered the Camden and Amboy Rail Road as well as the Delaware and Raritan Canal using virtually the same right-of-way. New rail lines grew rapidly in all directions.

As railroads began to compete for freight, the financial return to the state dropped and the Delaware Canal was sold to private operators in 1858, five years after the Belvidere Division of the Pennsylvania Railroad linked Trenton, Lambertville and Milford, New Jersey. From 1866 to 1931 the canal was run by the Lehigh Coal and Navigation Company. With the advent of oil heating and the convenience of truck deliveries, traffic continued to decline until the last paying canalboat passed in December 1931. That year the canal ceased operation and maintenance was abandoned. It can truly be said that the lowly coal boats that plied the Lehigh and Delaware Canals were more important to the economic growth of Philadelphia than all the clipper ships that sailed to China.

In 1934, in the depths of the national Depression, the Delaware Division Canal Company and the Lehigh Coal and Navigation Company gave over all ownership and control of this canal to the Commonwealth. Recognizing that this was the last of the great Pennsylvania canal era, the state rechristened this canal as (Theodore) Roosevelt State Park in 1940. Under the supervision of the Pennsylvania Department of Forests and Waters, later called the Department of Environmental Resources, and now known as the Department of Conservation and Natural Resources (DCNR), Bureau of State Parks, extensive repairs have been made and proper maintenance is assured. In March of 1989 the name of the park was again changed by popular request to 'Delaware Canal State Park'. Through a continuing program of construction and repair the two hundred-odd water flow and traffic control structures are being preserved for all to enjoy.

Floods on the Delaware River are famous, and infamous. When extraordinary rains cause flash floods, the water on the river can rise twenty or more feet in a matter of hours. There are spectacular stories of the great floods of the nineteenth century when canal boats, bridges, and canal banks were washed away. Some of the great floods of the twentieth century are marked on the rock hillsides bordering the canal to show how high the water rose.

Here are some of the great floods:

October 1, 1903	
March 12, 1936	Heavy rains
March 19, 1936	Heavy rains
August 10, 1955	Hurricane Diane
April 10, 1971	Heavy rains
Summer 1972	Hurricane Agnes
June, 1973	Heavy rains
July, 1975	Heavy rains
January, 1996	Snow melt in the Poconos
June 12, 1996	11" downpour in Yardley

Dredging the Delaware Canal has been an on-going project for the State over the past twenty years. The water depth has been increased from a silted low of one foot to the original five feet along most of the route. In the process the canal was restored with a clay liner. Upwards of \$10,000,000 has been allocated by the State over the past ten years for this canal. An additional \$2 million in recreational improvements has been included with red argylite gravel surfacing on the towpath, three restrooms, parking areas, and canoe access points. The park now includes eleven undeveloped islands in the Delaware River.

Major credit for the preservation, restoration, interpretation, and promotion of the park goes to the Friends of the Delaware Canal, founded in 1982. The Friends organization is a successor to the Delaware Valley Protective Association, organized in 1933 by publicist Hal H. Clark, civic organizer Virginia Forrest, and artist William F. Taylor who published the periodical Towpath between 1940 and 1963. The grass-

roots DVPA held art exhibitions down in the New Hope canal locks as a way to protect the canal from being paved over as a highway. In April 1987 the Friends published a Delaware Canal Master Plan which provided the State with a blueprint for preserving and improving the canal park through the two counties and eighteen municipalities. In 1987 the Friends inaugurated the annual CANAL WALKS between Easton and Bristol, sixty miles walked in roughly 12-mile segments over five Saturdays in the fall. The Friends continue to provide leadership, help with maintenance and cleanup, and raise funds for the ultimate benefit of hundreds of thousands of residents and visitors each year.

The Delaware River was a main artery of transportation long before the advent of the canal. Huge log rafts came downstream every spring. From about 1723 the famous Durham boats, named for Robert Durham, engineer and operator of a charcoal furnace which produced pig iron near Easton, carried loads as heavy as twenty tons down to the city. These boats measured forty to sixty-six feet long, eight to ten feet in width, were double ended with flat bottoms, and drew two and a half feet of water when loaded. They were the only boats which could be poled back upstream, and when the breeze was favorable, they used a triangular sail carried on a thirty-three foot mast with a boom of the same length. Going with the current the boats were guided by a pair of eighteen foot steering oars.

It was these Durham boats, of which there were once several hundred in operation, that were hidden behind Malta Island below New Hope to be used by General George Washington and his troops for their raid on Trenton in 1776. So successful was the design of the Durham boat for river transport that it was copied for use on New England rivers as far north as the St. Lawrence. The Durham boat proved inefficient for later use on the canals, so none have survived. However, modern reproductions are on view in the park at Washington Crossing where they are used for the annual Christmas Day Reenactment.

As you walk the towpath, note the new informative and educational signs, at least fifty of them, that are jointly sponsored and erected by DCNR, the federal/state Delaware and Lehigh National Heritage Corridor, and the Friends. And most entertaining, Miles of Mules, a summer 2003 publicity project that also raised funds for its sponsors – the Delaware and Lehigh National Heritage Corridor, based in Easton; the Banana Factory in Bethlehem, the Cultural Council of Luzerne County, and the Michener Art Museum in Doylestown. Along the Corridor from Wilkes-Barre to Bristol, and even in adjoining parts of New Jersey, more than 175 mules were created, adopted, decorated, erected, and subsequently sold at auction.

GENERAL

The Delaware Canal begins in the foothills of the Appalachian Mountains. It traverses the Reading Prong of the Blue Ridge Mountains which cross the river at Easton. These Older Appalachians are among the oldest mountains on earth. The route continues through the Piedmont Plateau of crystalline rock and some limestone which has been cut into gently undulating hills by rivers and streams. In a few places there are terminal moraines left from the last great glacier, some 14,000 years ago. The Piedmont is the fertile farmland so characteristic of Bucks County. Bowman's Hill and Jericho Mountain below New Hope represent Triassic dikes or sills related to the Watchung Mountains and the Hudson Palisades in New Jersey. Finally, the canal reaches the Atlantic Coastal Plain with its heavy deposits of sand, gravel or clay around Bristol.

The level towpath now serves as an excellent trail suitable for easy walking, horseback riding, or bicycling. The canal is also pleasant for canoeing. However, canoeists are advised that none of the locks in the canal now operate, so frequent carries are necessary. In the river there is some "white water" and two dangerous falls, below New Hope and at Morrisville, which should not be attempted.

The canal is sufficiently close to Philadelphia and Trenton for easy accessibility by train, bus, or car. As any casual observer will soon appreciate, the route is steeped in over three hundred years of Pennsylvania history. Yet there are portions of the way where houses cannot be seen and the sounds of modern life are sufficiently distant to give one a true feeling for the primitive beauty which greeted William Penn, James Logan and their followers.

Giant sycamores, tulip poplars, oaks, locusts and willows are often seen, with some attaining the size which must have been common when this was virgin forest. Red cedar is frequent in the center and north of Bucks County. Hemlock is found in ravines and on damp northern slopes. Also common are hickory, beech, red maple, white ash, cherry, black walnut, and elm. Dogwood graces the hillsides spring and fall.

Carp, catfish and perch are caught in the canal. The state annually stocks trout near Morrisville. The river yields in addition small mouthed black bass and some striped bass. The once-flourishing shad fleet, which centered in New Hope and brought in tons of fish each spring, was driven from the river by pollution. Happily, as the river water quality has improved, the shad are making a strong comeback as they return each spring to spawn. Even the famed sturgeon, that once grew to four hundred pounds, are beginning to return.

Birdlife along the route is a rewarding study in itself. Among those which are liable to be seen in any season are the Mallard and Black Ducks, the Night Heron, Turkey Vulture, Sparrow and Marsh Hawks, Ruffed Grouse, various Owls, the Downy Woodpecker, Chickadees, Carolina Wren, Starling, Song Sparrow, Robin, Cardinal and Goldfinch. Sea Gulls are common visitors as they come inland for fresh water. Herons, Egrets, Ospreys, and Whippoorwills are frequent summer visitors, while many Ducks winter here. The river serves as a guide to a great many migratory birds, including the Canada Geese, many of which now nest along the towpath. Listen for the back-

seat driving when the leader of a flight decides to change direction. Ospreys sometimes may be seen nesting on poles near Riegelsville. The quiet traveler early in the morning, or the canoeist whose river route often leads him away from the noise of civilization, will almost always find rich rewards in sight and sound.

Hiking along the Delaware Canal can be done in a variety of plans which have been taken into consideration in the information which follows. One can hike the route with limited camping out and sleeping under the stars. One can travel light, planning to eat and overnight at some of the country inns, many of which have been in operation almost continuously since before the Revolution. In a few the accommodations are clean but modest with little change in decor from the heyday of canal usage. Others have been "modernized" as Bed and Breakfasts to appeal to city visitors out for fresh air in the country. Reservations are advisable in the summer months.

Or, one can take shorter Sunday strolls between various points of interest on the route, connecting with public or private transportation at either end. There are a number of easy and pleasant day hikes that combine canal towpaths on both sides of the Delaware River. Here are two just to start you off. Commence at New Hope, walking north along the Delaware Canal to Center Bridge. Cross the river to Stockton, New Jersey, and proceed south along the Delaware and Raritan Canal right-of-way to Lambertville. Then recross the river to your starting place. This is a walk of about eight miles. Or, start at Washington Crossing in Pennsylvania, walk north to New Hope, cross the river to Lambertville, and proceed south along the D and R Canal towpath to Washington Crossing Park in New Jersey. Then recross the river to your starting point. Again, this is a walk of about eight miles. Or, study the map and create your own route.

Regardless of your method of traveling, enjoy the beauty available and leave it in as good or better condition than it was when you arrived.

THE ROUTE

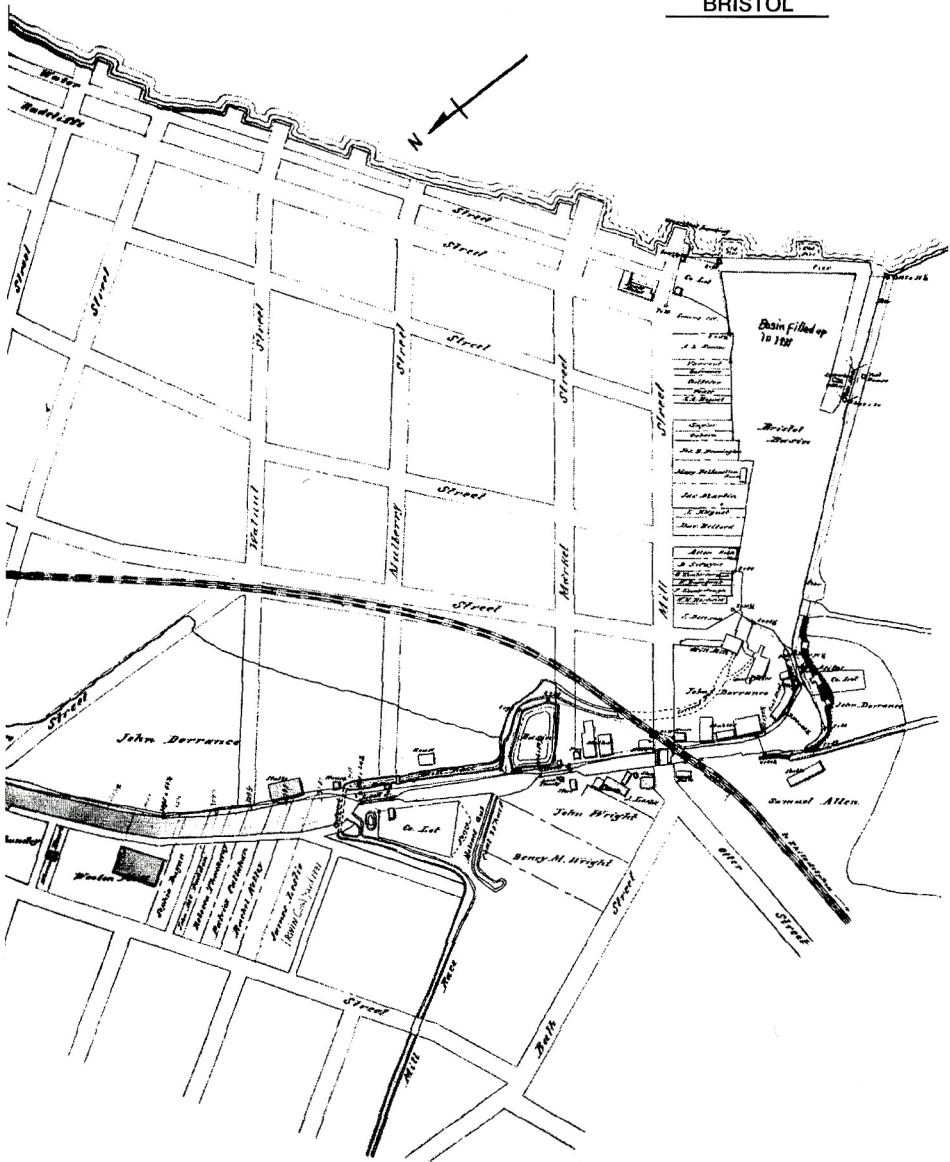
This guide treats the journey with the assumption that most visitors will walk north, away from the population centers. Canoeists following the river will want to drift south. The trip in either direction should be equally pleasant.

BRISTOL

0.0 The Delaware Canal originally started in a lagoon below Mill Street in Bristol.
(58.9) The inlet/outlet to the Delaware River was just south of the concrete ring along the waterfront where a crane used to load and unload canal boats. Nearby is the Bristol Marsh on Otter Creek, one of the last freshwater tidal marshes in Pennsylvania.

The town of Bristol was founded in 1681. It was the county seat of Bucks from 1705 until 1725. Bristol was known by the mid-nineteenth century as a

BRISTOL



Map of Bristol about 1876 showing Locks #1, 2 and 3 of the Delaware Canal. Note the Bristol Basin that was filled in 1931.
Map courtesy of Pennsylvania's Delaware Division Canal by Albright G. Zimmerman.

summer resort for Philadelphians with its spa and health resort, long before Saratoga, New York became popular. One of the major attractions was a racecourse. During the twentieth century World Wars, Bristol became known as a manufacturing center for cargo ships and fighter airplanes. During the twentieth century World Wars, Bristol became known as a manufacturing center for cargo ships and fighter airplanes.

From the Municipal Park and Dock along the Delaware River one can look across to all that remains of a New Jersey amusement park that thrived at the beginning of the twentieth century. Here also one used to watch the huge ore boats from Venezuela making deliveries to the Fairless Works of U. S. Steel a few miles upriver. At this point there is a small boat access area maintained by the Pennsylvania Fish and Boat Commission.

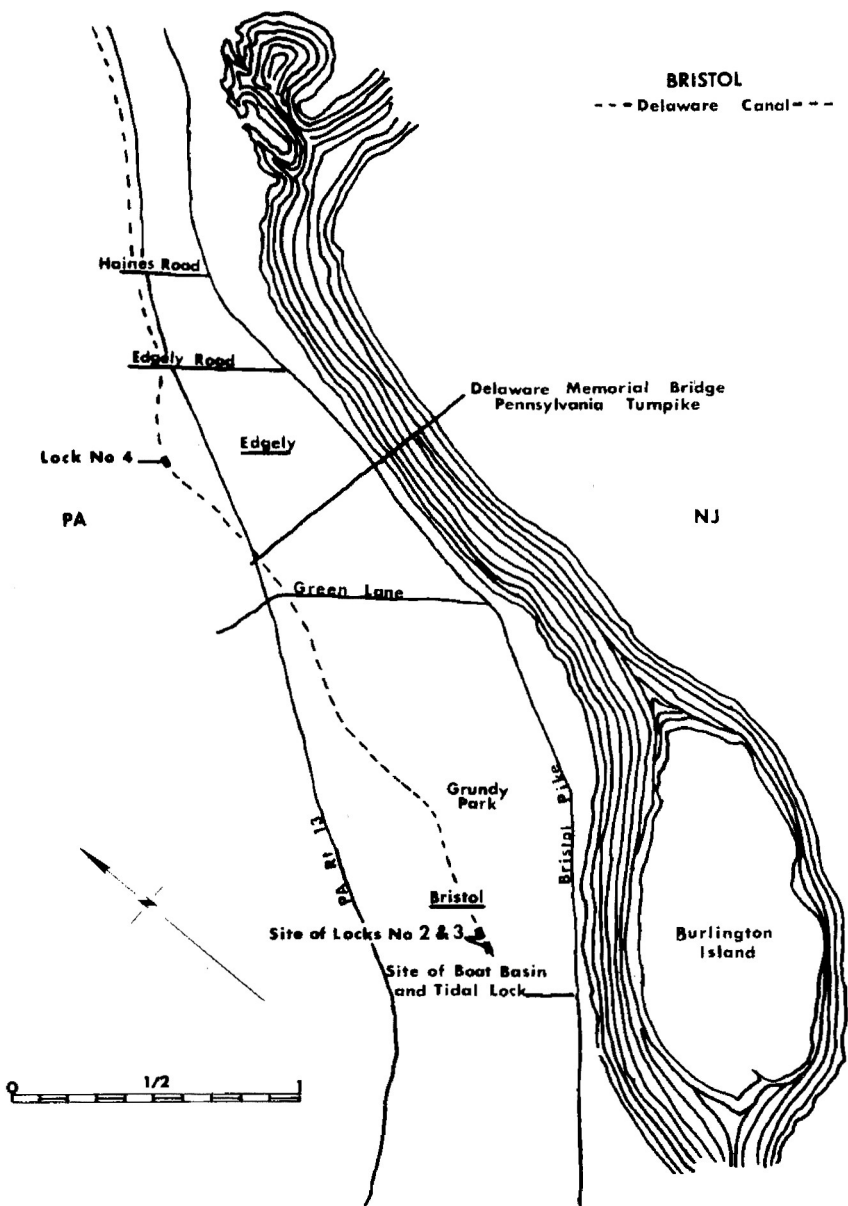
The bust of Christopher Columbus in the Municipal Park commemorates the discovery of America and is the gift of many Italian and Portuguese immigrants who settled this town in the late nineteenth century. Two additional monuments honor the Hispanic and Irish settlers. About a mile up the Canal on the edge of the Grundy Mill lagoon, on the site of the mid-twentieth century ice skating rink, is a statue of Michael Dougherty, an Irish immigrant who won the Congressional Medal of Honor in the Civil War.

The Mill Street lagoon formerly was lined with piers and boat yards. It was in this lagoon that the once active shad fleet used to tie up. At the head end of the lagoon, paved over as a parking area in the 1930s, can be found the rubble remains of the Carpenter Flour Mill that dated from 1701, the oldest remaining structure in Bristol. Here, also, was the first lock which adjusted for the tidal variations in the Delaware River and started canal boats on their way back upstream after passing one of the three toll stations on the Canal.

The route of the Canal turns slightly to the north and follows a course that leads behind the Grundy Tower apartments and past some early factories. The route actually passes under the Warren Snyder-John Girotti Elementary School, built in 1956, and proceeds to Grundy Municipal Park. This park is located a few blocks off U. S. Route 13 and across the Canal from the prominent white Grundy Worsted Mill, built in 1876. The clocktower is listed on the National Register of Historic Places. The complex has recently been restored and is occupied by multiple tenants.

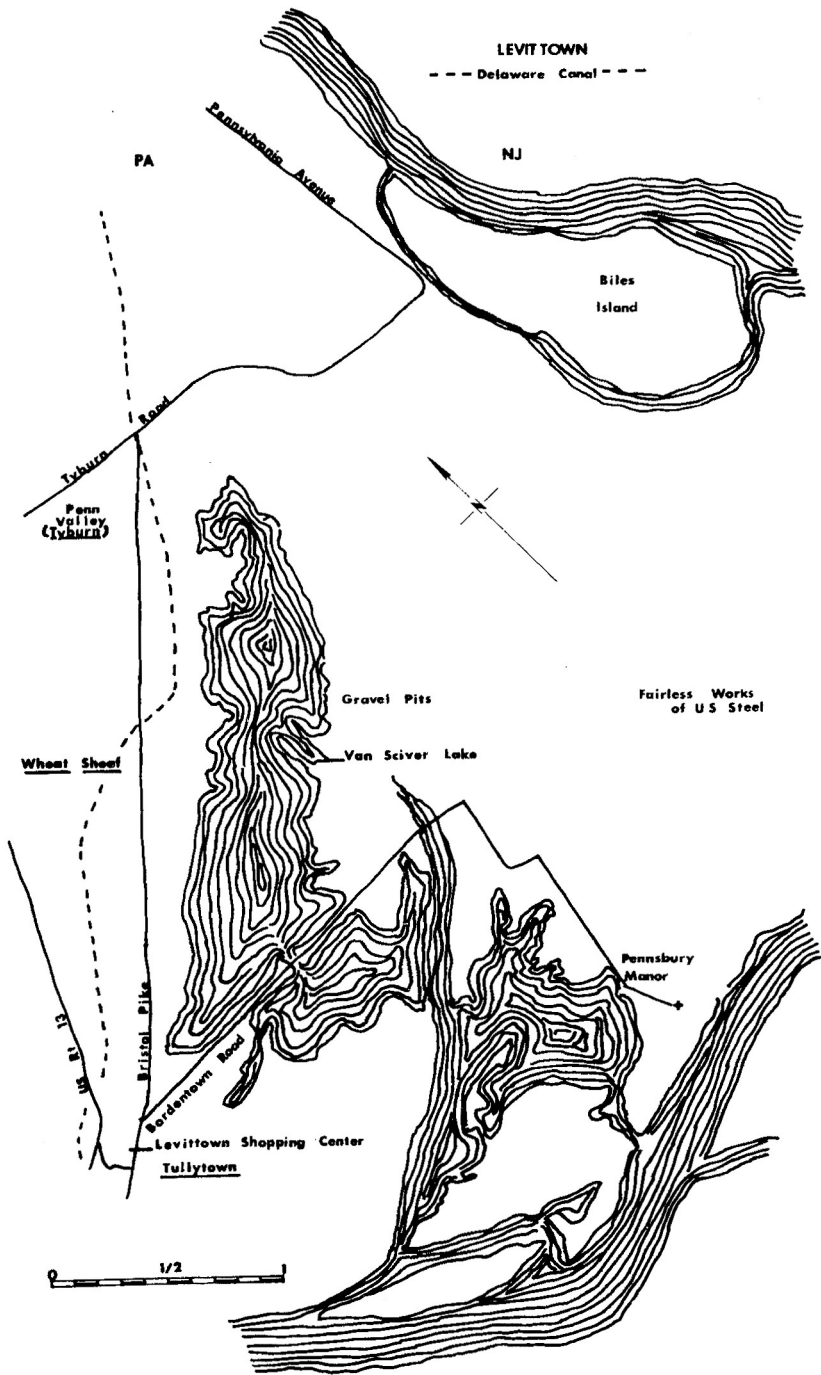
In the center of Bristol at the corner of Radcliffe and Mill Streets stands the King George II Inn, established in 1681. The inn, first known as the Ferry House, later as the Fountain House and Ye Old Delaware House, is now recognized as the oldest continuously operated inn in America. The hotel in its time offered accommodations to Lafayette as well as to Presidents Madison, Tyler and Fillmore on their travels between New York and Philadelphia.

A short walk up Radcliffe Street along the river reveals the series of historic homes. One of the finest in Victorian brick is the Grundy Home Museum and park, named for Joseph R. Grundy, local manufacturer, U.S. Senator and philanthropist.



- 1.1 (57.8) The lagoon in Grundy Municipal Park marks the start of Adams Hollow Run which now drains the canal into the Delaware River. During the late nineteenth century swan boats floated on this lagoon. A major community effort took place in 1997 to dredge and restore the lagoon. The delicate Greek temple which once graced this park has been restored by the Grundy Foundation.
- 1.2 (57.7) The towpath crosses under the Amtrak mainline (formerly Pennsylvania Railroad) just outside Grundy Park. The first nine miles of the canal route tend to run parallel to both the railroad and U.S. Route 13, until they cross the river at Trenton. Because of this and the higher proportion of industrial activity along this section, the route tends to be a little less hospitable and quiet than it is from Morrisville north.
- 2.1 (56.8) The route crosses the Green Lane Road and a couple of minor railway sidings before passing beneath the huge Pennsylvania Turnpike Bridge and over U.S. Route 13. Extreme caution should be exercised in crossing these four-lane highways, as motorists do not expect pedestrians at this point.
- 3.1 (55.8) There follows a quiet stretch where lilies and other aquatic plants abound due to the sluggish flow of the water. Two feeder roads, Edgely and Haines between parts of Levittown and U.S. Route 13, cross the canal by bridge. Many of the Levittown houses back onto the far side of the canal and can be seen in this section. When it was built in 1952, Levittown's 17,000 homes made it the largest housing development in the country. It alone had a greater population than the 46,059 shown for the entire county in the Census of 1830. When they were built, many of these homes sold for less than \$10,000.
- 4.2 (54.7) The canal now runs underground in pipes beneath the parking area of the Levittown Shopping Center but continues its course parallel to the highway. There is strong sentiment in the neighborhood to reopen the canal through the parking lot. Cross Old U.S. Route 13 where it separates from Route 13 just opposite the blue and white Bucks County Courier-Times Building. Again, watch very carefully for motorists.
- One of the most rewarding sidetrips from the canal leads to Pennsbury Manor, a faithful recreation of Penn's country seat built in 1683. Shown, in addition to the finest home in the colony, are the complex of service buildings, orchards and gardens that went to make this a self-supporting community. From here Penn commuted by eight-oared barge down the Delaware River to Philadelphia. Pennsbury is one of the most historic and beautiful landmarks in the state.
- 4.3 (54.6) The four-mile trip to Pennsbury leaves the towpath above the Levittown Shopping Center, recrossing U.S. Route 13 and the railroad bridge into the community of Tullytown from which state highway signs make the route clear.

On the left and right of the canal can be seen traces of the King Farms which used to send great volumes of fresh produce to neighboring metropolitan



markets, before the development of frozen food. Adjoining these fields are the lands and lakes of the Penn Manor Club, a private hunting, fishing, and boating club. This area, along with the marshes between Trenton and Bordertown, is excellent for spotting marsh and shore birds.

- 6.2
(52.7) At Old Bristol Pike, laid out as the King's Path in 1675, is a group of homes formerly known as Wheat Sheaf for the figure of a wheat sheaf painted on the sign of an early tavern. Here the Midway Inn marked the halfway point between Bristol and Morrisville for coach, barge, and trolley in the early twentieth century.

From here the towpath passes some trailer camps before returning to run close to the Amtrak right-of-way. To the right can be seen the dredging operation, washing plants, and dumps of the Warner Company which supplied much of the sand and gravel for concrete construction in Philadelphia, Camden and surrounding communities. Sand and gravel are still being dug as cover for the 'trash mountains' being built by Waste Management Corporation. To the east are the industrial remains of the Fairless Steel Works of USX Corporation. A sign of our times, this huge plant became obsolete and virtually derelict within fifty years of its construction.

This section, now known as Penn Valley, was formerly called Tyburn after that part of London where hangings took place. Near here one Derrich Jonson was convicted of murder and hanged in 1683. By the time of the Civil War the community was visited for its racetrack, no longer to be seen. Tyburn Road is a main route into the USX plant.

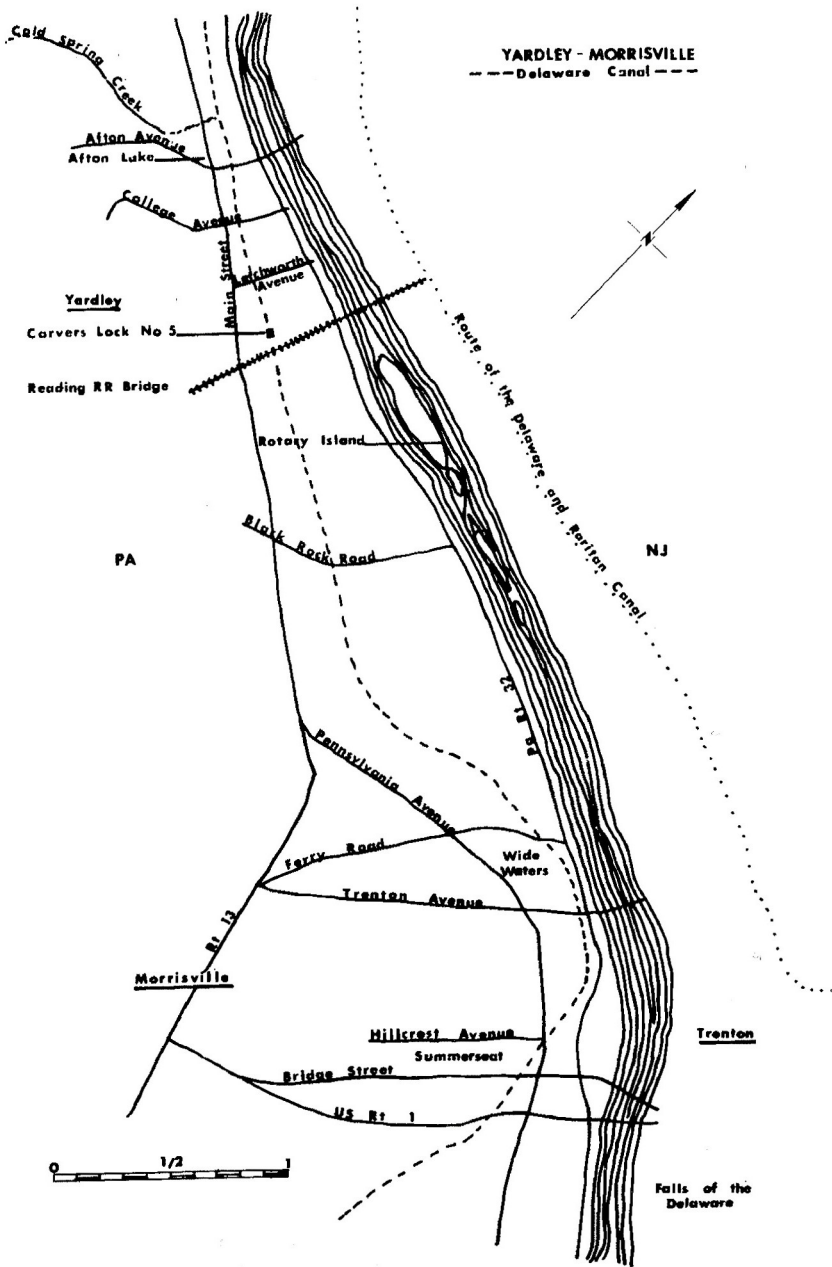
- 7.6
(51.3) Where the canal runs underneath Old Bristol Pike and Tyburn Road, the traveler should pass over the canal to the left at the culvert and cautiously cross the highway intersection near the corner of Penn Warner Industrial Park.

- 7.7
(51.2) The eighteenth century village of Fallsington has recently been restored, just two miles to the west, off the four-lane Tyburn Road. To be seen in this quiet village are two Quaker meetings, a tavern, a log cabin, and a number of fine old homes.

- 8.7
(50.2) The next section of the towpath leading into Morrisville passes a number of new industrial buildings on the far side of the canal. At one point there is a short bypass where the route skirts the railroad bridge carrying a spur line to the Fairless Steel Plant. Keep an eye out for trains.

MORRISVILLE

- 9.3
(49.6) At the entrance to Morrisville the U.S. Route 1 Freeway Bridge crosses high over and slightly encroaches upon the canal at its base. Along this stretch can be seen the half-buried ties left from a railway siding built after the canal ceased to operate. Along the river here is the famous Falls of the Delaware that effectively stifled upriver commerce until the construction of the canal.



The town of Morrisville was named for Robert Morris, financier of the American cause and signer of the Declaration of Independence, who held extensive land nearby. It was near here that the first European settlement of the Dutch West India Company was founded in 1624-1627.

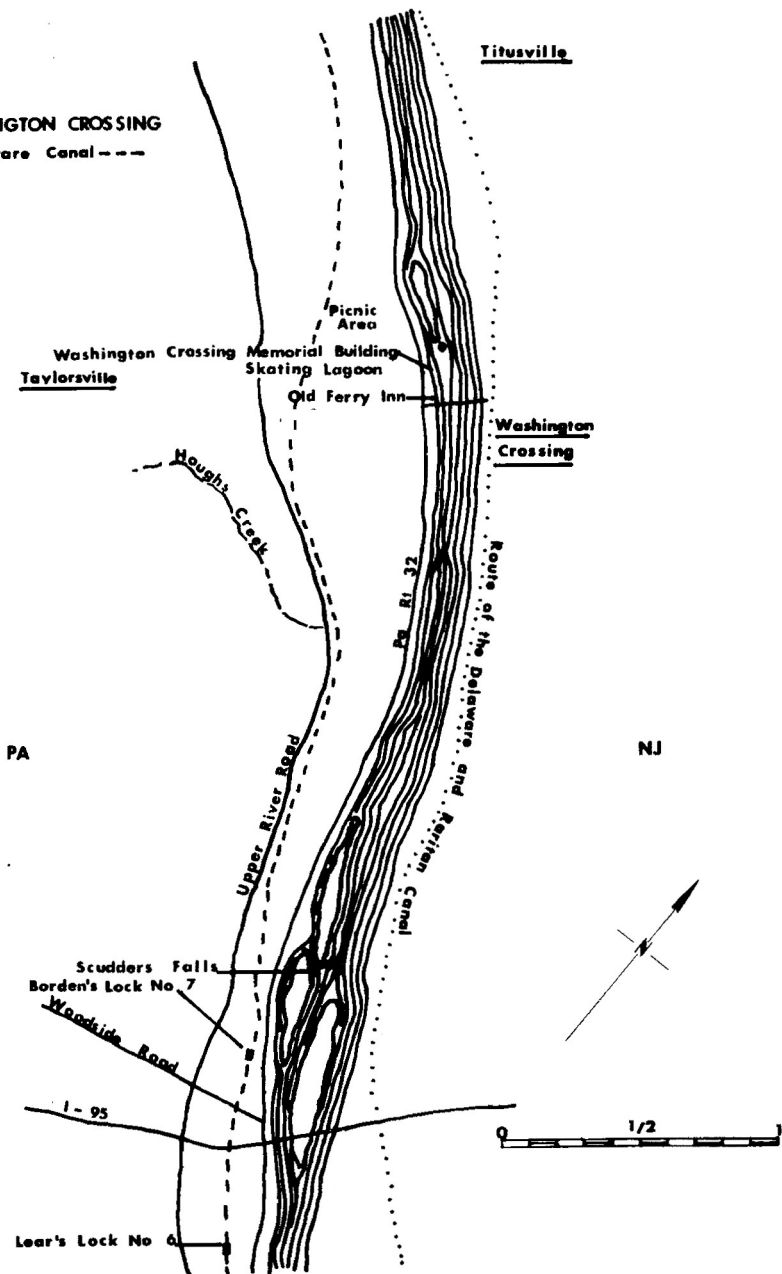
9.5
(49.4) At Bridge Street there is a short detour through the shopping center in order to follow the towpath. Until recently this was the site of the Vulcanized Rubber and Plastics Company which was located by the side of the canal in the late nineteenth century to take advantage of the water and ease of shipping. Their landscaped lagoon used to feature swans next to a plant where the teeth of combs were sawed out and filed by hand.

9.7
(49.2) The Pennsylvania Avenue and East Maple Avenue bridges next cross the canal. Above the latter bridge a clear view of the Trenton State House and new office buildings is particularly good. The Calhoun Street bridge over the river follows in about a block. A new restroom is under construction south of this bridge.

“Summerseat”, a handsome Georgian brick manor house built in 1773 by Thomas Barclay and later owned by George Clymer and Robert Morris, both signers of the Declaration of Independence, crowns a rise of land just west of the Pennsylvania Avenue bridge. The house served as Washington’s headquarters in early December 1776 before he moved his army upriver to prepare for the famous raid of Trenton on Christmas night. To reach the house, which is owned by the Historic Morrisville Society, cross up over the Pennsylvania Avenue bridge, turn left immediately on Hillcrest Avenue for three blocks to Legion Avenue. The house is on the left next to the Wm. Rather Elementary School. This rise of land marks the dividing line which ends the sand and gravel of the Atlantic Coastal Plain and commences the fertile Piedmont Plateau.

10.7
(48.2) From this point on the towpath leaves industrial society to thread its way past stands of giant oak, sycamore, beech and walnut to the fertile valley farms beyond. Back among the oaks can be seen the lower edge of residential Westover section of Morrisville. In this stretch is the longest and widest of the “Wide Waters” where canal boats were tied up for storage during the winter months. Below the canal-bank toward the river is a lush swamp. Many are the types of water lily and aquatic plants found in this region. Near here a beaver lodge marks his unsuccessful attempt to dam up the canal for a new home. The canal is next crossed by Ferry Road and Black Rock Road, where there are picnic tables. Note the attractive park bench, one of seventeen that have been dedicated and installed in memory of the seventeen Bucks County residents who lost their lives in the attack on the New York World Trade Towers on September 11, 2001.

WASHINGTON CROSSING
--- Delaware Canal ---



YARDLEY

13.3 On the Morrisville-Yardley road, about a block from the canal and just below
(45.6) the town of Yardley is the Slate Hill Burying Ground, the oldest cemetery in Bucks County. The earliest headstone was that of Joseph Sharp dated 1698. There are separate sections for black and white burials. Nearby the Yardley AME Church serves the descendents of slaves who settled here at the time of the Civil War.

The old Reading Railroad line between New York and Philadelphia crosses high over the towpath at Carvers, a place named after the lock tender who long lived here. Carvers is located at the southern end of Yardley, called Yardleyville at the time the canal was built. This town was first settled by William Yardley in 1682. His son Thomas, who was married at Pennsbury Manor, started a ferry here which was in operation from 1722 until 1835.

13.5 The Letchworth and College Avenue bridges cross the route before one
(45.4) reaches the Afton Avenue bridge in the center of town. This is the first bridge, starting from Bristol, to have the standard red and white profile of the Camelback, or Warren, truss so characteristic of the canal bridges from here north. To the right near the river is the Yardley Inn, which marks the site of a river bridge which failed during the flood of 1955.

13.8 Note the iron post along the canal at the Louis C. Leedom Lumber Yard.
(45.1) This former ship's mast was brought from Philadelphia by a team of horses and used for years with a bucket rig to unload coal from the canal boats.

14.0 Up in the center of town and about a block north on Main Street is one of the
(44.9) six handsome Yardley houses. This one overlooks Lake Afton created about 1700 on Cold Spring Creek to supply water to the grist mill built in 1727. The mill building was subsequently used as a trolley car barn in the early twentieth century. Now it serves as a small shopping center. Not far beyond this Yardley house on Main Street a narrow right-of-way and the Mary Yardley footbridge returns to the towpath. This bridge is constructed of bungassi, an East African hardwood that resists insects and rot.

15.1 One of the newest spans across both canal and river is the Scudders Falls
(43.8) Bridge, which carries Interstate 95 around Morrisville and Trenton.

15.5 Next on the canal is the lock known as Borden's with its house, long named
(43.4) for its tender. He, like his seventeen fellow lock-keepers north and south, could be routed out at almost any hour of the day or night by the horn of an oncoming canalboat in haste to pass through. Some boatmen had long tin horns or bugles but many used conch shell horns. One family named Keener was known for the quality of its buglers.



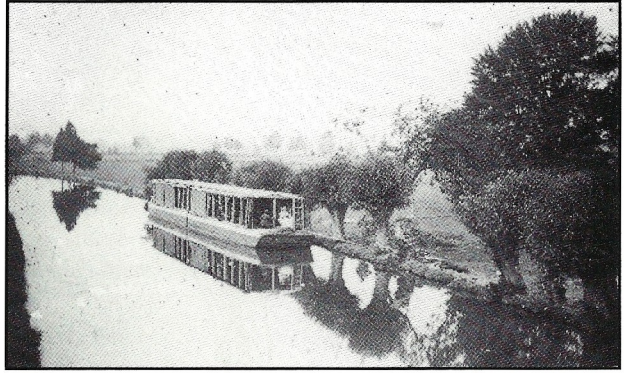
Polly and Molly with young friends

Approaching a lock



Lehigh Coal and Navigation Company managers checking the line

**Two scows
refitted as
cruise ships**



Log of the Good Ship
MOLLY-POLLY-CHUNKER
Showing forth the Perilous and Thrilling
Adventures of her Company in a
Voyage through Strange Countries
Never before Visited by any
Similar Expedition

June 15-29, 1886

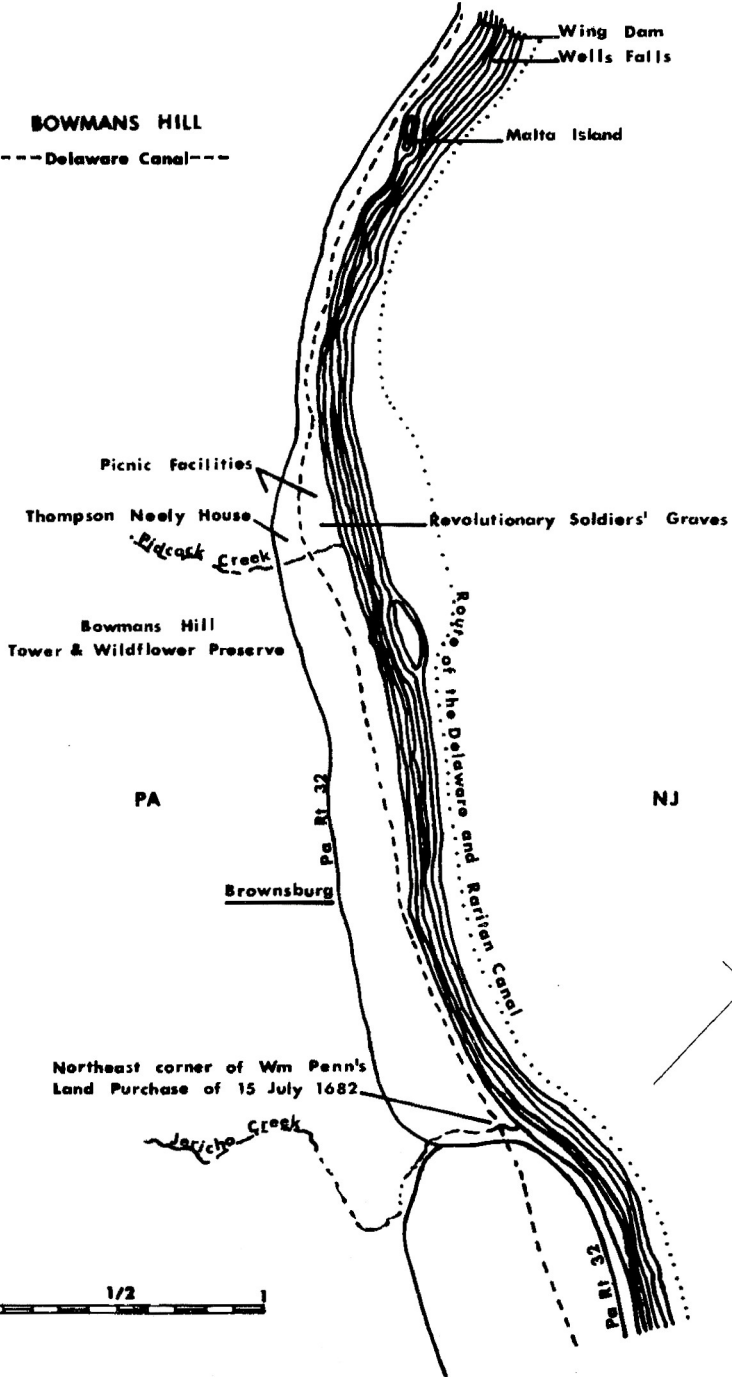
Honorary Artist of the Expedition, Mr. Louis C. Tiffany
In all, fourteen souls, including the cook
Purpose of the Expedition
The Cultivation of the Beautiful and Moral,
And the Extension of Human Knowledge.



**Locktender's
wife and
family**

BOWMANS HILL

--- Delaware Canal ---



- 17.0 The peaceful stretch above, bordering on the valley farmland, is broken only
(41.9) by the aqueduct at Hough's Creek and the typical truss bridges below Taylorsville. From Yardley the canal tends to hug the hills leaving fields and the River Road to its right.

Beginning along this stretch one can occasionally spot level grades, frequently marked with power poles, where the trolley line used to operate at the turn of the twentieth century between Yardley and New Hope. Connecting lines carried the traveler to Trenton or Willow Grove Amusement Park to hear John Philip Sousa play his marches on Sunday afternoon.

WASHINGTON CROSSING

- 17.8 Along the Delaware River at Taylorsville is the lower section of the 500-acre
(41.1) Washington Crossing State Park, maintained by the Pennsylvania Historical and Museum Commission. Here on Christmas night 1776, Washington and 2,400 troops crossed the icy river to achieve one of the major victories of the Revolutionary War by raiding the Hessians in Trenton. Near the Point of Embarkation a copy of the famous painting of "Washington Crossing the Delaware" by Emanuel Leutze hangs in the Memorial Building. While the painting is not totally accurate, it has captured the imagination of generations of Americans.

Close by the Memorial Building are McKonkey's Ferry Inn, now a museum at the bridge, the Washington Crossing Inn, founded in the old Taylor house, restored houses where handcrafts are sometimes shown, and two replica Durham boats. Next to the Washington Crossing Inn is a 30-ton limestone interpretation of Leutze's painting, a Bicentennial gift of the people of Bedford, Indiana.

The Old Ferry Inn was the home of Samuel McKonkey who maintained the ferry. His son William took over the Dutch cottage on the Jersey side, just a week or so before the Crossing to serve as a headquarters on the far side.

The park offers open fields for picnics, ball games, and in winter, a skating lagoon. About a block to the west of the canal in Taylorsville is one of the last fieldstone one-room schoolhouses. It has recently been renovated as a bank.

- 19.1 Approximately two miles above Washington Crossing along the River Road,
(39.8) Route 32, is the David Library of the American Revolution. Here, thousands of books, original manuscripts and microfilms have been preserved by Sol Feinstone, father of Broadway comedian Ezra Stone, who played the part of Henry Aldrich on radio for many years. The collection is probably the finest Revolutionary resource in the nation.

Across the open farmland can be seen the church spires of Titusville on the New Jersey shore. This section of the towpath is marked by ancient sycamores, tulip poplars and maples. Just below here is the Buckland Valley Farms realty development.

20.0 The Lower River Road, running along the banks of the Delaware River, cuts
(38.9) inland to cross the canal midway between Yardley and New Hope at Jericho
Creek. A newly rebuilt aqueduct carries the canal over the creek. This aqueduct
and the one at Yardley are faithful to the original dimensions.

This stream, sometimes called Baker's or Knowles' or Stoney Run Creek, marked the northern boundary of William Penn's first land purchase from the Indians on July 15, 1682. A line was drawn from here inland through Wrightstown as far as the Neshaminy Creek, which flows down the county entering the Delaware River below Bristol. It also was the southern boundary of the infamous Walking Purchase of 1737 by which Thomas Penn gained additional land to beyond Mauch Chunk, sixty-five miles northwest. The agreement with the Indians called for the sale of all the land over which a man could walk in a day and a half. By using the fastest walkers available, the Proprietor's son gained approximately 500,000 acres of the Indians' finest hunting land and ended a period of friendly relations between white settlers and Indians which was unique in the history of the colonies.

BOWMAN'S HILL

21.8 The next guard lock at Pidcock Creek, formerly known as Neely's Creek,
(37.1) marks the entrance to the Bowman's Hill section of Washington Crossing
State Park with its many attractions. First on the right are the graves of a
number of Continental soldiers who died while the army was encamped here.
Their patriotism is given a fitting memorial in the beautifully landscaped
surroundings. Around the base of the flagpole are thirteen stones from each
of the original colonies. Above this area is an extensive picnic and camping
area on the site of an Indian village named Winnahawchunick. This is a favorite
place for Boy Scout encampments.

22.2 By crossing either the wooden or stone bridges, the wayfarer comes to the
(36.7) Thompson-Neely House which served as headquarters at the time of the
Crossing for General William Alexander (Lord Sterling), Captains William
Washington and James Moore, and Lieutenant James Monroe. The building
was started in 1702 and received major additions in 1757 and 1788. Each
section is a good example of an architectural era as the prosperity of the
valley increased. The interior of the house has been furnished with antiques
appropriate to the period. The site is run by the Pennsylvania Historical and
Museum Commission.

Above on Bowman's Hill, which was used by Washington's men to spot
British troop movements in the Hopewell Valley across the river, the modern
observation tower affords a superb view of the surrounding countryside. On
the western slope of the hill are fifteen trails in the State Wildflower Preserve
to display flowers, trees, shrubs and ferns native to Pennsylvania. These one
hundred acres have been laid out and sponsored by various garden clubs and
groups since 1934. On adjoining land is Penn's Woods showing virgin timber
still growing.

The grist mill on Pidcock Creek was built in 1740 and has recently been restored next to a large picnic area. An early copper mine was located at the base of Bowman's Hill on the banks of Pidcock Creek. Although now blocked off at the entrance, it ran about two hundred feet into the hill. Local tradition says that the mine was first discovered by the Norsemen, but it seems logical that the Dutch or Swedes may have been in this area before Penn's settlement.

23.7
(35.2) Just below New Hope the Union Mills Paper Manufacturing Company operated from 1880 to 1971 making insulating paper for electric wire, first from old rope and later from wood pulp and scrap paper. Their operations have filled in the waterway which once separated Malta Island. Today the mill structure has been converted into first-class condominiums, called The Waterworks. This development has been so successful that the builder Tom Scannapieco is now developing six new condominium buildings, appropriately named WaterView.

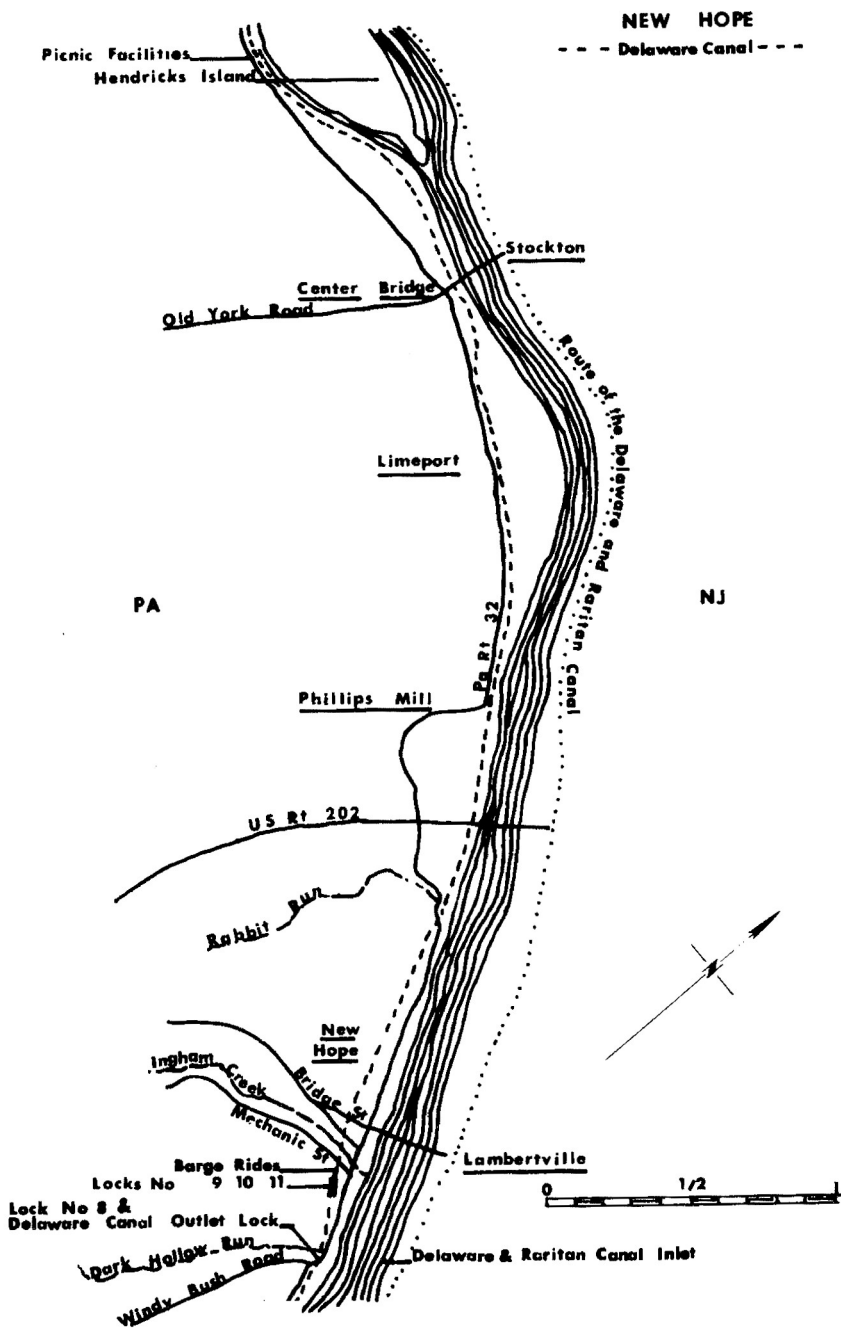
In 1854 an outlet lock was built on the Delaware Canal to allow coal and other boats to cross the river to serve the paper and rubber mills of Lambertville. From here the boats could connect with the Delaware and Raritan Canal leading by way of Trenton, Princeton and New Brunswick to New York harbor at Jersey City. Canalboats crossed the river by securing a sliding hook on a cable stretching from either shore, keeping the bow pointed diagonally upriver toward the opposite side, and using the current of the river to push the vessel across. Chez Odette, built in 1794, was a popular tavern stop at this point.

The Delaware is backed up at Wells Falls by two wing dams dating from 1812. During the early years of the canal it was necessary to increase the water flow in the lower half of the canal, so a waterwheel was installed at the wing dams in 1833 to lift water to the canal. This water also was used to drive the paper mill machinery. Canoeists are warned not to try to run this twelve foot drop of rapids under any circumstances.

NEW HOPE

24.0
(34.9) The toll house and lock tenders' houses mark the beginning of New Hope where Locks Number 8-11 were located. At this half-way stop on the canal was located the only "four lock", passing four boats at a time. Most locks were single, a few were double. The early locks were eleven feet wide by seventeen feet long. In the winter months when the freeze set in, the canal would be emptied for repairs and maintenance. Lock 11, the double lock, is about to be restored to working order by the State.

The site of the town was originally deeded by Penn to Robert Heath in 1700. The road from Philadelphia was extended to Wells', or Coryell's, Ferry, as it was called at the time of the Revolution. The town was renamed after 1790



for Benjamin Parry's New Hope Mill on Ingham Creek which replaced the burned-out original one built in 1761. He likewise owned the Prime Hope Mill in New Jersey. The abandoned New Hope mill came to life again in 1949 as the Bucks County Playhouse. The town was a leading manufacturing center during the early nineteenth century.

24.3 Windybush Road, an extension of Second Street Pike out of Philadelphia,
(34.6) follows Dark Hollow Run to join the River Road just below the bridge over the canal. On the land now occupied by the American Legion Hall a boat building yard once thrived.

The New Hope Canal Boat Company, a modern sightseeing attraction, starts here and takes parties up the canal. Mules, either singly or in tandem, are used here just as they were when the canalboats were filled with coal or freight.

The Locktenders House, restored in 1995, is the headquarters of the Friends of the Delaware Canal. The building features a museum and a small gift shop. Out front are display panels erected by the Delaware and Lehigh National Heritage Corridor, the State Department of Conservation and Natural Resources, and the Friends to explain life as it used to be on the canal. There are more than fifty such educational displays all along the length of the canal. Just below the Lockhouse are five painted murals decorating the foundation walls of a shop that burned. These murals by William Selesnick depict characteristic scenes along the canal. (Be sure to keep a lookout for his trompe d'oeil pictures on the sides of buildings elsewhere in town.)

24.5 The Mechanic Street bridge gives access to many of the fine shops and
(34.4) restaurants for which New Hope is famous. At the corner of Mechanic and Main Streets stands the Town Hall built in 1790. As you pass under the bridges look for the cliff swallow nests, both here beneath the local bridge to Lambertville, and also four miles north under the Center Bridge/ Stockton bridge.

The Parry Mansion, at the corner of Ferry and Main Streets, is an imposing example of late Colonial architecture, maintained by the New Hope Historical Society. The interior has been restored and furnished to illustrate over one hundred and twenty-five years of the Parry family occupancy.

Across Main Street is the Parry Barn, used as an art gallery, and the Bucks County Playhouse. On the opposite corner of Ferry Street is the Logan Inn, pre-dating 1732 and offering fine food and accommodations.

24.6 An aqueduct over Ingham Creek and the Bridge Street bridge come before
(34.3) the canal passes Union Square, a recent redevelopment of a nineteenth century paper bag factory into contemporary shops, a restaurant, the Michener Art Museum displaying the work of the Bucks County Impressionist painters. From here the New Hope and Ivyland Railroad runs a steam train excursion service. The sound of its old-fashioned whistle is frequently to be heard up and down the valley on weekends.

- 25.4 (33.5) The River Road again crosses at Rabbit Run Bridge, an area once known for its abundance of cottontails. Overhead now passes the new U.S. Route 202 toll bridge across the Delaware. Near here the "Big Inch" and other natural gas pipelines cross the river, enroute from Texas and Oklahoma to New York. At this point one of the largest power lines in the country carries electricity from generating plants at the mine head in western Pennsylvania to the metropolitan need around New York.
- 26.2 (32.7) Phillips Mill, built as a gristmill in 1756, was the center of the community's early art colony at the beginning of the twentieth century. A number of the outbuildings, including the cooper shop which produced barrel stays, hoops, and tops for the grist mill, were turned into studios. An Art Show representative of the area has been given in the converted mill each fall since 1929.
- 26.8 (32.1) North of Phillips Mill is a late eighteenth century stone home and the site of early oil tanks. These mark the passing of two industries which flourished separately in their time. First, limestone was dug and burned extensively giving the area its name, Limeport. The remains of two old kilns can be seen from the canal. This lime was used for crop fertilizer and was mixed with sand or mud to make mortar for building construction.
- Later, in 1897, one of the country's first oil pipelines was laid through here from Morgantown, West Virginia, to Bayway, New Jersey. The Tuscarora Oil Company ceased pumping in 1949 when the lines and most of the forty tanks situated here were removed. The constructed stonework along the canal was the foundation for the lime loading and coal unloading equipment.
- A hundred yards farther on a small park has been dedicated to Hal C. Clark, a persistent fighter for the preservation and restoration of the Delaware Canal in the 1930s. By 1957 the Delaware Valley Protective Association, a grass-roots movement of which he was long-time president, claimed 2000 members. Hal was described by a contemporary as an almost irresistible force in support of the canal and of the valley.
- 27.7 (31.2) Center Bridge, halfway between New Hope and Lumberville, was long known as Readings Ferry, named for Colonel John Reading who, in 1711, established the first Delaware River ferry at the northernmost end of Old York Road. Originally known as the Lenni - Lenape Trail, the road was renamed the King's Highway. This was then the major route from Philadelphia to New York. Now it is the site of the Centre Bridge Inn. Across the river in Stockton is the famous Colligan's Inn. Nearby on the canal is a private property named Playwicky after the village of the Lenni-Lenape elsewhere in the county.
- 28.8 (30.1) The canal passes one of the finest native stands of native rhododendron where these plants overhang the hillside opposite the towpath. Picnic tables, outdoor grills, and fresh water are located here in an area dedicated to Virginia Forrest. Among her numerous environmental causes, she is credited with persuading the U.S. Congress to adopt the Bald Eagle as our national bird. She was also a founder of the Delaware Valley Protective Association in the late 1930s in

order to protect the canal from being paved over as a four-lane highway. Just south of the parking area is one of the three restroom facilities along the 60-mile towpath.

Along the River Road PennDOT has installed an innovative retaining wall, consisting of six-inch reinforced concrete slabs that are slid into channels of steel I-beams driven as pilings into the earthen bank at eight foot intervals.

30.0 (28.9) At Lumberton the Cuttalousa Creek enters the river by flowing under the canal. A series of mills once flourished along the creek with the remains of one being used as part of the foundation of the present Cuttalousa Inn. During a portion of the early nineteenth century the community became known as "Hard Times" because of a decline in business conditions. Near here the Lumberton Granite Company used to cut building blocks for Philadelphia's "brownstone" fronts and shipped cobblestones for its streets. Reading Terminal at 12th and Market Streets was built largely with stone from Lumberton. Today on this site which spans the canal Delaware Valley Quarries has assembled one of the largest displays of building stone in the country. Here, also, was the childhood home of General Zebulon M. Pike, for whom Pike's Peak in Colorado was named.

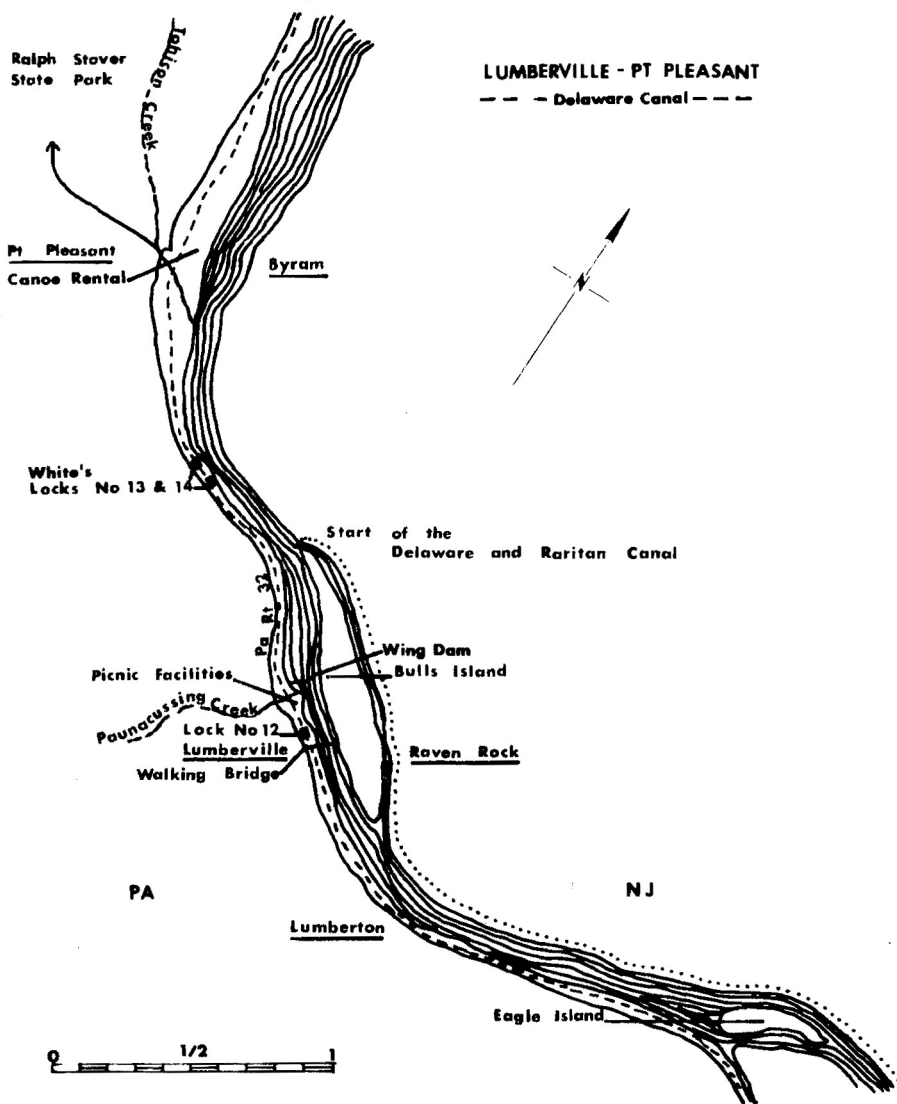
A side trip of about a mile up the road beside the Cuttalousa Inn will reveal one of the most beautiful hemlock and sycamore valleys in this part of the country. It was long the home of the nationally famous artist, Daniel Garber.

LUMBERVILLE

30.9 (28.0) Lumberville, so-called for the saw mill and lumber operations which predated the Revolution, nestles against a cliff of native red shale, known as Stockton sandstone. Early deeds refer to the community as Temple Bar. The well-known foot bridge, built in 1949, connects to Raven Rock, New Jersey. On the Pennsylvania side stands the finest bridge-tender's house remaining on the river. Overlooking both the river and the canal is the Black Bass Inn, founded in 1745. A hundred yards downstream is the 1740 House, a bed-and-breakfast that opened in 1963. The Paunacussing Creek flows beneath an aqueduct in the village. Just upstream on the Delaware there are wing dams constructed to increase the water flow to the Delaware and Raritan Canal in New Jersey. Picnic tables are available here at a faithful restoration of Lock 12.

Above Raven Rock at the upper end of Bull's Island the feeder inlet for the Delaware and Raritan Canal has its beginning. This canal runs along the New Jersey shore to Lambertville and Trenton before turning eastward to Princeton, Somerville and Raritan Bay. An extension below Trenton used to carry boats to Bordentown and the tidewater Delaware.

The days of water transportation are over but the D and R Canal continues to supply vital fresh water to the communities of central New Jersey.



31.5 Devil's Half Acre is the name applied to a location at a narrow point between
(27.4) the River Road and the canal above Lumberville. It was the scene of wild revelries in early days when whiskey was sold here without a license. A private residence here has a fine view of the Delaware through a large studio window. Along this section of the canal can be seen the use of the gabion, a wire cage filled with rock and used to hold the berm banks. The gabion of today is a direct descendent of those used along the Nile in Biblical times.

The next stretch of towpath affords an excellent view of Byram, a summer community on the New Jersey side of the Delaware River. Water sports are particularly popular here.

POINT PLEASANT

32.0 "The Pump," designed to take water from the Delaware River and pipe it by
(26.9) way of a series of lakes to the Philadelphia Electric Company nuclear generating plant at Limerick in Montgomery County, is located just above White's Lock No. 13. This water is also being used to supply communities in upper Bucks County and in neighboring Montgomery County. This end of town was long known as Lower Black's Eddy for a deep pool in the river. A large Indian village was located here when Penn entered Delaware Bay. Recent archeology reveals that this area was occupied at various times for at least the past four thousand years.

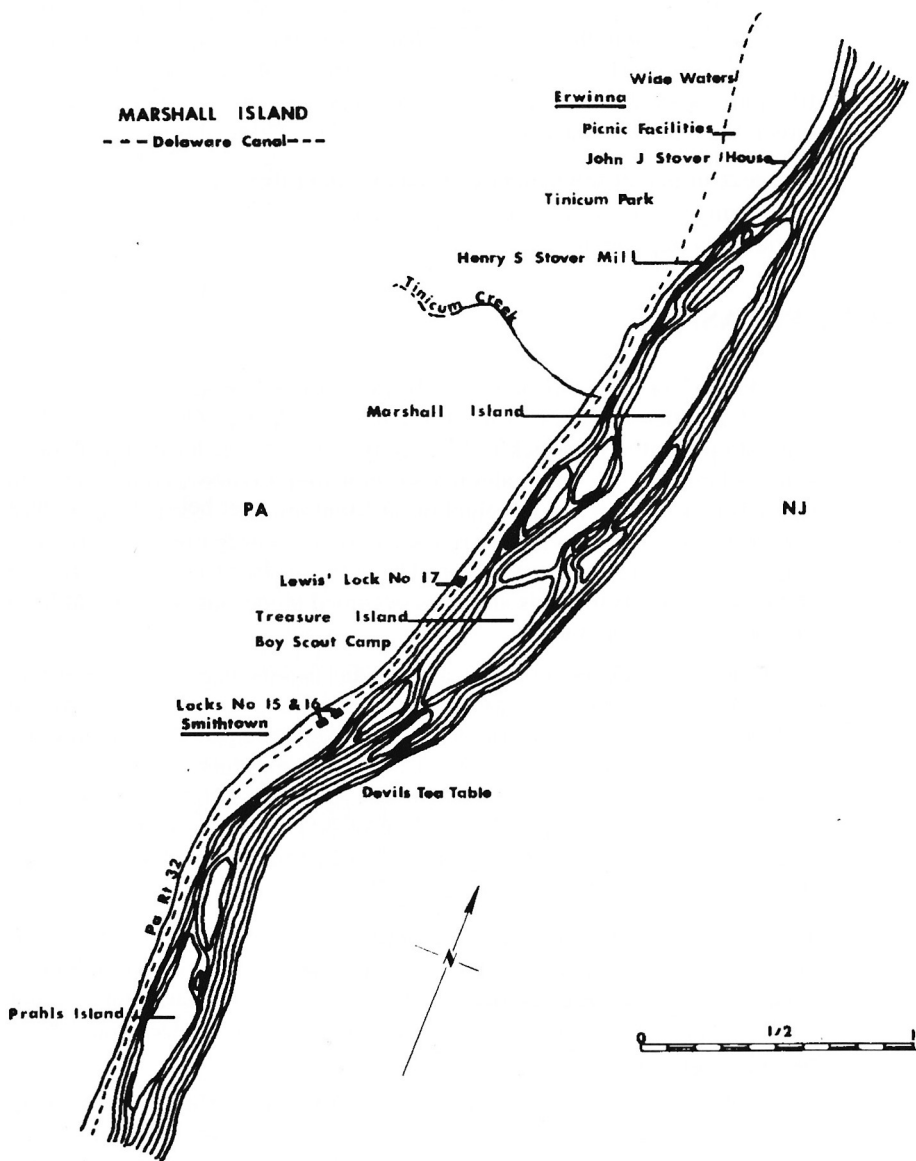
The Tohickon Creek flows beneath an aqueduct in the village. This completely rebuilt Tohickon Aqueduct was awarded the National Timber Bridge Award of the U.S. Department of Agriculture Forest Service in 2002, after ten years of design and construction. The Tohickon Aqueduct also received a Transportation and Historic Preservation Award in 2002 by the Federal Highway Administration and the Franklin Wood Excellence in Design Award in 2002 from the Bucks County American Institute of Architects and the Bucks County Chamber of Commerce.

32.8 The remains of a river bridge, carried away in the flood of 1955, can be seen
(26.1) in Point Pleasant. The town's former resort hotel has been converted into a complex of antique shops. At the site of the bridge the popular Point Pleasant Canoe Rental offers tubes, rafts and canoes for use on the Delaware River and on the canal.

On the south bank of the Tohickon Creek upstream is Ralph Stover State Park including about forty acres of wilderness along the stream as it runs through a rather narrow cut. Near the foundations of the old grist mill are picnic tables, refreshment stand, a supervised swimming area, grills, and cabins which can be reserved through the Park Superintendent. The park is not open for overnight camping. To reach the park, leave the towpath above the aqueduct and cross the iron canal bridge, bear left over the stone bridge passing the old hotel which is now an antique shop complex, and then turn

MARSHALL ISLAND

--- Delaware Canal ---



right again over a stream on Tohickon Hill Road. At the top of the hill, turn right at the converted one-room schoolhouse and continue to the park after passing Ockanickon Scout Reservation of the Boy Scouts of America and Camp Stearne of the Northeast Boys Club. The distance from the canal via road is two miles, part of it through a hemlock woods. Once in the park visitors are well advised to cross the wooden bridge and proceed about half a mile to Boileau Rock which affords a fine view of the Horse-Shoe Bend on Tohickon Creek from atop a two hundred foot cliff.

34.0
(24.9) The next community on the river side of the canal is Smithtown which is connected with the River Road by a series of canal bridges. The summer architecture is at its best here. Remember to stay on the towpath and avoid private property.

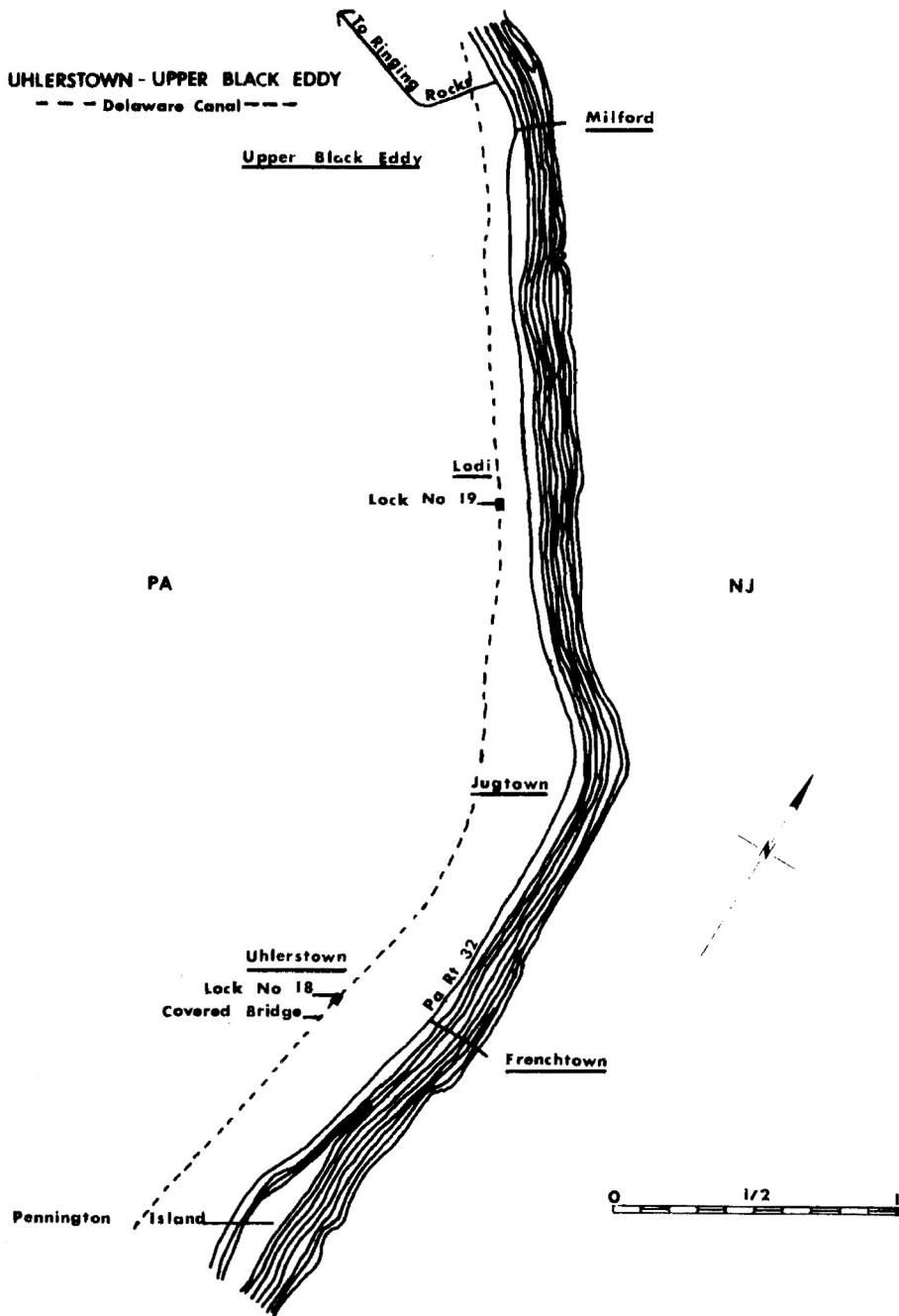
36.5
(22.4) Treasure Island in the Delaware River at Lock 17 is the site of a summer camp of the Philadelphia Council of the Boy Scouts of America. Here 300-400 boys are accommodated for two week intervals during the summer season. The Boy Scouts also have facilities on Marshall's Island just above. This island was named for the Marshall family, one member being Edward who was part of the team of three who participated in the Walking Purchase of 1737 by which the Indians lost most of their prime living and hunting land along the Delaware River. Because the Indians periodically made attempts on his life, he was unable to live long in one place after that time.

Above Marshall's Island is the Pennington Island Presbyterian Camp. Along the canal at this point is a campground belonging to Jehovah's Witnesses. Of note in the river along this section is a series of rock ledges called Tumble Falls over which the water cascades when the river is low.

37.5
(21.4) The towpath soon passes the Golden Pheasant Inn, which used to be a tavern run by Jacob Oberacker. Here the canal boatmen could stop for a change of mules and some refreshment in the form of beer and cake — salt cakes, similar to thick pretzels.

A canal aqueduct crosses over the Tincum Creek. Although the construction of this one is new, it is but one of nine such aqueducts built over creeks to accommodate canal boats. The canal here follows the eastern border of Tincum Township, known as Manor of Highlands in 1699 when it was acquired for land speculation by the London Company.

The canal cuts inland leaving a fertile valley between it and the river. This landscape continues for some miles to near Kintnersville. High hills with frequent outcroppings of the native red shale mark the inland shore, while the level valley is full of sand and gravel washed out from ancient glacial seas.



ERWINNA

37.7
(21.2) At the paved highway bridge which leads inland at a small gap on the left to Erwinna, the canal passes on the right the John J. Stover-Tinicum Park area. Here at the old Stover House, which is restored, is held the annual Tinicum Art Festival. The barn is an excellent example of the Pennsylvania bank barn with access to the upper level gained by the dirt ramp. The side trip of .3 miles to see a nineteenth century manor house on the river is most worthwhile. A quarter mile below on the River Road is the Stover Mill built in 1832. This was one of the earliest vertical turbine-wheel driven grist mills in the country. The Tinicum Civic Association that now maintains a library and art exhibit here hopes someday to restore the machinery.

About 1000 yards above the Erwinna Road is the Tinicum Park campground on the canal. It includes picnic tables, grills, a fresh water pump, and latrine facilities.

39.0
(19.9) Across the canal, just above, is another "Wide Waters". Though now filled with lily pads, it once served as a storage and rest area for extra canal boats. Along this stretch is the 150 acre sand and gravel pit operated from 1987 to 2003 by the Delaware Valley Concrete Company. This quarry recently has been acquired as an addition to the Delaware Canal State Park and has been christened the Giving Pond Area, a name patterned after the title of the children's book, *The Giving Tree*. A new expanded Delaware Canal Park Headquarters is planned for the site, along with canoeing, kayaking, and fishing on the 95 acre lake.

UHLERSTOWN

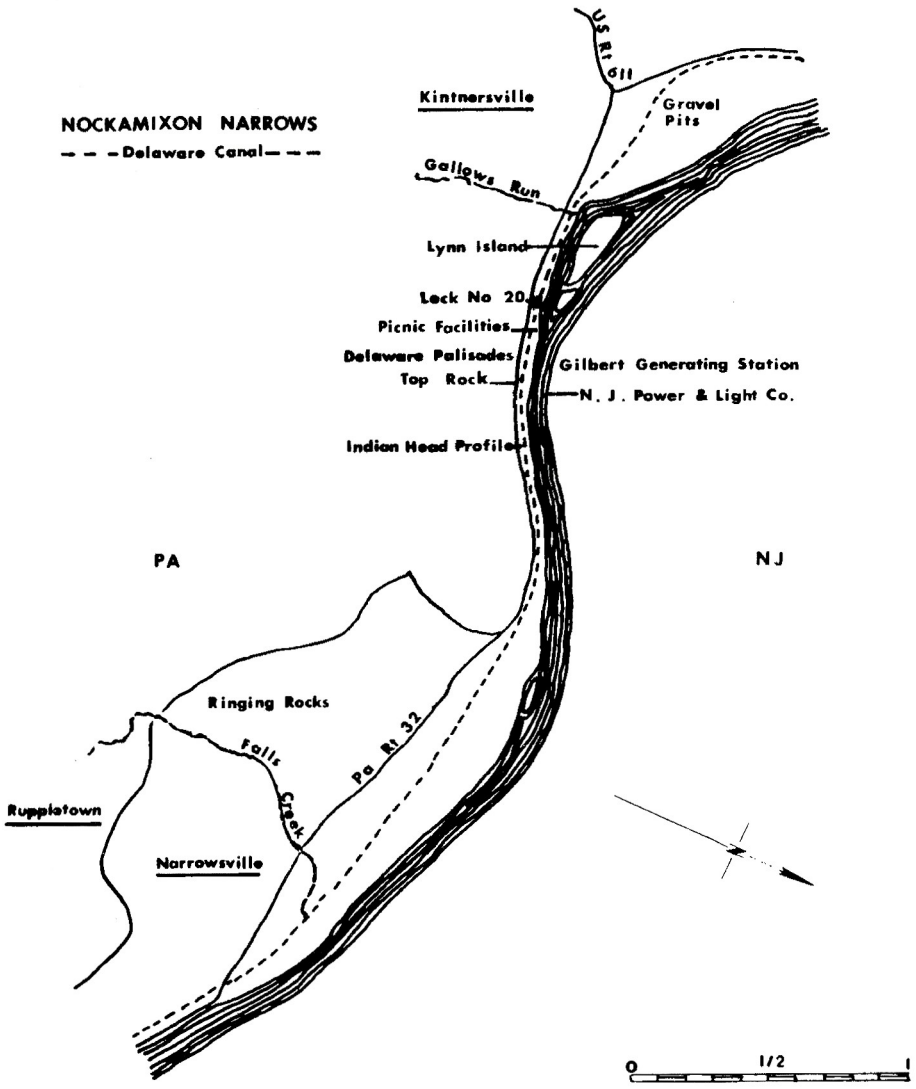
39.9
(19.0) Uhlerstown is a small community which still retains much of its layout from the prosperous days of the mid-nineteenth century. Formerly known as Mexico, it was renamed for Michael Uhler who was a canalboat builder and the operator of a line of boats. Here in 1832 at Lock 18 was built the only remaining covered bridge over the canal. Uhler's Victorian Gothic home with some splendid decoration in cast iron around the porch, the general store overhanging the canal, and the limekilns are easily seen. Also recognizable, though modified to modern use are the inn, the lock tender's house, the church, and the grist mill. There was also located here a hay press for baling hay prior to storage in local barns or shipment to the city. These are all private properties.

Across the river is Frenchtown, New Jersey. When the canal was built this town was called Alexandria.

The tiny cemetery of the Erwin family is along the side of the River Road, about fifty yards above the Frenchtown bridge. Col. Arthur Erwin, for whom the community was named, was the commander of a battalion of men during the Revolution and the owner of much land in Pennsylvania and New York thereafter.

NOCKAMIXON NARROWS

--- Delaware Canal ---



- 40.5 (18.4) The next group of houses along the canal was known as Jugtown, a favorite stopping point for boatmen. A mile to the north is Lodi where the headquarters of the Delaware Canal State Park is maintained. Above Lodi a number of sand and gravel pits begin to break up the fertile valley farmland.

UPPER BLACK EDDY

- 43.0 (15.9) At Upper Black Eddy a steel bridge connects with Milford, New Jersey. On the banks of the Delaware River the Pennsylvania Fish Commission maintains a boat access area.

- 43.8 (15.1) Upper Black Eddy seems to have derived its name from two sources. A family named Black settled here and ran an inn. Hence on some maps it is called Upper Black's Eddy. The rafters who brought logs down the river in the spring pulled out of the current into a black eddy which later became popular among fishermen, including Grover Cleveland who used to vacation here while President. The shad and sturgeon taken here commanded premium prices at market because the flesh was said to be sweeter on the fish which by now had purged themselves of salt water. A side trip to Ringing Rocks is well worthwhile. On the high land above the river is a four-acre field of rounded granite rocks thought to have been left here as terminal moraine from the Wisconsin Glacier. Because of their metallic content these boulders give off various tones when struck with a hammer or similar instrument. In the same area is the picturesque High Falls on intermittent Falls Creek that flows through the stately hemlock woods.

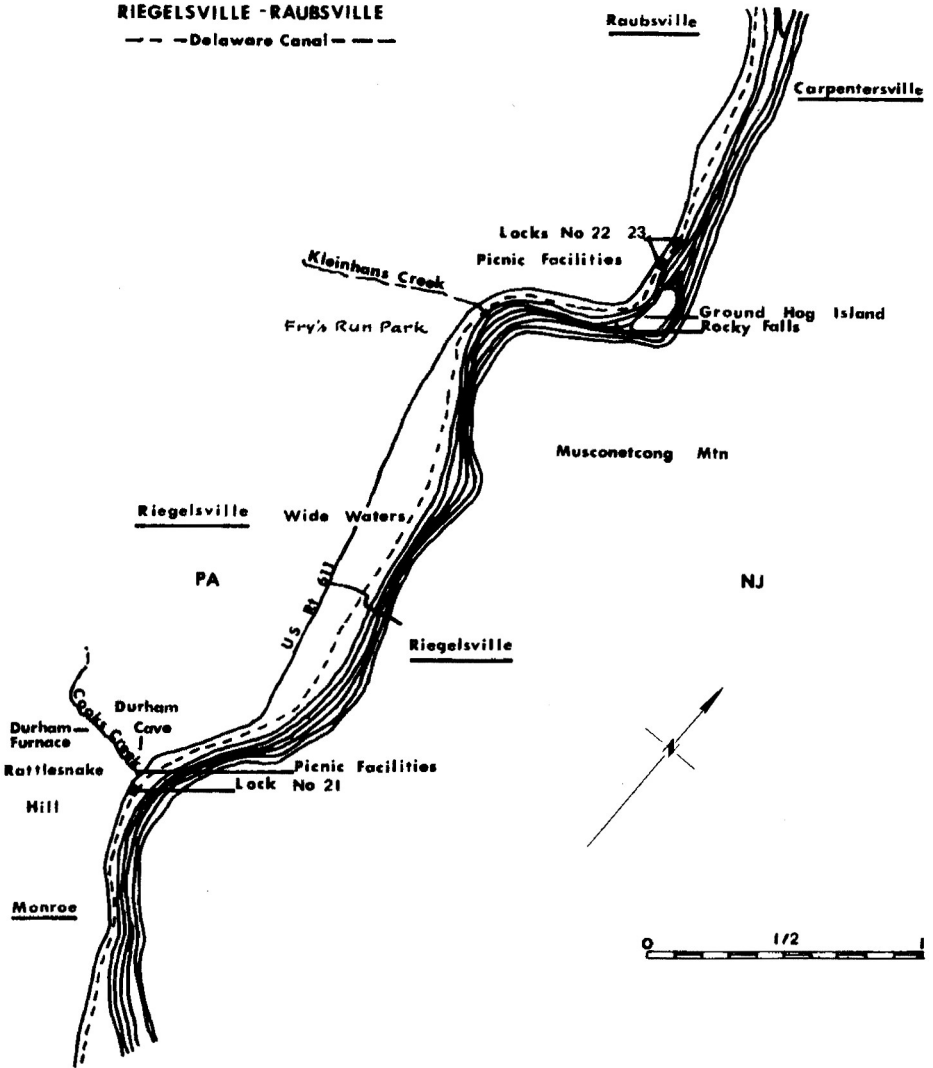
The route to Ringing Rocks involves leaving the towpath at the bridge just above the Homestead general store and coalyard. Incidentally, this is the last of the general stores that were once so frequent along the route. The sight of a coalyard is unique in itself. Proceed up the hill and bear right after the modern school in Ruppeltown, once the home of many boatmen. Turn right on Ringing Rocks Road to where the marked trail dips into the woods about two miles from the canal. Return is shortest by the same route.

At a number of points between Upper Black Eddy and Riegelsville sand and gravel from the ancient glacial seas are dug up and graded for use in making concrete. Some of this stone came from as far away as Canada.

- 45.8 (13.1) Near the modern Indian Rock Inn can be seen the profile of an Indian head in the stone cliff above. The Gilbert Generating Station of the New Jersey Power and Light Company on the far side of the river seems nearly as high as the steep shale cliffs on the Pennsylvania side. This three hundred foot sheer cut is known as the Delaware Palisades, sometimes called the Narrows of Nockamixon. Plant communities on this damp, north-facing slope are right out of the ice age. Just beyond the power plant on the towpath are some picnic tables at Lock 20. The long-gone Narrowsville Mill used to pulverize 'clinker' – small lumps of Pennsylvania and New Jersey limestone that was heated to a partially molten state. The final powder was hydraulic cement that would set up under water, a vital product for building canal structures.

RIEGELSVILLE - RAUBSVILLE

--- Delaware Canal ---



High above is Top Rock, an almost inaccessible lookout with a superb view of the river and the Jersey hills. Climbing up or down the cliffs on the loose shale is extremely dangerous and should not be attempted without adequate training and equipment.

Opposite the Delaware Palisades on the New Jersey highlands the Shawnee Indians from the north fought the Lenni-Lenape in what was called the "Grasshopper War" in 1755. Early settlers in the area are said to have used piles of Indian skulls from the battlefield to mark the cornerstones of their land purchases.

KINTNERSVILLE

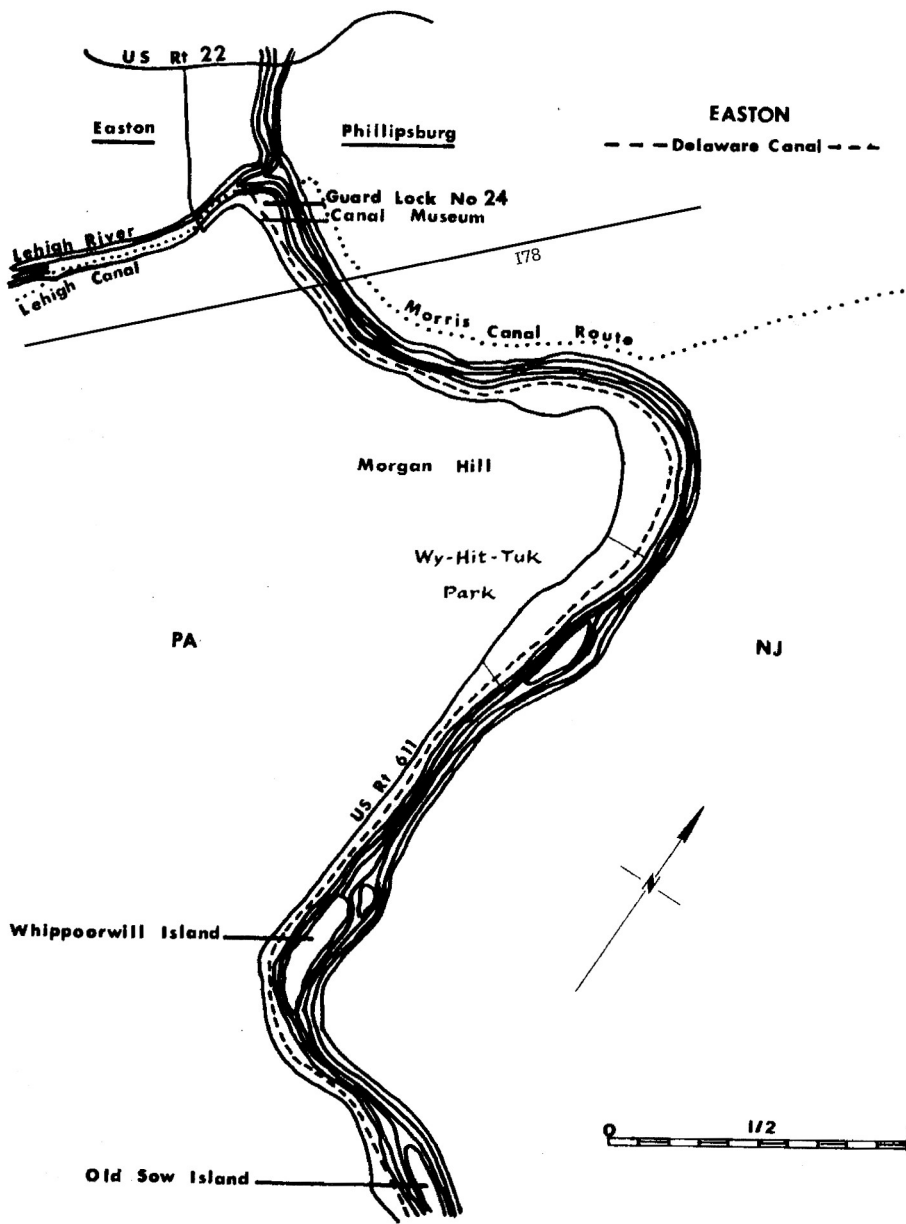
47.5 (11.4) At Kintnersville, where U.S. 611 from Philadelphia and Doylestown merges with the River Road, Route 32, the canal takes on a more commercial aspect. Actually, the town of Kintnersville lies about a quarter mile inland off the canal where it was located by a German immigrant family, one of the many to arrive in the 1740s. Near here was the Shawnee Indian village of Pechoquelin, one of the largest in the county. The site has yielded hundreds of arrowheads and other tools. Recently, more Indian graves have been found along the river.

From Kintnersville to Easton along the western side of the road can frequently be seen the abandoned roadbed of the Doylestown and Easton Street Railway Company. Trolley service along this line was operated during most of the first quarter of the twentieth century.

49.2 (9.7) At Monroe, near the newly-restored Lock 21 where Route 212 turns in toward Springtown, there are historical markers indicating the former location of the Durham Furnace which supplied chain, cannon and shot in Colonial Wars and in the Revolution. The first forge was built in 1698. The charcoal furnace followed in 1727 and remained "in blast" until 1789 in the town of Durham two miles west of the river up Cooks Creek. One time owners of the furnace included James Logan, Penn's colonial secretary, and George Taylor, signer of the Declaration of Independence and long-time superintendent of the furnace.

With the availability of less expensive coal brought by canal from Mauch Chunk (Jim Thorpe), and using magnetite ore mined in the neighboring hills, a new Durham Furnace was built near the river in 1848 and operated until 1908. Only the scantiest foundation stones remain on either of the sites which were more recently used for a grain mill and a paperboard factory.

Near the later furnace, about thirty yards behind the former Durham Inn, was once located Durham Cave which was widely known as a tourist attraction until the Civil War when most of the limestone deposits were dug out for fertilizer. There were at least three rooms measuring ninety feet by twenty by twenty feet high. Queen Esther's Drawing Room was thought to have been an Indian palace room according to local tradition. Indians for many generations must have used this cave as a shelter before the dynamiting of the roof by the Durham Iron Company. With the removal of the limestone



the caves were almost entirely destroyed. The cave is interesting to see but dangerous to enter.

Not far from here up Rattlesnake Hill is the new Durham Bat Mine and Hibernaculum where the Heritage Conservancy and Bat Conservation International are protecting the winter hibernation roost for over 10,000 bats. This is the second largest roost in Pennsylvania.

RIEGELSVILLE

50.3 (8.6) The Riegelsville Hotel overlooks the Delaware River near the Riegel Paper Mills on the opposite shore. A side trip to view the steel cable bridge across the river is recommended. This bridge replaced the wooden one after the disastrous flood of 1903. The cable was made by John Roebling in Trenton, New Jersey. There is another area of "Wide Waters. just above the town where the boats could pull out or be stored during the winter. Bucks County ends and Northampton County begins here.

51.8 (7.1) Just above Riegelsville the canal cuts through the first foothills of the Appalachians which run continuously at right angles to the north-south course of the river. This was the southernmost edge of the Wisconsin Glacier which is believed to have been as much as a mile high near here. The river and the canal run around behind Musconetcong Mountain on the Jersey side. Along this great sweep of the river can be seen the extensive reconstruction and diking that has been necessary to prevent the recurrence of the extensive damage caused by the flood of 1955. The river along this section is called Rocky Falls. Fry's Run Park offers a scenic picnic area.

53.1 (5.8) At Locks 22 and 23 there are extensive water control facilities. This is the last lift before Easton. Still preserved is the locktender's cabin. This area is called Ground Hog on early canal maps because of Ground Hog Island in the river. During the early twentieth century excess water from the canal was used by Pennsylvania Power and Light Company to drive turbines generating electricity for the Doylestown and Easton trolley and for the surrounding community. Today the visitor will find picnic tables, grills, a fresh water pump and one of the three restroom facilities along the 60 mile towpath.. With the 1989 renaming of Delaware Canal State Park this area has been rechristened Theodore Roosevelt Recreation and Environmental Education Center.

53.7 (5.2) Raubsville, and other communities in this region, bear witness to the German settlers who moved into Upper Bucks and Northampton Counties in the early eighteenth century. A footbridge crosses a spillway on the canal above here. Wy-Hit-Tuk Park, a mile above town at the foot of Morgan Hill, offers open fields, a picnic area, and an amphitheatre. Canoe camping is available.

The river narrows with stone walls facing the railroad tracks on the Jersey side. Across the river there is a well-preserved series of lime kilns just above the railroad tracks and a short way farther on.

- 56.9 Interstate 78 crosses the river and the canal about two miles below Easton.
(2.0) This new highway runs from Newark, New Jersey to Harrisburg, Pennsylvania. The long easy curve of the canal is relatively uninterrupted for a few miles until the church spires and cement plants in Phillipsburg, New Jersey, appear. The yards where the trains that formerly used the Belvidere Division of the Pennsylvania Railroad were made up can be seen on the hill in the distance. This line, between Stroudsburg and Trenton, was built to transfer cars between the main line of Pennsylvania Railroad below and the Lackawanna, Erie, and Lehigh Valley Railroads in the north. During the great coal era in America, this was one of the busiest, and most profitable, railroads in the country. The line was abandoned by Conrail in 1976.

EASTON

- 58.9 The terminus of the canal, and the Park, occurs where the Lehigh River joins
(0.0) the Delaware. Here was located a double lock for entering the Delaware Canal, a weigh station, and a toll booth. In the adjoining park is an orientation amphitheatre that was generously funded by the Delaware Canal Improvement Corporation. At this point a group of railroad bridges crosses the valley. The town of Easton lies directly across the Lehigh River. A marker in a small park on the opposite shore commemorates David Martin's Ferry which operated at "The Forks" on grants received in 1739 and 1741. This ferry formed an important link in the main route westward during the eighteenth century. The town of Easton was laid out in 1752 by William Parsons on the site of several Indian Peace Councils. Across the Delaware River the Morris Canal system had its starting point to take barges via twenty-three locks and inclined planes ninety miles to Newark Bay.

A highpoint of any walk along the Delaware Canal towpath should be a visit to The Canal Museum, headquarters of the Pennsylvania Canal Society in the square at the center of town. The Museum shares the building with a museum of the Delaware and Lehigh National Heritage Corridor, and The Crayola Factory. Here, at the junction of the Lehigh and Delaware towpaths, is preserved much equipment and memorabilia along with some excellent slides and movies of the canals in operation. A short section of the towpath trail for the Lehigh Canal starts near the open amphitheatre and the fish ladder that enables shad to climb out of the Delaware River into the Lehigh River.

As interest in Pennsylvania's great canal era has grown, citizens along other canals are attempting to preserve portions of their heritage. One example is the construction of the wooden boat Josiah White in the summer of 1978. This sightseeing vessel operates in Easton for two-three miles of the Lehigh Canal below the ruins of the Glendon Furnace, one of the seventeen independent iron companies which were assembled into the Bethlehem Steel Company.

A six-mile hiking trail along the Lehigh Canal is now open. Hikers desiring to continue on to the Appalachian Trail can follow the route of the Lehigh Canal or they can take the bus from here to Delaware Water Gap as no trail inland has yet been cut.

OTHER BOOKS BY THE SAME AUTHOR

Red Man in Bucks County

Early Taverns of Bucks County

Old Stonework in Bucks County

New Hope, Pennsylvania

William Penn and the Lenape Indians

Complete Guide to the
Delaware and Lehigh National Heritage Corridor

Cuttalossa

Centre Bridge, Pennsylvania

Phillips Mill