

STATE OF NEW YORK



Modern Barge Canal

1957-58 REPORT
JOINT LEGISLATIVE COMMITTEE
ON
PRESERVATION AND RESTORATION
OF
HISTORIC SITES

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LETTER OF TRANSMITTAL

To the Legislature of the State of New York:

Pursuant to concurrent resolution adopted March 21, 1957, the Joint Legislative Committee on Preservation and Restoration of Historic Sites respectfully submits this report covering the work of its investigation to and including the present date.

February 25, 1958

MILDRED F. TAYLOR, *Chairman*
ROBERT E. McEWEN, *Vice-Chairman*
JOHN MORRISSEY, *Secretary*
ALBERT BERKOWITZ
GRANT JOHNSON
ARCHIBALD DOUGLAS
BERTRAM L. PODELL

PERSONNEL OF THE COMMITTEE

The Committee:

ASSEMBLYMAN MILDRED F. TAYLOR, *Chairman*
SENATOR ROBERT E. McEWEN, *Vice-Chairman*
SENATOR JOHN MORRISSEY, *Secretary*
SENATOR ALBERT BERKOWITZ
ASSEMBLYMAN GRANT JOHNSON
ASSEMBLYMAN ARCHIBALD DOUGLAS
ASSEMBLYMAN BERTRAM L. PODELL

Ex-Officio:

SENATOR WALTER J. MAHONEY, *President Pro Tem*, The Senate
SENATOR JOSEPH ZARETSKI, *Minority Leader*, The Senate
SENATOR AUSTIN W. ERWIN, *Chairman, Finance Committee*, The Senate
ASSEMBLYMAN OSWALD D. HECK, *Speaker*, The Assembly
ASSEMBLYMAN JOSEPH F. CARLINO, *Majority Leader*, The Assembly
ASSEMBLYMAN EUGENE F. BANNIGAN, *Minority Leader*, The Assembly
ASSEMBLYMAN WILLIAM MacKENZIE, *Chairman, Ways and Means Committee*, The Assembly

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1957 RESOLUTION NO. 207—HISTORIC SITES

March 21, 1957

RULES COMMITTEE—WHEREAS, From its earliest settlement, the state of New York has continuously played a tremendous role in the historical and economic development of our country, and

WHEREAS, In the course of its historical and economic growth many areas, sites, places and structures have been marked with particular significance and historical importance, and

WHEREAS, The necessity to preserve and restore these links with the heritage of our past is recognized to be of great importance, and

WHEREAS, The acquisition, restoration and preservation of these historic sites and structures during the past quarter century has been left almost entirely to private groups within the state, and

WHEREAS, Numerous historical sites and places, and locations of economic development such as the extensive nineteenth century canal system, which was chiefly responsible for much of the economic growth of the state, have been available for acquisition and development, but have not been acquired or developed, and

WHEREAS, The necessity for establishing a permanent program for the acquisition, restoration, preservation and development of historic sites and structures is well recognized, and

WHEREAS, The necessity for providing authoritative direction for such preservation and restoration as well as for recommending and for providing adequate continuous financing therefor, is equally well recognized; now therefore, be it

Resolved (if the Senate concur), That a joint legislative committee on historic site and historic canal preservation be, and the same hereby is, created, to consist of three members of the Senate to be appointed by the temporary president of the Senate, and four members of the Assembly, to be appointed by the speaker of the Assembly, with full power and authority (1) to make a thorough and comprehensive study, survey and investigation of all historic sites and historic canals and historic structures, for the purpose of ascertaining the feasibility of preservation, restoration and/or reconstruction of such sites, canals and structures; establishment of museums; and development of programs for making available to the general public the educational and historic benefits of such projects, and (2)

to make a thorough and comprehensive study and investigation of the estimated costs of such projects and of methods and means for providing for payment of such costs; and be it further

Resolved (if the Senate concur), That such committee organize by the selection from its members of a chairman, vice-chairman and secretary. The members of the committee shall serve without compensation for their services but shall be entitled to their actual expenses incurred in the performance of their duties. Any vacancy in the membership of the committee shall be filled by the officer making the original appointment. Such committee may employ and at pleasure remove such counsel and other employees and assistants as may be necessary and fix their compensation within the amount made available therefor herein. Such committee shall have the power to designate and consult with advisors, and may request and shall receive from all public officers, departments and agencies of the state and its political subdivisions such assistance and data as will enable it properly to consummate its work, and generally shall have all the powers of a legislative committee as provided by the legislative law; and be it further

Resolved (if the Senate concur), That the committee shall report on or before March first, nineteen hundred fifty-eight, the result of its study and investigation proposals as it deems necessary to make its recommendations effective, and be it further

Resolved (if the Senate concur), That the sum of \$25,000 (twenty-five thousand dollars) or so much thereof as may be necessary, is hereby appropriated from the legislative contingent fund and made immediately available to pay the expenses of such committee, including personal service, in carrying out the provisions of this resolution. Such money shall be payable after audit and upon warrant of the comptroller on vouchers certified or approved by the chairman of the committee in the manner provided by law.

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The Joint Legislative Committee on Inspection Trip

INTRODUCTION AND COMMITTEE REPORT

The Joint Legislative Committee on Preservation and Restoration of Historic Sites was created pursuant to a concurrent resolution of the Senate and Assembly adopted March 29, 1957.

To its membership the Temporary President of the Senate appointed Senators Robert C. McEwen, Ogdensburg; Albert Burko-witz, Granville; and John P. Morrissey, New York City. Appointed by the Speaker of the Assembly were Assembly members Mildred F. Taylor, Lyons; Grant W. Johnson, Ticonderoga; Archibald Douglas, Jr., New York City, and Bertram L. Podell, Brooklyn.

The Committee was organized June 12, 1957, with Assemblyman Taylor appointed Chairman; Senator McEwen, Vice-Chairman and Senator Morrissey, Secretary.

Statewide expressions of interest in the creation of the Committee and an almost immediate flow of suggestions as to its work emphasized very quickly the probable complexity of our assignment. The Committee was alerted early to the great volume of material and variety of sites which it would have to evaluate, the many sincere claims of historical importance which must be weighed, and, above all, the selectivity and sound judgment it must exercise.

The Committee, retained Dr. Marvin Rapp, a widely acknowledged authority on New York State history and presently Associate Dean of the Community Colleges of the State University, as well as President of Folklore Society of New York. Dr. Rapp is a former Professor of History at State University College for Teachers, at Buffalo and Professor of Transportation Economics, at the University of Buffalo.

The Committee Assignment—Its Challenge and Potential

The Committee on Historic Preservation and Restoration, in accepting this assignment from the Legislature, viewed it as a dual challenge which, if met soundly, can result in eventual long-range and decidedly practical benefits for the State and its people.

That challenge, and the objectives of this Committee, briefly, are (1) to help develop the widest possible appreciation of, and public interest in, the rich and voluminous history of this State and (2) to encourage, cooperate in, and, when justifiable, seek State support of, restoration and preservation of sites which give luster to that history.

The potential benefits of such a program, though incalculable, can be visualized in at least two definite areas.

We are a mobile people. A substantial portion of Americans are

at all times "on the go", mostly by automobile, a fact which has made the tourist and resort business a major item in our economy.

There apparently is a developing awareness of historic attractions as more and more people take to the road. Among other evidence of that fact are the increasing thousands who travel annually to gaze upon storied Plymouth Rock, in Massachusetts, and, here in our own State, the visitors record at Fort Ticonderoga. In 1957, the battlements at "Fort Ti" were roamed and examined by 236 per cent more people than were attracted ten years ago.

It seems indisputable that a more positive and intensive promotion of the historic shrines which have been preserved in this State, and a careful selection, restoration and presentation of important sites long neglected, could be a real stimulant, with substantial dollars-and-cents benefits, to our tourist economy.

Another potential benefit of a carefully developed, judiciously executed historic sites program could be even more important, though less tangible, than the economic return.

For years the world has been engaged in a cold war described as, in great part, a battle for the minds of men.

The story of America is one of determination for freedom, courage and sacrifice to attain it, bloodshed and death to preserve it, and the faith, ambition and ingenuity to build upon it a nation of material abundance resting firmly on dedication to man's dignity. The locale for much of that story lies within this State.

The more knowledge and understanding of American history our people have, the more they can visualize it and draw inspiration from it, the greater will be our strength in this ideological warfare.

There will be a few defectionists among Americans who know and appreciate the sacrifices which have gone into the establishment and the protection of their freedoms and the benefits which flow therefrom.

New York the Pioneer in Historic House Preservation

Whatever this Committee can accomplish to bring about the wise preservation of historic sites will be merely an extension of more than a century of official State interest in this field. For New York was the birthplace of a historic preservation movement that has since become national in scope.

In 1850, the State of New York acquired the property known as Washington's headquarters in Newburgh and turned it over to trustees of the then village for management and maintenance. This was the first official action taken in this country for preservation of a historic house.

Soon thereafter, when Washington's home on the Potomac was to be disposed of, a Miss Anne Cunningham aroused interest among

women of the Mt. Vernon area. They formed the Mt. Vernon Ladies Association and, through their efforts, Mt. Vernon was preserved to become a national shrine.

Scope of Committee's Study Field; State Responsibility

Historic preservation in New York State is administered through the Departments of Education and Conservation. For this year the Committee was able to give only limited time to those sites under supervision of the Education Department.

The Committee, in its first year, has received hundreds of suggestions on the subject of historic preservation, including a great multiplicity of claims for sites, houses, etc., held worthy of restoration and preservation. Together they emphasize the almost limitless field of study in which the Committee has embarked.

Statewide interest has been expressed in a sufficient restoration to preserve and give visual presentation to the story of New York's canals, particularly the Erie. Because of the Erie's undisputed contribution to the economic development of this State and its western neighbors, the Committee believes such a program worthy of early and careful consideration. A Waterford to Buffalo boat tour of this historic route was made by the Committee in September and is described later in this report.

Other ideas offered the Committee have included those of individual museums depicting canal, river, railroad, and aviation history in the State. Another suggestion, from the legal profession, has been for a study of the architecture and history of courthouses.

Obviously if a sound program of historic preservation is to be developed and progressed in such a broad and varied field, the responsibility cannot be the State's alone.

It will require, instead, the active interest and the financial support of individuals, local communities, historical organizations, business and industry, and others.

This Committee can and will, as previously stated, endeavor to stimulate and help to outline, coordinate and progress plans for a sound program. Expenditure of State funds, however, would seem to be justified, and will be recommended by this Committee, only in very special circumstances and in connection with sites of statewide interest, which have had an important impact upon the State's history. Attention is called to the emphasis being placed upon historic preservation by other states.

Meetings and Hearings

The work of the Committee in this first year has been of necessity and for the most part, exploratory.

The Committee held its first meeting July 7, 8 and 9 at Coopers-town, where it participated in the State Historical Association's "Seminar on American Culture". Two days of the program were devoted to canal history.

Subsequently, on August 19, the Committee met in Albany with Dr. Louis C. Jones, President of the New York State Historical Association; Dr. Albert B. Corey, State Historian, and Miss Mary Cunningham, of the Department of Commerce. Valuable suggestions were given the Committee by all three.

Seeking further guidance for development of its assignment, the Committee met, for three days late in October in New York City. The first day was devoted to discussions with representatives of the Municipal Art Society; Council of Conservationists; New York Chapter, Society of Architectural Historians; Gouverneur Morris Post, American Legion; New York Towboat Exchange, and those interested in preservation of the John Jay home in Westchester.

The following two days the Committee visited several historic sites, already the responsibility of the city of New York or private foundations. This tour was climaxed by a visit to Stony Brook, L. I., community restoration accomplished by Ward Melville, who personally guided the Committee.

Personal visits and on-the-spot inspection of many sites brought to its attention have been made by the Committee as a whole, or by one or more of its members. These sites have included the John Jay Home, Katonah; Glenn Curtiss Home, Hammondsport; the Johnathan Child House, King's Landing, Rochester; General Herkimer Home, Little Falls; Fort Hunter; Weighlock Building, Syracuse and Fort Brewerton, Lake Oneida; "Poor House" Lock, Lyons; Macedon Old Canal site; Alexander Hamilton's "The Grange", and McFergus Castle, New York City.

Numerous conferences have been included in this year's study. A conference with the National Park Service called attention to the fact certain transactions, since complete, were necessary by New York State to effectuate transfer of property on Manassas Battlefield.

Suggestions and recommendations proposed in this report are the carefully considered result of much voluntary information given the committee, meetings with various individuals and organizations, personal visits to historic sites, and conferences and extensive correspondence with persons in and outside the historical field.

In developing a preservation program, the Committee believes two separate approaches are required. One would deal with long-range planning of projects which are important but not pressing; the other would involve early consideration of sites which might be termed emergency in that extended delay of action could mean the loss of historically valuable property and equipment.

FOREWORD

Our story is the story of the land of New York State, the water therein and what "Yorkers" in their many lifetimes have done with them. A fascinating and wonderful story it is, from small beginnings to grand achievements and from here on still continuing to destinies challenging but unknown. Yet, in truth, the future is never completely unknown, for whatever comes will be based in large part, on what has gone before. Americans, especially New Yorkers should know that story. Its deep meaning goes beyond the printed and spoken word although it needs these to give it its basic and fundamental meaning. More than words, however, the paths that we and our forefathers have worn, the battles we've fought and the monuments of living we've raised, in themselves, capture a feeling of the past which books alone could never do. Both give us that sense of continuity, of belonging, of purpose, which fill to the fullest dimension our knowledge of our great past. To touch the past is to live it once again for just a moment. Out of such appreciation can grow understanding and out of this understanding a love of home, of fellowman, and of country and not the least a sense of kinship for the peoples of the world.

Henry Thoreau's Walden Pond has influenced the leaders and the lives of many people in many lands. It now belongs to the world and to the ages. In his own backyard, but with the inner eye of insight, Thoreau found that world, the universe beyond the timelessness. Some people travel the world around and never find it, others find it in their own backyard. So it can, to some extent be with all of us. If you walk in memory with the great men of our history then you will have glimpsed a part of your rich heritage. In New York, there are over 4,000 marked historic sites, 20 are New York State owned, five are Federally owned, the rest owned by cities, towns, villages, historical societies and other groups. Visit these sites in our State and you will be joining the millions of people within and without the State who are today following the beaten paths of our yesterdays to a deeper learning of our great heritage. No state ever deserved more from its people. Its history should be known by all; its historic sites should be preserved for all to see.

Yes, see New York first—look about you, see what you, your neighbor and your local fraternal organization and government officials can do about holding the past for the present and future generations to see.

From your home to the UN building of peace and light on the East River to the arched Peace Bridge, of the Niagara River, from the 1812

battleground at Sackett's Harbor to the whaling museums on the tip of Long Island, from the Newtown battlefield at Elmira to the St. Regis Indian reservation on the St. Lawrence, an open book of the great outdoors, invites the traveler to read his past along the byways, the highways, the thruways of New York in order to find his present bearings and the road to the right future.

In some small way the New York Joint Legislative Committee hopes to focus proper attention upon the history of New York State. While the Committee has studied sites all over the state from Stony Brook on Long Island to Alexander Hamilton's "Grange" in New York City, to John Jay's home in Westchester, to Glenn Curtiss' home in Hammondsport, to King's Landing now in the city of Rochester, to the historic St. Lawrence River and Seaway, this year it concentrated mainly on the Mohawk-Erie Canal corridor of history from Albany to Buffalo.

Here in part is that report:

THE ERIE CANAL

Route of Empire; Pathway of History

Printed repetitively across every check issued by the Comptroller of the State of New York is the proud slogan "New York State Has Everything." Prominent in the State's official seal is the legend "Excelsior." And to the rest of the Nation and the world at large, ours has long been known as the "Empire State."

In support of these direct and indirect claims of eminence, this State can point to, among its other assets and achievements, vast natural resources, an unsurpassed variety of scenic beauty, the world's largest city, one of the world's greatest highways, and a leadership in population, wealth, culture, commerce and industry.

New York State's supremacy in so many areas has been built in part upon its favorable geographical location, in part upon such providential gifts as fortunate topography, temperate climate, good soil, forest wealth, and navigable rivers. In greatest measure, however, it is built upon the imagination, courage, sacrifice and ambition of a people whose achievements have woven a rich "ever upward" history that underlies the "Excelsior" legend.

Of all these achievements, none did more to build this State and advance our national frontiers, than the building of the Erie Canal of 1825 and its improvement in mid-nineteenth century.

Aside from its own historical importance, the old Erie courses a veritable pathway of military, social, religious, and economic history, as a retracing of its route, under informed guidance, will readily attest.

This is the report of such a tour, from Waterford to Buffalo, which the Joint Legislative Committee on Preservation and Restoration of Historic Sites made by boat in an early September week of 1957. The tour, undertaken as a natural approach to the Committee's work of developing a sound program of history preservation, proved to be a rich source of valuable information.

Starting Point, the Capitol, Center of History

Although the tour proper was to be by boat westward, it actually began beneath the great steps of the Capitol, in Albany, where the Committee awaited motor transportation to Lock 6 at Waterford.

Here, at the entrance to what has been the State's legislative, executive and administrative center since the early 1800's, was an appropriate beginning for a tour of historic places. For within and around this site has swept a great panorama of State history.

In a predecessor of this vast building occurred the great debate of legislation which eventually authorized the Erie Canal. Imbedded in the so-called "million dollar staircase", an attraction for many visitors to the present Capitol, are great blocks of red sandstone from the quarries of Medina on the canal, hauled to Albany by "canawlers" of the nineteenth century.

Since the Civil War, New York governors have been nominees in 15 presidential campaigns and three of them—Grover Cleveland and the two Roosevelts—have literally or figuratively climbed these 77 Capitol steps to the Presidency of the United States.

Immediately in front of those steps stands an imposing equestrian statue of General Philip Sheridan, Albany native and hero of that famous Civil War ride "up from Winchester at break of day".

A stone's throw to the north is the Joseph Henry Memorial and building, reminder of the great scientist and pioneer of experiments in magnetic induction. Skirting it is Washington Avenue, which General Washington traveled in 1782-83 to tour the Mohawk Valley which he prophesied would be the pathway of Empire.

As the Committee's cars swung into Washington Avenue and east, they sped past a statute of the Revolutionary leader, Philip Schuyler, whose home a few blocks to the south is preserved by the State, then flashed past a plaque marking Capitol Park as the site of the Revolutionary period's Fort Frederic.

Down State Street toward the Hudson, the Committee glimpsed another plaque marking the Albany home of Martin Van Buren, the "Little Matt" from Kinderhook, who held an imposing list of appointive and elective state and national offices climaxed by the Presidency.

To turn north at the foot of State Street required a circle of the Delaware and Hudson plaza, a site on and near which unfolded events of unsurpassed historical significance.

In September, 1609, Henry Hudson ended the up-river voyage of his *Half Moon* at this spot. Here was founded Fort Nassau in 1614, Fort Orange in 1624, Beverwyck in 1652 and finally Albany in 1654. Here was signed the Iroquois Treaty in August, 1684, and, near this point, Benjamin Franklin presented to the Congress of 1754 the first formal plan of national union.

Nearby was the Albany terminus of the northward run of Robert Fulton's *Clermont* in 1807, which opened the steamboat age.

That site is almost directly opposite the still-preserved Fort Crailo, across the river, where, during the French and Indian War, a British officer, in derision of the colonial militia, wrote "Yankee Doodle".

A few miles north of Fort Crailo, at Troy, the symbol of America was born. Sam Wilson, butcher, supplied the Army with meat. Soldiers receiving it and noting the official print—US—on the sides of meat, attributed the initials to "Uncle Sam" which long have been the song and symbol of America.

Shades of the Erie

As the Committee neared its Waterford embarkation point, reminders of the Erie Canal appeared, though most of it has been obliterated by time and the growth of the communities along its banks.

A few miles north of Albany, on the outskirts of Cohoes, a marker titled "JUNCTA" showed where the old Champlain and Erie canals met close to the banks of the Hudson River.

Along the back streets of Cohoes, and still fairly well preserved, stand the white stone remains of the famous "16's" of the Erie Canal. These 16 locks of the "Improved" Erie lifted and lowered the canal boats up and down the escarpment to the Mohawk and Hudson River levels.

Unmarked, weed-covered and junk-strewn, they are today sorry evidence of the neglect which all but obliterated so many sites of historical significance. Through these locks floated a commerce which contributed mightily to the development of State and Nation.

It was not too far from these lock-reminders of a later history, incidentally, that one of New York State's greatest prehistoric finds was made. In 1886, workers constructing plant number three of the Harmony Mills at Cohoes, discovered in a large pothole the famous "Cohoes Mastodon". Displayed in the New York State Museum at Albany, this creature of the dim past has, for many years, awed adult and schoolchild alike.

WESTWARD BY CANAL

(Waterford to Fonda)

The Committee was welcomed aboard the State Department of Public Works' boat, *Inspector II*, at Lock 6, Waterford, by Captain Smith. A few minutes later we were underway, with Albert E. Gayer of Schenectady our guide.

Where the Mohawk River finds its way to the Cohoes Falls and its island studded mouth at the Hudson River, the *Inspector* passed under the Saratoga Bridge at Crescent, named for the graceful bow in the river at this point.

Here, on both sides, remnant suggestions remain of the longest aqueduct on the Erie Canal, a water bridge, which once carried canal boats across the Mohawk. On the north side, there still remain a few red brick canal buildings. Water-filled sections of the old canal, which paralleled us on the right as we moved westward, can still be seen.

As the palisades just east of Rexford slipped by, the beautiful remains of the aqueduct, which now supports a bridge spanning the Mohawk between Rexford and Aqueduct was seen. In the days of the original Erie Canal, this aqueduct or water bridge, carried westbound canal boats across the river.

Out of sight, and now out of memory for most, the Erie Canal of the middle period hugged the base of these palisaded cliffs. Through Locks 21 and 22, now hidden, neglected, and known only to devotees of the Erie Canal, boats moved on to the aqueduct, considered in its time a marvel of engineering.

Atop the canyon walls that here overlook the old canal and the Mohawk River, stands the Knolls Atomic Laboratory of General Electric, where scientific history is being made. Not too far away is the scene where labored the genius of electricity, Charles P. Steinmetz. A stone taken from the old Erie Canal aqueduct is the base for a Schenectady plaque honoring his memory.

Passage through this area also recalled the "electric mules" designed and built by General Electric for the hauling of barges on the Erie Canal. Experience proved them infeasible and no man-made machine ever replaced mule and horse power on the "towpath" canal.

Schenectady—Center of Canal and General History

Schenectady, to the south as we moved on, played a significant role in the early prosperity and eventual decline of the old Erie. For it was the terminus of the rail line over which, in 1831, the locomotive "DeWitt Clinton", named for the father of the old Erie—"Clinton's Ditch"—hailed the first train from Albany.

Thereafter, many westward travelers "rode the car" to Schenectady, then embarked on Erie canal packets for Buffalo and way points. Rails, which first supplemented the canal, were ultimately, as they extended westward, to supplant it in hauling passengers and most cargoes.

Traveling with the Committee as an authority on the history of this area was Mrs. Featherstonhaugh of Schenectady, whose husband descends from the George Featherstonhaugh who was among those responsible for establishing the first railroad in New York.

As the gateway to the Mohawk Valley, for control of which armies struggled in all the Colonial wars up to and including the Revolution, Schenectady has been a center for much of our military history.

Near the junction of its State Street and Erie Boulevard (the path of the old Erie Canal) ran, during the Colonial and Revolutionary period the South Shore road, from Fort Stanwix at Rome and Fort Ontario at Oswego. The troops of five wars used this land route and the water route of the Mohawk.

From what is now State and Washington streets in Schenectady, the Clinton expedition of the Sullivan-Clinton campaign, which broke the back of the Iroquois in the Revolutionary War, moved on June 11, 1779, with 1500 men and 200 bateaux, to join Sullivan in the southern tier for their joint offensive against the Indians and the Loyalists.

Schenectady is also the site of Union College, which has numbered among its students a later President, Chester A. Arthur, and William H. Seward, a Governor of New York and Secretary of State under Abraham Lincoln.

Seward was recalled to the Committee, as we passed Schenectady, as one of the more famous "wrong guessers" about the Erie Canal. Referring to his days at Union College (1816 to 1820), Seward once wrote:

"My chief-d'oeuvre in the Literary Society was an essay in which I demonstrated that the Erie Canal, then begun under the auspices of DeWitt Clinton, the leader of the political party in the state to which I was opposed, was an impossibility, and that, even if it should be successfully constructed, it would financially ruin the state".

Retracting in 1822, Seward reported enthusiastically on his Erie Canal packet-boat trip of "80 miles to Weedsport, the landing place for Auburn."

Oldest Mohawk Valley House

At Rotterdam Junction, west of Schenectady, attention was called to the John Mabia House, which, dating from 1670, is the oldest house in the Mohawk Valley. Further on the Schoharie, the first north-south

valley of importance west of the Hudson, meets the Mohawk at Fort Hunter.

Here the German Palatinates settled and, scorning the tenant life of this Hunson Valley patroonships, became freeholders, pioneer farmers cultivating their own land. The European feudalism of the Dutch patroons failed in the Schoharie Valley and here, in a very real sense, democracy began.

Continuing reflections of Schoharie history are the Old Stone Church, the remains of the fortifications at Middleburg, and the covered bridge at Blenheim.

Longhouse Country

At this point, the *Inspector II* was carrying us into the land of the Iroquois longhouse. The term "longhouse", was descriptive not only of the buildings in which the Iroquois lived but also of their government jurisdiction which stretched from the confluence of the Schoharie and the Mohawk rivers west to the Genesee.

The land east and west of this general area also were hunting grounds for the Iroquois. Keepers of the eastern gates of this great Indian area were the formidable Mohawks, while on the west the equally war-like Senecas stood guard. Eventually, the Iroquois spread their power and influence over the whole area east of the Mississippi River. For miles on both sides of the old Erie's route, along the Mohawk, the Finger Lakes and the Genesee River, the Iroquois lived in small communities. Other Indians and the French called these communities, usually fortified, "castles". The designation remains today for some areas, such as Oneida Castle and Seneca Castle.

The "Hill of Torture"

To this place near the junction of the Schoharie and the Mohawk, known to the Indians as "Ossernenon", the Mohawks brought their captives, French and Indian alike. Here was the "hill of torture", where the Jesuit Father Jogues, and other captives, ran in 1642, the "short road to paradise", their name for the cruel Indian gauntlet. And here Jogues, Goupil and Lalande were tomahawked in October, 1646.

Ten years later, in 1656 the venerable Kateri Tekawitha, the "Lily of the Mohawks", was born here. Today, this spot, called Auriesville and visible from the canal, is the site of the shrine of Our Lady of Martyrs, visited by thousands each year.

Fort Hunter

Fort Hunter was the name given to the fortified area where the Schoharie empties into the Mohawk. Established by and named for

Colonial Governor Hunter, its purpose was the protection of Schenectady and Albany. Until the close of the Revolution, it served also as a military supply base and trading post.

Because it has been suggested as the site of a possible outdoor Erie Canal museum, the Committee disembarked at Fort Hunter for an extensive and careful examination of its features. Albert Gayer, an authority on Erie Canal history in the area, acted as our guide.

Among them we saw the original Erie Canal Guard Lock, at Schoharie Creek, the first bridge across that stream, the site of the old wooden dam, and the site of Queen Anne's Chapel and the Queen Anne Stockade at the western end of the original ditch where it crossed the Schoharie.

Thereafter, the group stopped at the Queen Anne Parsonage built in 1720's, saw the old Dutch Barn, one of the original such structures of the early colonial days, and the Yankee Hill Lock where an original canal grocery store building still stands.

This area has been known in history as the Schoharie Crossing. Through it moved the bateaux and canoe traffic of French and Indians. Later the first of the turnpikes ran through it.

Today, within sight of the old locks, can be seen, a lock of the new Barge Canal. The dry docks of the improved Erie, well preserved, stand beside the locks of the original "ditch". The combination of locks at Fort Hunter reflect, perhaps better than anywhere else on the cross-state route, the three stages of this great man-made waterway, Clinton's Ditch, the improved Erie, and the present Erie Barge Canal.

Sir William Johnson—His Homes

No individual had more impact upon the early development and history of this area than did Sir William Johnson, Indian agent for the English Government in the middle 18th century. Eventually he controlled more Indians and more land and influenced more policy than any other colonial figure of the period.

To the north of the Mohawk he built his beautiful homes at Guy Park on the canal, at Fort Johnson near the canal and, finally, the baronial mansion at Johnstown built in 1762, on the uplands of the Mohawk Valley. All three of these buildings still stand and are open for visitation by those interested in the history of the area. Guy Park Manor and Johnson Hall are under State jurisdiction. Fort Johnson is under the control of the local historical society.

Johnson Hall, at Johnstown has been completely reconditioned and restored to its original construction. It has a stone block house beside it and is set in an attractive 18-acre park, only a fragment of what was once an elaborate village-type development.

Sir William, who died in 1774, held an empire together for England. He understood the Indians clearly, treated them as his equals and eventually succeeded the so-called "Albany group" in charge of Indian Relations. He kept the whole Iroquois Confederacy in the British Alliance, or at least neutral, during the later colonial wars when French power was impressively displayed along the New York frontier.

He also helped to develop the Mohawk Valley, bringing in settlers from Scotland and North Ireland and founding the city of Johnstown.

Aware that few colonial figures contributed more to New York State History, this Committee will, in the future, study closely the holdings of Sir William Johnson for possible correlation in a historic preservation program.

Tie-up at Fonda

The first day of our canal cruise ended at the Fonda terminus, where the *Inspector II* tied up for the night. That evening local historians lectured, with slides and films, on what the Committee had seen and what was to be seen next day.

These lectures also dealt with life on the Erie, on which, any farmer, in fact anyone who could get himself a barge and pay the tolls, could become a boatman.

Canal boat crews included two to six men, depending on the boat's size. They moved night and day, the larger with two drivers, two steersmen, a cook, a boatswain.

Before the Civil War the boatswain and the steersman received approximately \$20 per month; adult driver \$10; boy drivers in the East \$10. A missionary report in 1848 stated that ten thousand boys received \$70-\$80 paid them at the end of the season for their work.

For those who had no horses, public horses and drivers could be rented. The small cabins in the stern were usually neat as a pin. Some had colored curtains hanging over tiny windows and occasionally a red geranium in a tin can. At loading and unloading points where 50-100 boats would collect, crews would fraternize, to sing, wrestle, foot-race, play cards, swap yarns and drink. Women sewed and gossiped.

Names of the canal boats were varied and colorful. Real and fictitious heroes were represented: *DeWitt Clinton*, *Poor Richard*, *John Jay*, *Rip Van Winkle*. The animal kingdom gave such names as the *Lion*, the *Elephant*. Then there were less tangible names like *Fancy*, *Splendid*, *Extenuating* and *Humility*.

Children were born on the canal, men and women died and were buried along its banks.

FONDA TO ROME

The Erie Canal had made Fonda a county seat. Leaving Fonda, the *Inspector* moved slowly past Canajoharie, "the pot that washes itself", where the Van Alstyne House, still preserved, was built in 1749. Headquarters for the Tryon County Committee of Safety in 1775, it is now the Fort Rensselaer Club. Here on the west, behind the town, was a quarry from which much of the stone was taken for the Erie locks in this area and, at a later time, for the building of Brooklyn Bridge. Past Fort Plain, Mendonville, St. Johnsville and through the Noses near Sprakers, where the Mohawk pushes its way through the mountains in a narrow defile, the *Inspector* sailed.

Here, side by side, are the great arteries of modern and past transportation, the highways, Routes 5 and 5S on the path of the old turnpikes; the rails of the New York Central; the locks and path of the old Erie Canal; the Mohawk River; the new bed of the Erie Barge Canal, and now, squeezed in between one of the world's greatest highways, the New York State Thruway. Above them all, modern airlines fly this traditional route.

Herkimer Country

At Little Falls is Lock 17, the highest lock in the world, and now the highest of 35 on the 338-mile Erie Canal.

This is so-called "Herkimer country", named for Revolutionary hero Nicholas Herkimer, and the scene of some of that "war's" bloodiest clashes between Loyalists and Patriots.

The Committee made a brief visit to the Herkimer Mansion to see the progress being made toward its complete restoration.

Sir William Johnson and Nicholas Herkimer, both great leaders, were separated by more than the river on which they lived. They represented different backgrounds, different ideas, and different loyalties, and they personified tremendous forces then clashing along the Mohawk River. Herkimer and his loyal band of patriots broke off the western arm of the English wedge plan as it moved from Oswego to Rome with the full intention of marching on to Albany.

At Oriskany, where a huge obelisk commemorating the battle of the bloody ravine can be seen from the canal today, "Old Honikel" Herkimer stopped the English and gave his life.

A predecessor of this Legislative Committee studied the Oriskany battlefield and recommended that additional property, including the so-called "bloody ravine" where the battle actually took place, be purchased. This has been done and, as a result, a better interpretation of this critical battle is possible.

At Little Falls we found a remnant of one of the first locks of the Inland Navigation Company, then we moved on toward Rome.

Rome Unique in Canal History

Fort Stanwix, where the Stars and Stripes first flew in battle, is at Rome. Here, on the 4th of July, 1817, the first spadeful of earth was turned to begin the Erie Canal. The political fathers of the canal decided, very wisely, that the canal should be dug in those places where the greatest effect could be felt in the shortest time.

Later, from the north country and the Tug Hill Plateau, down from Watertown, Lowville, Boonville, through the longest lock combine in the world, came the Black River Canal, bringing its freight and passengers into the Erie.

In this area were located a number of Forts, including Fort Bull, constructed along with Fort Stanwix to guard the portage to Wood Creek at the western end of the valley.

Later, when enterprising New Yorkers cut a shallow canal across the narrow height of land which here separates the eastward flowing Mohawk from the westward flowing Wood Creek, the entrance lock was located. This was the section of the Inland Lock Navigation Company of 1797, superseded by the more famous Erie Canal, completed in 1825.

During an overnight mooring at Rome, the Committee went to Utica to view motion pictures of early canal life. It was at Utica that the famous Chenango Canal cut in as one of the famous laterals to the main line of the Erie Canal.

ROME TO BALDWINSVILLE

Leaving Rome next morning, the *Inspector II* moved on through a landcut to Lake Oneida, which the Barge Canal enters from the east. Oneida is the largest lake completely within the boundaries of New York State.

As we traveled along, it became obvious that today the Barge Canal is a "gas and oil" canal. One of every three tons of canal cargo today consists of these products. In 1948, this amounted to 3.3 million tons, a record for a single commodity. The runner up was the 1.6 million tons of lumber the canal carried in 1883.

Stormy Oneida

Oneida gave us a stormy surprise. Black skies rolled with thunder and lightning cut jagged paths across the wind churned waves 10 feet high. Moving into the lake, the *Inspector* pushed out from Sylvan Bay, all of its passengers showered by the spray as waves broke over the bow.

Fort Brewerton

As we left the lake and entered the Oneida River at Brewerton, the outline of that famous Fort, now a State site, could be seen.

In the summer of 1759, the English built Fort Brewerton, three hundred feet north of the Oneida River at the western end of Lake Oneida. The fort for a time was of great importance, standing athwart both the east-west and north-south water routes. All water traffic literally passed under its cannon.

Following the capture of Canada by the English, the fort dwindled in importance and, at the insistence of the Iroquois, backed by the recommendation of Sir William Johnson, the fort was demolished about 1767.

At the end of the third day, we reached one of the most strategic points along the canal route, the famous Three Rivers. Here the Oneida-Oswego and Seneca Rivers join. Here is a divide. Water runs off in one direction to the St. Lawrence, and to the east along Oneida Lake and the Mohawk. This is literally the heart of New York State. The Indians so considered it, for here they established the council fire of the Onondagas and for the entire Iroquois longhouse.

The Weighlock Building

The Committee learned that south of the Barge Canal, northwest of Oran in Onondaga County, the first steamboat was launched in Limestone Creek near Buellville in 1823, the first of its type to be used on the Erie Canal.

While the *Inspector II* lay moored at Baldwinsville, the Committee spent most of its time in this area visiting the famous Weighlock Building of the Erie Canal in Syracuse, the only such building left on the canal. Guiding us was Richard Wright, of Syracuse, Secretary-Treasurer of the Canal Society of the State of New York.

At a dinner meeting thereafter, pictures and verbal descriptions of the Weighlock Building were presented.

The "Weighlock Building" was exactly what the term implies. It was constructed in 1849-1850 and is a simple two-story red brick structure. The first Weighlock Building had been constructed in 1824 on the north side of the canal, just west of the Salina sidecut. This later became the first section of the Oswego Canal.

For four years boats were weighed there by the hydrostatic method. After a boat had entered the lock, the gates were closed and then the water was emptied into another chamber where its volume was measured and subtracted from that of the lock full of water. Weight of the difference equaled the total of the boat and cargo and deducting the empty weight of the boat gave the net figure on which the tolls were levied. In 1828 large scales were installed to provide greater accuracy and facility.

Six years later a lock of hammered stone, laid in water cement, replaced the old wooden one and the hundred foot entrance was rebuilt with heavy stone. Its walls provided abutment for the Oswego Canal, Towing Path Bridge and for the bridges which carried James Street over the Weighlock entrance and the Oswego Canal.

A new weighing frame was set up and a two-story building, 73 feet by 32, was erected to cover the lock and provide offices and lodging room and storage for tools and other State property. But as the canal was enlarged heavier boats came into use. Traffic increased steadily. By 1847 the Weighlock was in need of major repairs, the rods and frame lacked strength to support the heavier cargoes and the cradle was too narrow to receive the wider boats and the lock was considered too difficult of access.

BALDWINSVILLE TO PALMYRA

Moving on from Baldwinsville, with David Ennis-Lyons as our guide the Committee went ashore again at Three Rivers to examine the Iroquois Memorial at Iroquois Memorial Park. This is a boulder and a bronze plaque, which commemorates the site on which the Onondaga Nation of Indians is believed to have settled first, several centuries before Columbus' discovery of America.

Salt and the Erie Important to Syracuse

The Erie Canal and the salt hauled on its barges did much to build the city of Syracuse; near it in early colonial days was one of the greatest salt deposits in the United States. The earlier trade in this commodity centered between Syracuse and Pittsburgh.

After the Erie canal came into the picture, the hauling of salt, so badly needed in new settlements to the west, helped to develop the Niagara Frontier as a transfer area and eventually broke the salt market in Pittsburgh.

Fort Ste. Marie deGannentaha

On Onondaga Lake, not far from the Erie Canal, one of the most picturesque French Forts, Ste. Marie deGannentaha has been reconstructed. It was originally built in 1656 by 50 French colonists under Major Zackery Dupuis. Several Jesuit missionaries accompanied this expedition. After difficulties with hostile Indians, the Fort was abandoned on March 20, 1658.

Names of Towns Reflect Canal Influence

The names of the towns through which the old Erie coursed indicates their complete dependence upon the Erie Canal. Most of them were split in the center by the old Canal and all contain some reference

to it. Life along the 60-mile "long-level"; through the canal "port" towns: Clyde, Lock Berlin, Lyons, Newark, Palmyra, Macedon, Weedsport, Centerport, Fairport, Spencerport, Brockport, Middleport, Gasport, Lockport and others marking a new period of development in the Nation's westward push.

Development of Syracuse, Rochester and Buffalo was greatly influenced by the canal and smaller towns and cities owed practically their whole existence to it.

In the decade from 1820 to 1830, Rochester's population increased 421 per cent, Buffalo, 13 per cent, and Syracuse 282 per cent.

Montezuma Swamps

Most transportation routes crossing New York State penetrate the Montezuma swamps, and builders of highways, turnpikes, thruways and canals have had to solve difficult engineering problems in the area. Hundreds died of malaria while the Erie Canal was being dug through these swamps.

Deep within these swamps can still be seen one of the most beautiful of aqueducts, that which spanned the Seneca River. The aqueduct was engineered by Van Rensselaer Richmond, whose home remains a showplace at Lyons. One of the areas now left high and dry by the digging of the Barge Canal to the north is Port Byron, where can be found a fine example of a lock of the improved Erie. It is the only lock that can be seen from the Thruway between Albany and Buffalo.

At Port Byron, from 1827 to 1830, lived a cobbler, Henry Wells, of later "Wells-Fargo" Express fame. Isaac Singer is also said to have made the first model of his sewing machine in a small shop at Port Byron.

At Lyons, the Committee saw what is known as the "Poorhouse" Lock; one of the best examples of a lock of the enlarged Erie. Here, is the drydock used for repairing the modern Barge Canal fleet.

At Newark, Palmyra and beyond, the canal goes through the so-called "burnt-over" region, where religions had their birth, among them Spiritualism and the Church of Latter Day Saints, also known as Mormonism. Here we traversed the Rose Capital of the World. Production of the rose is so extensive in this area as to have brought about its designation as New York's official flower. William T. Sampson, famed admiral of the war with Spain, was born near the canal in the Palmyra area. Palmyra, where the Committee spent the night, was the locale for Samuel Hopkins Adams' book "Canal Town".

Interesting to note here, that wholly within the borders of Wayne County are more locks on the present Erie Barge Canal System than any other county.

Distinguished Guest

From here on the Committee was accompanied by and received much valuable information from Dewitt Clinton, President of the Canal Society and descendant of the Father of the Erie Canal.

At Macedon, there still exists a long stretch of canal, with water and a lock, which, like the Port Byron Lock, could be made an attractive rest and tourist area with some local work and enthusiasm.

PALMYRA TO MEDINA

In the days of the old and the enlarged Erie, an aqueduct now used as a bridge carried the canal through the heart of Rochester. About it grew the trade and business section. Today the Barge Canal enters Rochester through Bushnell's Basin along the Irondequoit embankment, 70 feet above the surrounding countryside. It now crosses the Genesee at grade, an interesting and unusual engineering feat. West of Rochester, the canal traveler passes through the famous "ports" of the Erie previously enumerated. On the south bank can be seen what is reported to be the oldest cold storage in the United States. The canal floats over a country road at one point and at Medina it moves across an aqueduct high above the waters of Oak Orchard Creek.

MEDINA TO BUFFALO

At Lockport, the *Inspector* climbed over the Niagara escarpment to the Niagara River level. Beside the new locks are the lock steps of the old canal, now acting as a spillway. Water bridges arch themselves gracefully over these locks. Here we were to go under a bridge with what is reputed to be the widest roadbed in the world.

Beyond here the boats passed through the rock cut to Tonawanda and the Niagara River. At Niagara, where the canal empties into the Niagara River, the *Inspector II* turned south. To the right and north, the sound and mist of Niagara could be heard and seen. Along the river and the old canal, the Niagara Frontier has become one of the leading industrial centers of the country with nearly every facet of economic activity finding expression.

Here meet the two great water paths to the West, the St. Lawrence-Lake Ontario route, and that over part of which we had just traveled, the Hudson River-Erie Canal route.

Upon the one, the Erie Canal, the Niagara Frontier laid its economic foundation in 1825. Upon the other the St. Lawrence Seaway holds out hope for a new era of ocean transportation and expansion.

To skirt the little rapids near the Peace Bridge a lock and canal takes boats from the upper Niagara River into Lake Erie. This lock,

like the first lock in the middle of the Hudson River, is a federally controlled lock at Black Rock. This water elevator was constructed between 1908 and 1912 at a cost of about \$1,750,000.

The lock was constructed with two chambers; one 400 feet long and one 250 feet long.

The history of the Niagara Frontier can be categorized almost by transportation development; the first being the portage period from the early 1600's to 1825. This saw the development of the villages and the towns to the north of the falls. The canal period, 1825 to 1880, was next and developed the Niagara Frontier into a great transportation center and simultaneously laid the foundations for industrial development. During the railroad period from 1850 on the consolidation of trunk lines from New York to Buffalo and Buffalo to Chicago added greatly to the growth of Buffalo as a transportation center. The electric power period from 1890 harassed the waters of the Niagara River to provide power for lighting and to turn the wheels of expanding industry.

As the *Inspector II* moved to its berth in the Erie Canal at the Buffalo Harbor, where our tour ended, the Committee unanimously admitted to a new insight into the importance of the Erie Canal.

For the Erie Canal, in solving its problems, stimulated creation of schools of engineering and other scientific development. It revolutionized the commerce of the United States; it developed the Great Lakes country into one of the largest and richest areas in the world; it made the Great Lakes themselves the cheapest and busiest transportation routes to the markets of the world.

For all of these reasons and many more, to DeWitt Clinton, Father of the Erie Canal, must go credit for advancing immeasurably the economic, social and cultural destiny of New York State and the Nation.



SUGGESTIONS FOR FUTURE STUDY

1. At all times effort should be made to inspire interest and enthusiasm by encouraging individuals, groups and municipalities to participate in historic preservation locally. What might be termed a "do it yourself" program.
2. This Committee in its program aims to set up criteria for evaluating sites, objects and buildings. This roster should be established as to historic value and responsibility on a local, State and national basis.
3. Establish respective responsibilities of Education and Conservation departments for historic preservation.
4. Consideration should be given the need for additional personnel and assistance in the Division of Archives and History.
5. Establish criteria for historic preservation in general.
6. Make on the site survey and study of sites catalogued as important for early consideration.
7. Continue the study of a comprehensive marker program.
8. A survey and study should develop a program for full development of potentialities of properties now owned by the State.
9. Serious study should be given when State expenditures are contemplated and with emphasis placed upon lasting and permanent value.
10. Empire New York State, rich in history should take a serious look to its historic preservation program, as well as its presentation of already State-owned sites.
11. No one area in New York State should be overplayed against the historic value of ALL NEW YORK STATE, when calling attention to our historic shrines.

RECOMMENDATIONS

1. The Committee is convinced that it is necessary that the State embark upon a program to modernize its historic markers. Such a program would be in keeping with modern conditions and into the foreseeable future.

So far as our studies have progressed the Committee recommends:

1. Reduce drastically the erection of small historic markers. Hereafter no such markers should be erected in localities except in locations where they may be read by pedestrians.
2. Markers should be erected of a size at least twice that of present markers. Lettering should be at least six inches high. Wording should be captioned, and any additional information to be in smaller lettered markings.
3. The key to a good program should be in the erection of such markers in rest areas, and wherever possible on State highways or Thruways. These will constitute an introduction to the significant happenings and developments of a particular area of the State thus making history "come alive". The erection of large signs appropriately inscribed with information descriptive of the area, its relationship to other areas, historically speaking, and other important historical happenings.
4. Historic marker program information should be made available through the media of
 - a. maps on which sites are enumerated
 - b. booklets describing markers in regions, more particularly along the main highways.
 - c. booklets enumerating markers through the state on main highways giving the inscription on markers.

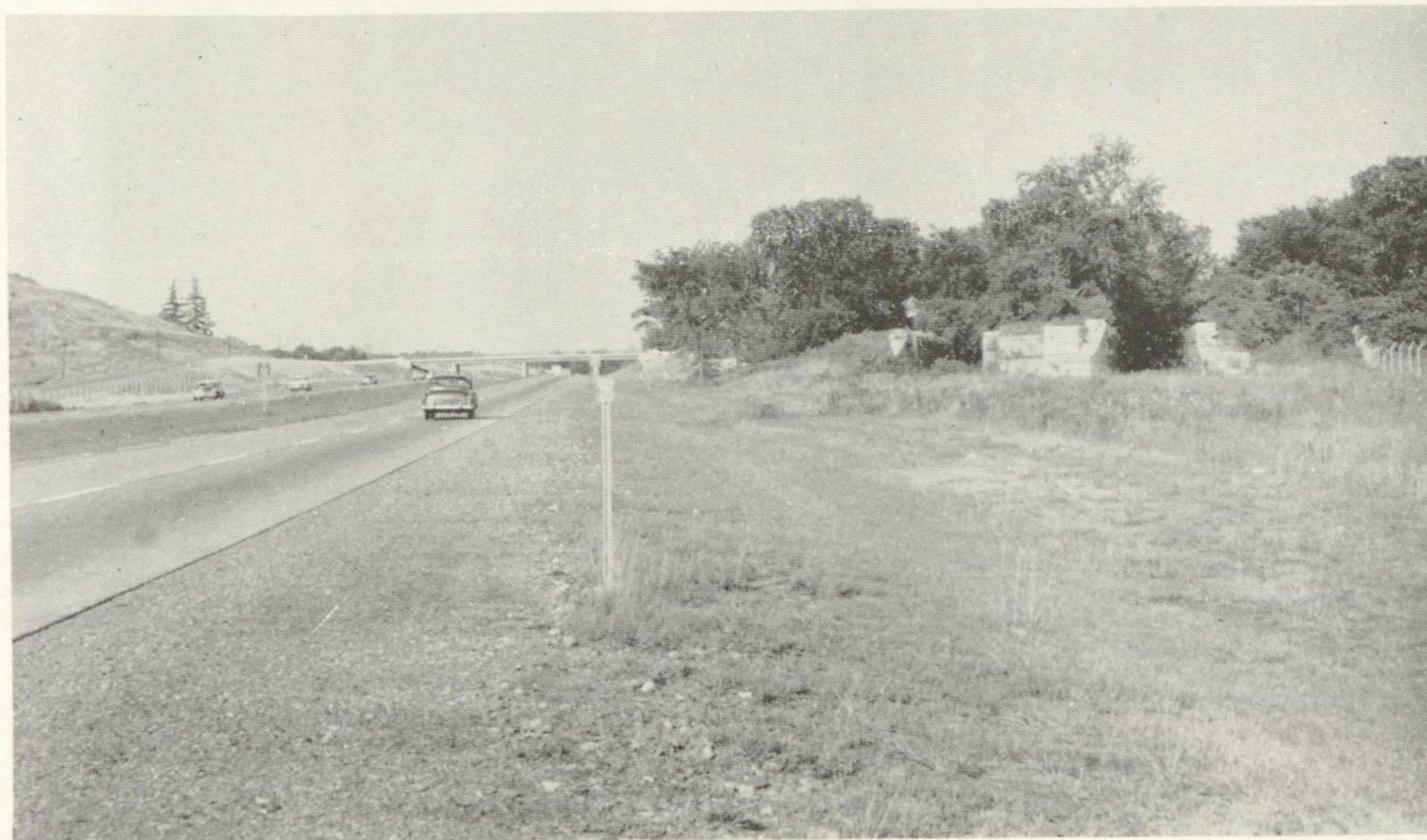
The advantages of such a program would be to inform motorists along routes of travel.

5. The erection of markers on State highways and their maintenance is the responsibility of the Department of Public Works. Further study is recommended relative to the erection, upkeep and maintenance of markers located at places other than State highways.

Such a program as outlined above should be undertaken on a long term basis, possibly ten years. An annual appropriation of \$10,000 would do much to set the program in

motion and to carry it into effect. Such appropriation should be to the Education Department under whose direction the current historic marker program is being carried on.

2. Legislation is required to make possible the charging of fees of admission to those sites and buildings which the department would think advisable. Thus we would start a program of putting our historic sites on a possible pay-as-you-go basis.



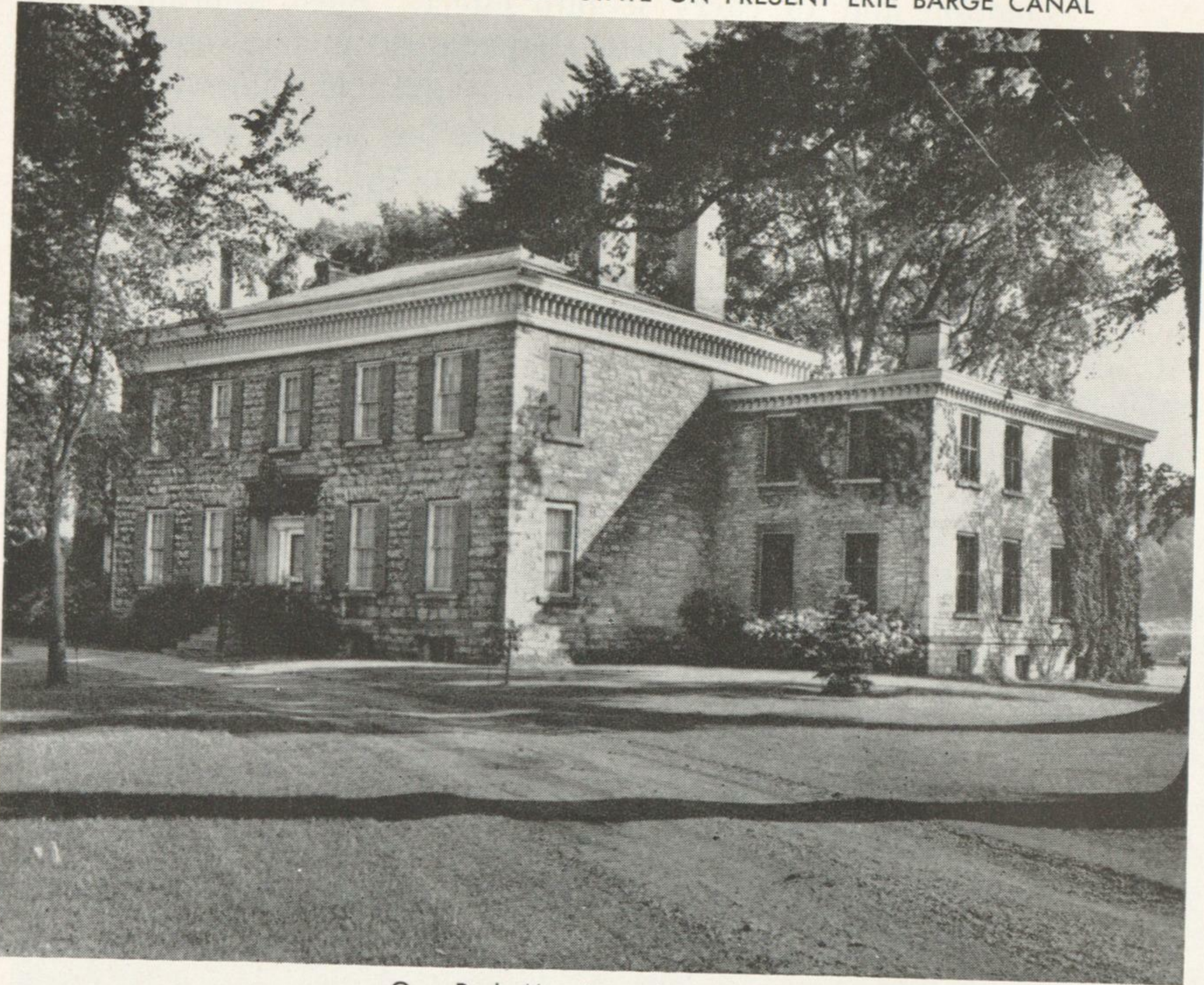
Port Byron Lock of the Old Erie

Remove not the ancient landmarks
Which thy fathers have set

—Proverbs 22:8

3. That the Thruway Authority consider the possibility of making into a rest area the site now known as the old Port Byron Lock. In this project, the last remaining structure of the old Erie Canal to be seen from the State's cross-state Thruway would be preserved and with suitable marker, could well form another link in Canal history of this state.
4. Continued study should be given all the canals and their part in the history of New York.
5. A study is recommended of historic zoning, or preservation law as enacted by other states.
6. Recommend continued study and survey of a site for a Canal Museum.

PROPERTY OWNED BY NEW YORK STATE ON PRESENT ERIE BARGE CANAL



Guy Park Mansion—Amsterdam
Built by Sir William Johnson



Weighlock Building
Picture taken about 1898—owned by State of N. Y.

Last structure of its type stands in the heart of Syracuse, was once the lock used to weigh cargo at junction of the Oswego and Erie Canals

Specific properties as potential sites:

Weighlock Building—Syracuse.

The last structure of its type stands in the heart of the city of Syracuse and was once the lock used to weigh cargo at the junction of the Oswego and Erie canals. Presently used by the Department of Public Works and is soon to be abandoned.

Guy Park Manor—Amsterdam.

Acquired by legislative act and now administered by the Division of Archives and History of the Department of Education, as an historic house. Location and parking space renders it a possibility.

Fort Hunter

The three phases of canal history can be seen here. The Clinton Ditch, the enlarged Erie, and the present Erie Barge Canal all run parallel at this point. Original stonework, structure and buildings portray the canal and canal town originally located here. There has been considerable promotion toward a restoration of this area.

7. This Committee requests that the Department of Public Works make an engineering survey and cost analysis during the coming summer of a restoration and preservation at Fort Hunter.
8. That New York State accept from Westchester County for preservation and restoration the homestead of John Jay and certain of the contents therein, when the Westchester County Board of Supervisors signifies their desire for their acquisition of it and to make such transfer to New York State.

This is the historically significant JOHN JAY who was
 the second Governor of New York
 the framer of the New York Constitution
 the author of the Jay Treaty
 the First Chief Justice of the United States appointed by
 George Washington.

He retired from public life to Westchester and supervised the construction of the house in which he was to spend the last 30 years of his life.

Authentic Jay furnishings, including two chairs from the Continental Congress, a library and important objects of historical value are in the contents.

A trust fund created under the leadership of Mr. Otto Koegal, a Jay enthusiast of Westchester and New York City, has preserved this site until such time as Westchester County and the State could act.

Needs for such acquisition and immediate restoration and maintenance the first year are estimated at \$25,000. Thereafter, it is estimated less will be needed annually.



John Jay Home



Jay Dining Room



In
contents
of
Jay Home

2 chairs—Continental Congress over which John Jay presided as president



Contemporary paintings of Washington, Jay, Adams, Jefferson and Madison

9. Carry on the study of possible Erie Canal vacation cruises. Such cruises have proved so popular in other restored areas here and abroad.

ACKNOWLEDGEMENTS

Advisory Members to this Legislative Committee

The Committee considered itself most fortunate to have outstanding historians accept the invitation to serve as Advisors.

Dr. Louis Jones of Cooperstown, Director of the New York State Historical Association.

Dr. Albert Corey of Albany, Director of the Division of Archives and History.

David Ennis, M.D., Lyons, recognized authority on Erie Canal history.

DeWitt Clinton, Buffalo, President of the Canal Society on New York State.

Division of Archives and History

The Committee in its brief existence has come to recognize the ability and the conscientious service performed by the Division of Archives and History. Dr. Albert Corey and Miss Anna R. Cunningham are invaluable to the preservation program in this State. With the funds that have been made available to them it would appear to this Committee, that they have spread their budget well.

Board of Regent's Advisory Council

This Committee acknowledges the service rendered by this comparatively new historic advisory group. The Board of Regents do not initiate any new suggestions in historic preservation or restoration but this advisory group serve without salary and with expenses to give their expert advice whenever requested through the proper authority.

Legal Counsel

Reuben A. Lazarus, New York City and consultant to the Speaker of the New York State Assembly, has served without salary as counsel to this Committee. Availing ourselves of the services of Mr. Lazarus during time he could give from his official duties with the Speaker, we were enabled in this first year to avoid an expenditure which otherwise would have been necessary.

Department of Public Works

Appreciation is expressed by the Committee to Superintendent John W. Johnson of the Department of Public Works and to Captain Smith and the crew of *Inspector II*.

The Committee also wants to acknowledge the cooperation and assistance rendered us this year by such historians as Frederick Rath, Cooperstown, Vice Director of the State Historical Association; Albert Gayer, Schenectady, Erie Canal history; Richard Wright, Syracuse, Erie Canal history. Also to Mr. Otto Koegel, of Westchester County and New York City, goes great credit for the effort he gave to bringing together those interested in restoration and preservation of the John Jay home.

The Committee also expresses appreciation of the interest and cooperation of local historians, fellow legislators and other public officials who contributed to the Erie Canal Survey.

A SHORT STORY OF ERIE CANAL

*Reproduced by permission of "Parents Magazine", publishers
of the New Wonder World Encyclopedia, Scheduled Publication 1958*

CLINTON'S DITCH

was "America can never forget to acknowledge that we have built the longest canal, in the least time, with the least experience, for the least money, and to the greatest public benefit." In one sentence, Golden summarized what engineers and economists subsequently learned, that the Erie Canal was perhaps the greatest single public works in the United States during the nineteenth century. For New York State, it was perhaps its greatest story. And except for the change of one vote at a dramatic moment, the Erie Canal might never have been.

to 44

for 44 At 10:00 A.M., on October 26, 1825, De Witt Clinton aboard the Seneca Chief on Lake Erie at Buffalo, New York, after proper ceremonies at the western terminus of the canal, signalled the boat to start the trip to Albany and New York. The pioneers from the Niagara Frontier celebrated loudly and bragged hopefully of the canal's great destiny. Along the bank of the canal from Buffalo to Sandy Hook in New York harbor, cannons of the Revolutionary War and the War of 1812 roared out, one after the other, telegraphing the opening of the canal and the beginning of the canal boat procession across the State. The salute of the minute guns reached Albany at 11:00 A.M. and New York City 11:21 A.M. At 11:32 A.M., New York reversed the process and returned the message. Up the Hudson, west along the Mohawk and on to Buffalo, the message telling the West that the whole State along the route of the canal knew of its birth came back to Buffalo in one hour and twenty minutes.

Erie & Atlantic The waters had been wedded. Those who said it would never be dug in one hundred years, those who said De Witt Clinton could never make water run uphill, had now been proved wrong. The engineering phase was a complete success. It now remained to determine if the canal would also be an economic success. In the line of barges, several carried products of the near and far West. If this was a sample of what would come out of the West, its success would be assured.

to 45

The Erie canal brought the Hudson-Mohawk route to its highest point of development. Other modes of transportation would add to the development of this trade artery in the days to come, just as the canoe travel of the Indians and the conestoga wagons of the turnpike era had in the past. In a sense, this was the key which would unlock the treasure of New York State and the West and make New York State the Empire State of the Union. From the Arctic Circle on the north to the end of the endless mountains in Georgia, there are only two commercially exploitable water level routes east-west: the St. Lawrence River and the Hudson-Mohawk route across New York State. In the first

quarter of the nineteenth century, because of defense considerations, the threat of war and, eventually, a war with England caused both countries to dig canals away from the International boundary line. In Canada, they built the Rideau Canal and in the United States, the Erie, both of them away from the St. Lawrence River.

Like many significant events in history that seem to burst suddenly upon the scene, the conception of a New York canal had actually grown slowly. For a hundred years before its completion, farsighted men talked about a waterway connection between the lakes and the ocean. The natural waterways across the State undoubtedly had something to do with the settlement of the Iroquois Indians in New York State. They helped to bind the Five Nations closely together. Colonial leaders saw water connection possibilities across the State: Cadwallader Colden, George Washington, Sir Henry Moore, Gouverneur Morris, George Clinton, first governor of New York State and nephew of De Witt Clinton.

As early as 1700, the Earl of Bellemont, the governor of the province of New York, instructed Colonel Romer, "his Majesty's Chief Engineer in America" (then on a visit to the Five Nations), to observe the country exactly as you go and come, with the rivers, lakes, woods, plains and hills; to make a map thereof to be laid before his Majesty . . . and to take a particular view of the two carrying places and to report unto me your opinion how much they would be shortened by clearing and cleansing the creeks from woods, so as to make those creeks navigable for boats and canoes."

As Surveyor General to William Burnet, colonial governor of New York, Cadwallader Colden pointed out in 1724 the advantages of a water route across the State. That same year, a survey was instituted to determine a possible water-route from Albany to Lake Ontario (then Lake Cataqui); in 1766, a water-passage was constructed between the Mohawk River and Wood Creek, utilizing the primitive method of sluicing to raise and lower the boats from one level to another. Governor Moore, in 1768, urged the improvement of inland navigation. After the Revolutionary War in 1783, General Washington made a tour of New York State and also saw the great possibilities and potential in developing the water routes through the State. Following a suggestion by President Washington, the first true canal survey was performed in 1784 by Christopher Coles who received approximately \$125 for the job. He and his associates were granted the profits in perpetuity if they completed the canal project. They failed.

The New York State Assembly took an interest in the subject in 1786, recommending in a bill the improvement of navigation of the Mohawk River, Wood Creek, and the Onondaga River, thus opening navigation to Oswego. From the executive branch five years later

came a similar recommendation. In 1792, something actually came to pass besides words, bills and executive orders. General Philip Schuyler incorporated the Western Inland Navigation Company and became its president. One company was chartered to construct locks and make connections between the Hudson River and Lake Champlain. At the time, this came to naught, but it presaged future developments. The other company, the Western Inland Navigation Company, actually started construction. By 1796, six miles of canal had been built in and around Little Falls, facilitating the use of the upper Mohawk. Soon afterward, locks and connections were made opening navigation to Lake Ontario and the West.

Improvements in the Mohawk River followed. In 1797, on a tour to the West with William Weston, Schuyler talked of water connections by canals all the way to Lake Erie. The next year, Gouverneur Morris spoke of "tapping Lake Erie" as a source of water supply for the canal. His plan seemed extremely simple—that of a trough, straight and practically level, running from Lake Erie to the Hudson. It was admitted that this scheme would avoid the building of locks; the great difficulty was that such a trough's eastern end would be about 500 feet above the level of the Hudson. It was never explained how boats would get up and down, to and from that point.

The man who succeeded, more than any of the other early proponents, in concentrating public opinion on the project was Jesse Hawley. In a series of articles appearing in the *Genesee Messenger* in October, 1807, he advocated the construction of a canal from Lake Erie to the Mohawk at Utica and on down that river to the Hudson. Despite this effort, nothing tangible resulted.

As early as 1806, attempts were made to secure financial help from Thomas Jefferson and the Federal Government. The idea appealed to the President, who thought it was then a physical impossibility and at least 100 years ahead of its time. Thrown back on their own resources, the Legislature, four years later, acted. In 1810, both houses of the New York Legislature passed a joint resolution appointing seven commissioners to explore and study the possibility of a route from the Hudson to Lake Erie. The seven commissioners were: Gouverneur Morris, Stephen Van Rensselaer, De Witt Clinton, Simeon De Witt, William Nort, Thomas Eddy, and Peter D. Porter. In the following Legislature, they recommended an overland route. They tried again to interest the Federal Government in the project, but without success.

Subsequently, they reported back to the Legislature that "sound policy demands that the canal should be made by the State of New York alone, and for her own account." The Legislature raised the first money, \$5,000,000, for construction in 1812, but the outbreak of the war that year prevented its use and postponed canal work for the duration. In 1814, the law authorizing the loan was repealed.

In 1815, the real champion and father of the Erie Canal, De Witt Clinton, presented a memorial to the Legislature favoring the construction of a canal. How the canal bill became law is one of the dramatic moments in the history of the country, because its passage hung on one vote. The bill passed both houses on April 14, 1815. Under the New York State Constitution at that time, it then had to be approved by the Board of Revision, consisting of five men. Three of the men were opposed to the bill; among them, Chancellor Kent. At that precise moment, Daniel Tompkins, former Governor and, then, Vice President of the United States, walked into the room. He volunteered the opinion that he opposed the bill, claiming that there would be another war with England in two years. To defend itself, America would need all its resources. Chancellor Kent, impressed with this statement, asked the Vice President if he really meant there would be a war with England in two years. On getting an emphatic yes, Kent said if that was the case, he would change his vote and favor the bill. This tipped the tally and the bill became law. It is interesting to note that the opposition of the Vice President to a measure already lost through the use of an unfortunate argument caused the great law giver, Kent, to change his vote and, perhaps, the course of history.

The building of the canal began on the fourth of July at Rome, New York. At the ceremonies, Samuel Young, one of the commissioners, said: "By this great highway, unborn millions will easily transport their surplus productions to the shores of the Atlantic, procure their supplies and hold a useful and profitable intercourse with all the maritime nations of the world." Thirty years after his uncle, George Clinton, had urged the matter on the people, De Witt Clinton had realized his great dream.

Wisely, the planners and engineers had decided to start at the easiest section and the one that would dramatically show the greatest progress in the shortest time for the least expenditure of energy. The middle section, Utica to Montezuma, celebrated its completion on July 4, 1820; the eastern section at Albany in October, 1823; and the western section on October 26, 1825. When completed, the canal ran 363 miles from Buffalo to Albany and a total of 513 miles all the way to New York. To compensate for the various levels, the canal had to have 83 locks, 90 x 15. These were capable of holding and passing boats of 100 tons burden. In dimensions, the canal measured 40 feet on the surface, 28 feet at the bottom, with a depth of water of 4 feet. It was nothing more than a damp ditch. Yet, it carried the old world to the new and brought from the West its golden harvest of grain.

It is almost impossible to assess the impact of the Erie Canal economically or scientifically. To a great extent, it created the profession of engineering in the United States. Rensselaer Polytechnic

Burt to
41

Institute came about largely as a school for educating engineers for the canals of New York State. With few guides to go by, the practical engineers solved many difficult problems. The whole question of hydraulics and locks, a waterproof cement, a stump puller and men who could stand the damp and disease of the Montezuma swamps had to be solved by the ingenious pioneers. The rock-cutting through the mountain ridge near Lockport was accomplished with Du Pont's new blasting powder; the swift waters of the Genesee spanned by a water-bridge of Roman arches; on the 70-foot embankment over the Irondequoit Valley was seen "the sublime spectacle of boats gliding over the hill tops;" hordes of bog-trotting Irishmen left their famine-stricken island to dig in waist-deep mud and water through the mosquito and malaria infested Montezuma marshes; the Mohawk River was crossed by two mighty aqueducts, and Schoharie Creek by a dam-crossing; and finally, the level of the Hudson was reached by a flight of 16 locks.

Economically, the canal created as great a revolution as it had in engineering. Freight rates from Buffalo to New York dropped from \$100 a ton to \$10 and, then, less than that. This caused a tremendous price change. Traffic outran the size of the canal very quickly. The total cost of the canal amounted to \$7,143,789 more than \$2,000,000 more than the original estimate. But business boomed on the Erie Canal. By 1836, after just a decade of operation, it had yielded more revenue into the treasury than it had cost. Immediately, agitation began for its enlargement.

Among canal historians, it is customary to divide the subject into three parts, with considerable overlapping. The first is the era of the original Erie Canal (the Grand Canal of its proponents, or the "Clinton's Ditch" of its detractors). This period is from 1825, when the canal was opened, until 1862, but might well include the many years of planning and the eight years of building prior to 1825.

The second era is that of the "Enlarged" Erie, from the time of the Civil War (1863 being the generally accepted date) to the completion of the present canal system in 1917.

The third and current epoch is that of today's New York State Barge Canal System, of which the Erie Canal is the major division. Tolls were abolished in 1882, and today the Erie Barge Canal is a free canal.

The Erie Canal revolutionized the flow of traffic. It made internal commerce larger and of greater economic significance than foreign ocean trade. It developed the Great Lakes region into the greatest inland transportation route in the world. The land washed by these waters became one of the richest areas of the world. It helped to make New York City the largest port in the world and New York State the Empire State. It dotted the Mohawk Valley and the route to the West

from all

*1841 Consider
era of Improved
Erie*

with towns and cities, many of which owed their birth and their growth to the Erie Canal.

Most of all, it opened the West. It stimulated the great western movement which caught America up in the spirit of Manifest Destiny. It created the canal era. Many people in and out of the State thought that because the Erie had been such a success, other canals would be as successful. None were. Some managed to survive. Many failed.

In New York State, the Erie was always regarded as the main line. The other canals served mainly as feeders, called laterals. None of these ever reached the "toll take" of the Erie, but they did open up sections of the State for economic development and settlement. These canals, like fingers, reached into almost every section of the State. These lateral canals were, besides the Champlain Canal completed in 1823, as follows: Genesee Valley, Cayuga and Seneca, Crooked Lake, Chemung, Chenango, Oswego, Black River, Champlain, Glens Falls Feeder, Oneida Lake, Oneida River Improvement, Baldwinsville and Seneca River, and Delaware and Hudson.

The Erie Canal and its laterals helped America come of age. No one paid the canal greater and more beautiful tribute than the great American writer, Herman Melville, who said, "For three hundred and sixty miles, through the entire breadth of the state of New York; through numerous populous cities and most thriving villages; through long, dismal, uninhabited swamps, and affluent, cultivated fields, unrivaled for fertility; by billiard-room and bar-room; through the holy-of-holies of great forests; on Roman arches over Indian rivers; through sun and shade; by happy hearts and broken; through all the wide contrasting scenery of those noble Mohawk counties; and especially, by rows of snow-white chapels, whose spires stand almost like milestones; flows one continual stream of Venetian . . . life."

In Ft Hunter near Amsterdam ~~can be~~
~~seen~~ the only place where remains of the
3 stages of the Canal can be seen.

Effort has been made to develop a retract
after our Committee made its study
and report. Ft Hunter Society was organized
and I have recently learned a sizable
appropriation is made toward retract
+ Park

Wellsboro Bldg in Syracuse interesting Canal
museum visit

A CANAL CHRONOLOGY

A List of Important Dates for the Canals of New York State

(Selected from the *History of the Canal System
of the State of New York*)

By NOBLE E. WHITFORD

CHRONOLOGICAL RESUME OF IMPORTANT LAWS AND EVENTS

ERIE CANAL

- 1768 December 16—Governor Sir Henry Moore recommends improvement of the Mohawk River, but no action was taken by the General Assembly.
- 1784 November—Plan of Christopher Colles for removing obstructions to the navigation of Mohawk River.
November 6—Legislative committee commends plan of Colles, but deems its prosecution at public expense inexpedient.
- 1785 April 5—\$125 appropriated to enable Colles to essay removal of certain obstructions from Mohawk River.
- 1786 Jeffrey Smith introduces bill in Assembly for navigation, Wood Creek, Mohawk and Onondaga rivers, "and if practicable extending the same to Lake Erie."
- 1791 Governor George Clinton urges upon the Legislature the necessity of improving natural water channels.
Joint committee advocates opening water communication between Mohawk River and Wood Creek.
Commissioners of Land Office to survey between Mohawk River, at Fort Stanwix, and Wood Creek, and to prepare estimates for a canal.
Hardenburgh and Wright make survey.
- 1792 Western Inland Lock Navigation Co. incorporated to open navigation from the Hudson to Ontario and Seneca lakes.
Locks to be at least 70 x 10 ft.; navigation companies authorized to lease surplus waters.
January 3—Commissioners report that the route from Albany to Seneca Lake could be improved by locks and canals for \$200,000.
Surveys made by Western Co., Schenectady to Wood Creek.
- 1793 Right of way limited to 20 ft. each side of canal.
Work begun in April at Little Falls.
Wood Creek cleared, straightened and improved and its length shortened more than 7 miles.
- 1795 State Treasurer instructed to subscribe for 200 shares Western Co's stock at \$20 each.

- 1796 Western Co. loaned \$15,000 by State, on mortgage security.
Western canals opened from Schenectady to Seneca Falls for boats of 16 tons burden.
Freight charges reduced from \$100 to \$33 per ton.
Little Falls Locks completed.
Wm. Weston makes examination and proposes plans for canal locks around Cohoes falls, estimating cost at \$200,000.
- 1797 Western Co. authorized to borrow \$250,000.
October 3—Canal from Mohawk River to Wood Creek completed.
Report of companies to Legislature, containing Weston's report.
- 1798 Niagara Canal Co. incorporated to construct a canal from Lake Erie to Lake Ontario, 6 miles long, 50 locks.
Western Co., allowed 5 years more.
- 1800 December 20—Gouverneur Morris in a letter says ships may be made to "sail through the Hudson River to Lake Erie."
- 1802 Comptroller to accept shares Western Co. in payment of debts.
Western Co. proposes to improve navigation of Wood creek from Fort Stanwix to Little Canada Creek, distant 6 miles, by a series of 4 locks and dams.
- 1803 Gouverneur Morris said to have urged the feasibility of "tapping Lake Erie and leading its water across country to the Hudson River."
Surveys, plan and profile, improvement Wood Creek from Fort Stanwix to Little Canada Creek completed by Benjamin Wright, also surveys of Mohawk River from Fort Stanwix to Schenectady.
- 1806 Western Co. granted an extension of 7 years time.
- 1807 January 14—Jesse Hawley, in Pittsburg (Pa.) Commonwealth, enunciates the Erie Canal idea, elaborating the same in *Genesee Messenger* in 14 articles, between October 27, 1807, and the following April.
- 1808 February 4—Judge Joshua Forman offers a resolution in the Assembly for a canal joining the Hudson River and Lake Erie.
Survey ordered of a route between Hudson River and Lake Erie by Ontario and inland routes.
James Geddes appointed to make survey from Hudson River to Lake Erie.
Grant west of Oneida Lake, surrendered by Western Co. to State, accepted by State.
- 1809 January 20—Report of James Geddes of explorations for canal route under concurrent resolution of March 21, and April 6, 1808.

- 1810 Commissioners appointed to examine inland waters by a joint resolution March 13 and 15.
 Appropriates \$3,000 for use of the commissioners.
 Gouverneur Morris, Stephen Van Rensselaer, Wm. North, De Witt Clinton, Thomas Eddy, P. B. Porter and Simeon De Witt appointed first commissioners.
 General P. B. Porter of New York, offers a resolution in Congress urging the appropriation of public lands in aid of the construction of roads and canals.
- 1811 Appoints 9 commissioners to consider the matter of improving internal navigation.
 February—Commission reports, Lake Erie to Hudson River 310 miles; 525 ft. fall; estimated cost about \$5,000,000; on the inclined-plane principle.
 Commission to invite cooperation of the United States and the individual states, \$15,000 appropriated for their use.
 December 23—President Madison submits copies of chapter 188—1811 to Congress and invites its aid.
- 1812 Commissioners under chapter 188—1811 to borrow \$5,000,000; also to purchase Western Co.'s property.
 March 14—Commissioners under chapter 18—1811 report; Western Co. demands \$190,000 for their property.
 Massachusetts, Tennessee, Vermont, Ohio pledge their aid; New Jersey, Michigan, Connecticut do not favor the project.
- 1814 Holland Land Co. offers conditionally to donate 100,632 acres of land in Cattaraugus County, in aid of canal.
 Sections 3, 4, 5 of chapter 231—1812 giving commission power to raise \$5,000,000 repealed.
 Commissioners report engagement of Wm. Weston as engineer for proposed canal.
- 1816 Hudson and Mohawk Lock Navigation Co. incorporated, capital stock \$500,000.
 Five commissioners appointed to provide communication by canals and locks between the Hudson and Lake Erie and Lake Erie and Lake Champlain.
 Favorable report of commissioners appointed in 1811.
- 1817 Construction authorized Mohawk River to Seneca River; contiguous lands to be taxed; canal fund; commissioners of canal fund formed and canal commissioners continued; commissioners may purchase rights of Western Co.
 February 15—Commissioners appointed pursuant to chapter 237—1816 present surveys and estimates for both canals.
 June 27—First contract let.

- July 4—Ground for the canal first broken at Rome, with fitting ceremony. Fifty-eight miles of the canal put under contract during the year, all on the summit level.
About 15 miles of canal completed during the year.
- 1818 Appropriates \$12,000 for Harbor at Buffalo.
Completion of canal authorized Seneca River to Lake Erie and middle division to Hudson River, and canal laborers exempted from military duty.
Holland Land Co.'s grant of 100,632 acres of land in aid of canal accepted.
Work greatly retarded by epidemic among the canal laborers, over 1,000 disabled in vicinity of Cayuga marshes.
Middle section of the canal from Utica to Seneca River and Salina side-cut completed, 98 miles.
December 10—During past 4 months between 2,000 and 3,000 men with 500 teams and tools were employed in constructing the canal.
- 1820 Regulations for conduct on canal.
May—Navigation opened on the middle section.
July 1—Tolls first levied and collected.
October 2—Western Co.'s rights purchased by State for \$91,616.
Fifty-one miles of western division about half completed.
Work on eastern section begun.
Nine miles of western section filled with water.
- 1821 Commissioners to borrow not over \$1,000,000 in 1821 and \$1,000,000 in 1822.
Ontario Canal Co. incorporated to build a canal from Canandaigua Lake to Erie Canal.
Canal commissioners to act as canal appraisers.
Canal completed from Utica to Little Falls.
Fifty miles western section completed.
- 1822 Buffalo and Black Rock harbors to be improved.
Canal material exempted from execution.
Speed on canal limited to 4 miles per hour.
Canal completed from Little Falls to Schenectady.
One hundred and twenty miles of navigation open.
Genesee River feeder completed, lock at head.
Collectors' offices established.
Canal filled, Rochester to Pittsford; 180 miles open.
Feeder and aqueduct at Little Falls completed.
Schoharie Creek dam completed, 650 ft. long; founded on piles and built of stone and timber.

- 1823 One million three hundred thousand dollars appropriated for canal fund.
 Canal basin to be built at Albany.
 Niagara Canal Co. incorporated.
 Salary, canal commissioner fixed at \$2,000 per year.
 Aqueduct over Genesee River completed, 802 ft. long, 11 arches.
 Salina side-cut connected with Onondaga Lake.
 October 8—First boats from the West and North pass through the canal into the Hudson at Albany, amid great enthusiasm.
 Feeder dam built at Johnsville.
 Canal completed from Rochester to Brockport and Schenectady to Albany.
- 1824 One million dollars appropriated for canal fund.
 Canal completed, Brockport to Lockport.
 Three hundred bridges built across canal between Utica and Albany and 80 between Utica and Little Falls.
 Tonawanda feeder completed.
 Niagara River lift-lock completed.
 Hydrostatic locks built at Utica and Syracuse.
 Three thousand houses built in New York City during the year.
 De Witt Clinton removed from office of canal commissioner by concurrent resolution.
- 1825 "Great canal act" authorized surveying and estimating 17 canal routes.
 Canal appraisers appointed.
 Commissioners to build canal from Squaw Island to Buffalo Creek.
 Two hundred seventy thousand nine hundred sixty-five dollars and seventy-eight cents appropriated for canal fund.
 October 26—Erie Canal completed; opening ceremonies were celebrated with the greatest enthusiasm all along the line; fleet entered canal at Buffalo for New York on trip of celebration.
 Whole number of boats and rafts which passed on the canal during season 13,110.
 Number of persons passing Utica in freight and packet boats during season, over 40,000.
 Troy dam damaged and Adams Island partly carried away by spring floods.
 Petitions from 12 counties and 18 towns and cities against navigating the canal on Sunday.
 Hydrostatic locks for weighing laden canal boats prove wonderfully efficient.
- 1826 Commissioners to lay out side-cut to Montezuma, to be built by salt manufacturers.

- Limestone Creek and Mohawk River feeders, with dams, locks, etc., completed.
 Eighty bridges rebuilt on an enlarged and more substantial plan.
 Canal board established.
- 1827 Maps to be made of all existing canals; Erie Canal declared completed.
 New lift-lock at Fort Plain completed.
 Black Rock pier damaged.
 Canal commissioners met and organized under the law reducing the number of commissioners to two.
 Genesee River feeder dam raised 14 in.
- 1828 Lock and waste-weir at Rome to be rebuilt.
 Pier built at Black Rock harbor, 375 ft.
 New brush and gravel dam built on Schoharie Creek.
 New lock built at Lyons.
 Raceway at Lockport completed.
 Navigable season, March 27 to December 20, a period of 269 days. (Longest recorded.)
 February 11—Death of De Witt Clinton, Governor of the State of New York.
- 1829 Weigh-lock at Utica completed.
- 1830 Number of boats arriving and departing from Albany during the season, 12,890.
- 1831 Number of boats arriving and departing from Albany during the season, 14,963.
- 1841 Two million one hundred fifty thousand dollars to be borrowed for enlargement.
 Canal department located in State Hall, Albany.
 Masonry of locks, Albany to Little Falls, completed.
 Fort Jackson and Schoharie Creek aqueducts completed.
 Nine Mile Creek and Carpenter Brook feeders finished.
 New Utica weigh-lock completed.
 "Erie Canal Enlargement and Black River and Genesee Valley Canal Completion Co." offer to complete canals within three years from January 1, 1842.
- 1842 "Stop law," all work excepting necessary repairs stopped.
- 1846 Canals never to be sold, leased or otherwise disposed of.
- 1847 Van Vleck's survey for reservoirs; Limestone Creek, 580 acres, 604,517,540 cu. ft.; Cazenovia Lake 1,178 acres, 257,488,100 cu. ft.; Chittenango Creek, 314 acres, 292,438,290 cu. ft.
 Feeder at Jordon level completed.

November 2—Charles B. Stuart elected first State Engineer and Surveyor under the Constitution.

One thousand five hundred and fourteen new boats registered during the year, making a total of 4,000 to date.

- 1859 "Test boats" heavy laden to ascertain obstructions, to be run monthly on the canals.

CHAMPLAIN CANAL

- 1791 Joint committee advocates opening of water communication; Rensselaerwyck to Lake Champlain.
- 1792 Northern Inland Lock Navigation Co. incorporated to open navigation, Hudson River to Lake Champlain.
Locks to be at least 70 x 10 ft.; navigation companies to lease surplus waters.
Surveys made by Northern Co., Hudson River to Lake Champlain.
- 1793 Right of way limited to 20 ft. each side of canal. Work on canal begun at Stillwater.
- 1817 Construction authorized; contiguous lands to be taxed; canal fund, commissioners of canal fund formed and canal commissioners continued.
Commsisioners present estimate, \$871,000, for canal 30 x 20 x 3 ft., locks 75 ft. x 10 ft.
Dimensions changed to those of Erie Canal.
Construction of canal commenced.
- 1819 Canal to be opened, Fort Edward to navigable waters of Hudson. Canal opened from Fort Edward to Lake Champlain.
- 1823 One million three hundred thousand dollars appropriated for canal fund.
Canal completed; navigation opened September 10.
Glens Falls feeder opened to Sandy Hill.
Troy dam and lock completed.
Tolls on rafts double that on boats.
Only ten boats on the canal in 1821, and in 1823 there were 100 boats.

OSWEGO CANAL

- 1808 Western Lock Navigation Co. surrenders grant west of Oneida Lake.
- 1819 Six thousand dollars appropriated for side-cut, Erie Canal to Salina, 1 mile, 43 chains. (Work completed during year.)
Concurrent resolution, survey to be made of Oswego River to Three River Point and Seenca River to Onondaga Lake.

- 1825 One hundred sixty thousand dollars authorized to build canal. Construction begun; 18 miles river improvement, 14 miles of canal.
- 1828 Not to exceed \$15,000 to be borrowed for canal.
December 10—Canal completed.

CAYUGA AND SENECA CANAL

- 1813 Seneca Lock Navigation Co. incorporated to build canal between Cayuga and Seneca lakes; capital stock \$50,000.
- 1818 Locks at Seneca Falls completed and boat passed from Schenectady.
- 1825 Commissioners to build canal from Seneca Lake to Montezuma and purchase property of Navigation Co.; total cost not to exceed \$150,000.
Commissioners report, estimating cost \$100,000.
- 1828 Commissioners to construct canal to East Cayuga.
November 15—Canal completed, length 21-11/20 miles; 11 locks, 90 x 15 ft.; lockage 73.5 ft.; water-surface 40 ft.; 4 ft. deep.

CHEMUNG CANAL

- 1779 Canal proposed by General Sullivan.
- 1815 Seneca and Susquehanna Lock Navigation Co. incorporated; \$300,000 capital stock.
- 1825 Surveys to be made from Seneca Lake to Chemung River.
- 1826 Report of James Geddes for canal 31 miles long.
- 1829 Canal commissioners to build canal from Seneca Lake to Elmira (after securing rights of Navigation Co.) for not over \$300,000.
- 1830 Contracts let for \$290,263 and work commenced, to be completed in October.
- 1833 Canal completed; 23-mile canal, Watkins to Elmira; 16 miles navigable feeder, Horseheads to Corning; 42 ft. surface, 4 ft. water; 53 locks 90 x 15 ft.; 516 ft. lockage.
May 5, 6, 7—Heavy rains seriously damage canal and structures, especially Chemung dam.
October—Navigation opened.

CROOKED LAKE CANAL

- 1809 Park of Crooked Lake outlet declared a public highway.
- 1814 Surveyor-General to survey from Seneca Lake to Cohocton River.
- 1824 Petition for survey of canal connecting Seneca and Crooked lakes and Cohocton River.

- 1828 April 19—Commissioners to make survey.
 1830 Hutchinson's report; estimate, \$119,198.
 1833 Authorizes Canal Board to allow for extra expense and labor.
 May—Floods cause considerable damage to unfinished work.
 October 10—Canal completed; 8 miles; 42 ft. surface, 4 ft. of
 water; 28 locks, 90 x 15 ft.
 October 21—Canal opened for navigation.

ONEIDA LAKE CANAL

- 1827 Petitions to Legislature for the construction of Oneida Lake
 canal.
 1831 Petition to Legislature for the incorporation of a company to
 build a canal from Erie Canal to Oneida Lake.
 1832 Oneida Lake Canal Co. incorporated to build canal from Erie
 Canal to Oneida Lake, capital stock \$40,000.
 1835 Amount of capital increased by \$30,000.
 Canal completed; 6.5 miles; 7 locks, 1 guard-lock, 40 ft. surface,
 26 ft. bottom, 4 ft. water; cost \$78,825.
 September 12—Navigation opened.
 1836 Canal to be extended 4 miles up Fish Creek.
 1841 Canal transferred to State for \$50,000.

CHENANGO CANAL

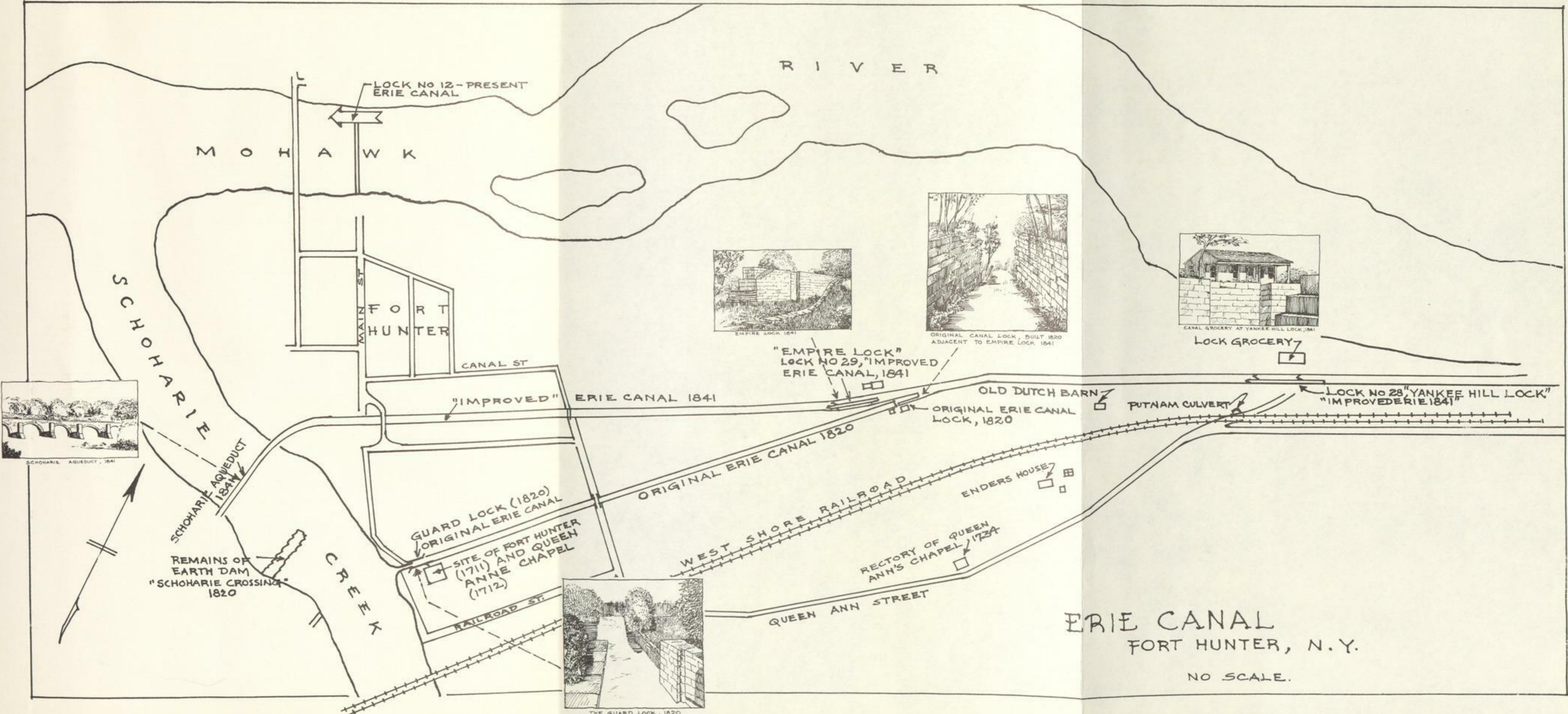
- 1803 Chenango River declared a public highway.
 1824 Petition presented, praying for construction of Chenango Canal.
 1825 Canal commissioners to survey for canal from Chenango Point
 up Chenango River to Erie Canal.
 Geddes survey; 90 miles; lockage, 1,050 ft; estimated cost, \$715,-
 478.
 1826 Canal Committee report in favor of construction of Chenango
 Canal.
 1828 Hutchinson's survey; 92,775 miles; summit 706 ft. above Erie.
 1829 Commissioners to build canal, Binghamton to Utica, upon satis-
 factory examinations concerning water supply, cost and
 revenue.
 1836 Commissioners to borrow \$260,000.
 October—Canal completed.
 1837 Commissioners to borrow \$150,000.
 Navigation commenced.

BLACK RIVER CANAL

- 1810 Black River Navigation Co., incorporated to improve Black River, Brownville to Lake Ontario, in 3 years.
- 1825 Canal commissioners to survey from Rome to Ogdensburg via Black River.
- 1826 Report of James Geddes; survey covers 3 routes, from Herkimer, Boonville and Fort Bull, all terminating at Ogdensburg.
- 1829 March 24—Canal commissioners to make survey (failed to do so.)
- 1837 Surveys completed.
November 11—First 14 miles located and put under contract.
- 1855 November 13—2.7 miles of canal north of Fort Leyden and 13 locks completed, finishing entire canal, exclusive of river improvement.

GENESEE VALLEY CANAL

- 1813 Genesee River declared a public highway.
- 1825 Commissioners to survey for canal, three routes—Rochester to Olean, Scottsville to Genesee River, Lake Erie to Allegheny River.
- 1836 Commissioners to build canal, Rochester to Olean, and side-cut to Dansville.
- 1857 Extension to Millgrove to be built for \$109,000.
Sixty-three thousand one hundred forty-two dollars and thirty-six cents appropriated.
Rockville to Olean completed, 24 miles, total 117 miles.
Extension to Millgrove contracted for.
June 9 and November 10—Breaks caused by floods; navigation suspended 10 and 4 days respectively.
Feeder built from Olean Creek, 5 rods.
- 1879 Superintendent of Public Works to sell canal after January 1, 1880.



ERIE CANAL
FORT HUNTER, N. Y.

NO SCALE.



The Old Erie