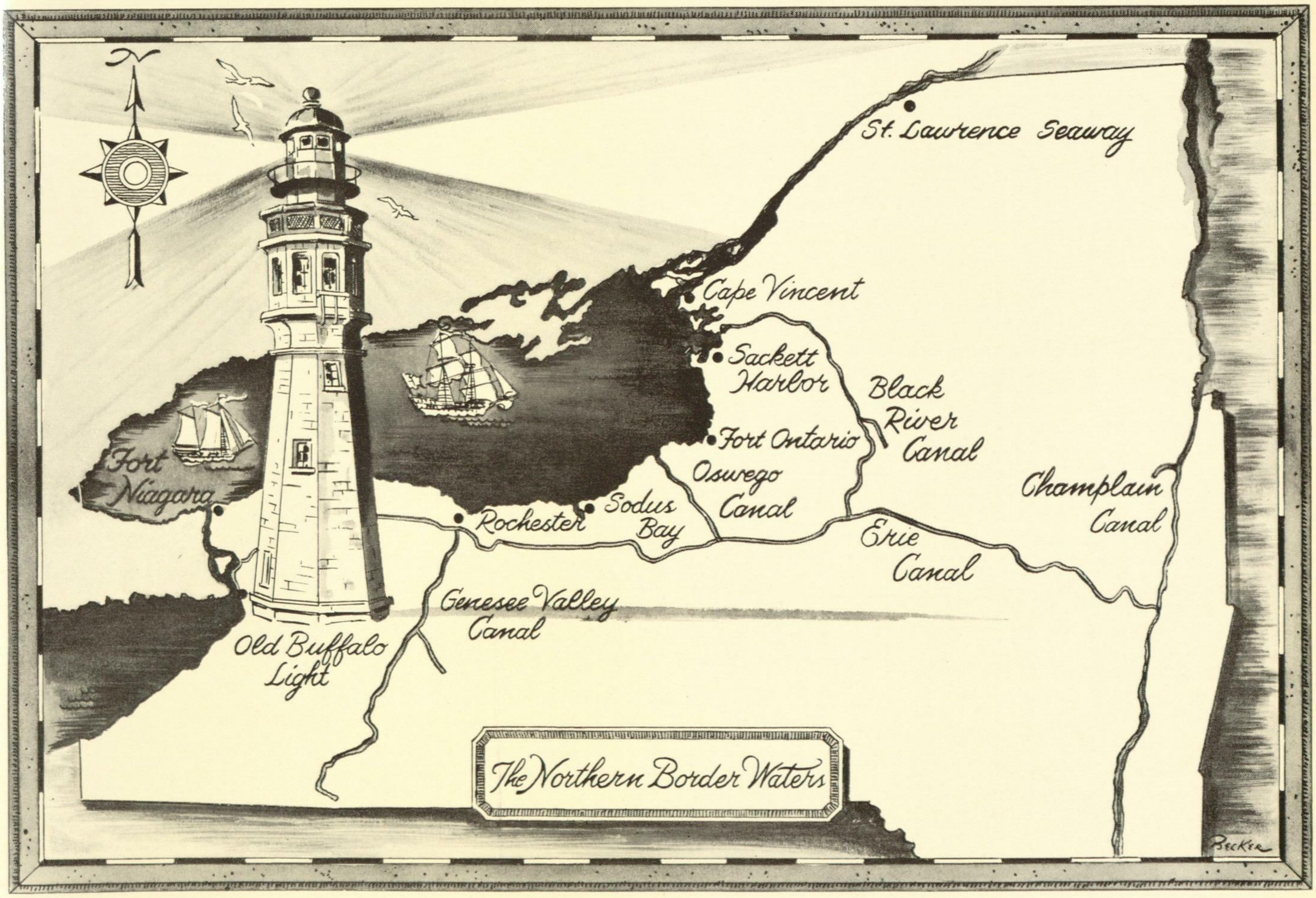
STATE OF NEW YORK



REPORT

JOINT LEGISLATIVE COMMITTEE

ON

PRESERVATION AND RESTORATION

OF

HISTORIC SITES

1960

STATE OF NEW YORK

REPORT

OF THE

JOINT LEGISLATIVE COMMITTEE

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PRESERVATION AND RESTORATION OF HISTORIC SITES

1959-60

LETTER OF TRANSMITTAL

To the Legislature of the State of New York:

Pursuant to concurrent resolution adopted March 21, 1957, as continued last by Resolution 123 adopted March 25, 1959, the Joint Legislative Committee on Preservation and Restoration of Historic Sites respectfully submits its report.

MILDRED F. TAYLOR, *Chairman*
ROBERT E. MCEWEN, *Vice-Chairman*
JOHN P. MORRISSEY, *Secretary*
ALBERT BERKOWITZ
GRANT W. JOHNSON
EDWYN E. MASON
BERTRAM L. PODELL

March 29, 1960

PERSONNEL OF THE COMMITTEE

The Committee:

Assemblyman Mildred F. Taylor, *Chairman*

Senator Robert C. McEwen, *Vice-Chairman*

Senator John P. Morrissey, *Secretary*

Senator Albert Berkowitz

Assemblyman Grant W. Johnson

Assemblyman Edwyn E. Mason

Assemblyman Bertram L. Podell

Ex-Officio:

Senator Walter J. Mahoney, *President Pro Tem* of the Senate

Assemblyman Joseph F. Carlino, *Speaker,* the Assembly

Senator Austin W. Erwin, *Chairman, Finance Committee,* the Senate

Assemblyman William H. MacKenzie, *Chairman, Ways and Means Committee,* the Assembly

Assemblyman Charles A. Schoeneck, Jr., *Majority Leader,* the Assembly

Senator Joseph Zaretzki, *Minority Leader,* the Senate

Assemblyman Anthony J. Travia, *Minority Leader,* the Assembly

Staff:

Dr. Marvin A. Rapp
Consultant
State History

Mitchell B. Booth
Associate Counsel

RESOLUTION CREATING THE COMMITTEE (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 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.

The Committee was continued by Concurrent Resolutions No. 149 of 1958 and No. 123 of 1959.

CONTENTS

The Old Buffalo Light, depicted in the cover sketch, was built in 1833. It is situated on the Molehead, or outer end of the Stone Mole which projects 1,500 feet from the shore and on the south protects the harbor from the swell and ice of Lake Erie.

The foundation of the lighthouse is a mass of solid masonry 30 feet in diameter and nine feet deep. The tower is an octagon constructed of hewn yellowish limestone 44 feet high, 20 feet in diameter at the base, and 12 feet at the top under the cornice. On the inside is a spiral or geometrical stone staircase, so constructed that each step has its broad end embedded in the wall, while its outer end constitutes a section of a central column.

The floors and deck are of hewn stone, the doors and scuttles of copper, and the window sashes of wrought iron.

—From an 1834 description of the lighthouse by Isaac Smith, its first superintendent.

CHAPTER 1
COMMITTEE ASSIGNMENT
and
REPORT ON PREVIOUS RECOMMENDATIONS

That area which today is the State of New York has been likened in past reports of this Committee to a stage, on which—for more than four centuries—unfolded an unending panorama of historic action.

The substance of this drama can fire one's imagination, deepen one's patriotism. It included exploration and conquest, military struggle, defeat of the wilderness, pioneer settlement, and the political, economic and cultural development of a free people.

Studied in that true sequence, it stimulates wonder, in retrospect, whether the destiny which cast this nation in the role of a world power in the middle of the twentieth century was not already shaping toward the middle of the sixteenth, when Cartier sailed into the St. Lawrence.

Certainly as one epoch followed another thereafter, developments in each setting the stage for the next major episode, the chain of results moved events unerringly toward the fulfillment of that destiny.

The early explorations and resulting discoveries ignited ambitions for empire in the major European powers of the day.

Behind Cartier came Champlain and a host of others for France; Hudson, sailing for the Netherlands, found and searched nearly 150 miles up the river of his name.

England eventually took New Netherlands and the valley of the Hudson from the Dutch and, growing inevitably out of the era of exploration, the epochal French-English struggle for dominance of much of North America was on.

That epoch closed out with England's winning of supremacy over the largest, and what was to become the richest and most productive area on the continent. Her triumph was short-lived, however, for an English colonial policy based in exploitation stirred rebellion that became the American Revolution.

In freedom won by seven years of war's bitter sacrifices, a new nation began its long march to world eminence.

The wilderness fell before the pioneers; migration westward, a trickle after the Revolution, quickened and flourished with the building of the Erie Canal. Its horse-or-mule-drawn boats and early Great Lakes vessels carried west the new settlers and the material needs of their predecessors and, in an ever-growing commerce, brought east the fruits of a new land of vast resources.

Nature Set the Stage, Shaped the Course of Events

Throughout the centuries of the recorded history of the land of New York, the action was man's but nature set the stage and to a great extent shaped the course of events.

The St. Lawrence-Ontario waterway and later the Hudson-Mohawk valleys offered the only two water-level, and therefore easiest, routes to the interior of the continent. Inevitably, along with the Champlain Valley, they invited the action of history in all its phases, exploration, power struggle and national development.

So all the major episodes of a four-century epic swept across this land of New York or swirled along and around its borders.

This is the historic heritage of all in the Empire State.

To expand public knowledge of it, to broaden and deepen public appreciation of it, and to promote improved and more extensive inter-

pretation of it are the objectives of this Joint Legislative Committee on Preservation and Restoration of Historic Sites.

Committee Assignment

To develop these objectives, the 1957 resolution creating the Committee authorized it 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."

In the three years of its existence, activities of the Committee, both in the pursuit of studies and in the development of recommendations, reflect all aspects of that assignment.

As stated previously, the St. Lawrence-Ontario waterway, the Hudson-Champlain valleys, and the Mohawk Valley, have been the main corridors of New York history, determined and fixed by nature.

Forming a natural pattern for history-making, they offer just as natural a pattern for history-study. So the Committee has concentrated annually on one of these corridors.

In 1957, because of widespread expressions of interest in canal history, the Committee toured the route of the Erie Canal, absorbed its history by observation and guidance of local and canal historians, and personally inspected sites and structures which remain to reflect its colorful story.

The following year, 1958, the Committee while viewing many individual sites throughout the State, made the Lake George-Champlain "valley of the forts"—as described in its last report—the main study objective. Included was a survey of the Champlain Canal.

Having traveled and studied two sides of New York's historic triangle, in 1959 the Committee turned to the third, the region of St. Lawrence-Ontario waters. The history of these "northern border waters" is colorfully depicted in a narrative under that title which forms a later section of this report.

Benefits of Historic Preservation

In the course of its studies, the Committee has viewed many sites and structures reflecting various phases of this state's rich history, which it believes worthy of preservation or restoration.

Recommendations for State action in connection with some are contained in this or past reports of the Committee. In relation to others, it has sought to stimulate support for action on the local level.

The Committee's concern for the preservation of some sites, with a better interpretation of their history for the public, is based partly on its conviction that a broad knowledge and a true appreciation of state and national history contributes strongly to better citizenship.

This objective of the Committee, however, is not wholly idealistic—nor need it be.

Tourism and History

The development of tourism as a major factor in the state and national economy lends a new and practical importance to preservation and restoration of historic sites.

Tourism has become big business. In more than half of the states, it is among the top three contributors to the economy. In New York State, it is among the top five. Anything which stimulates it can be of vast benefit to the State. And historic sites more and more are luring the tourist.

It is conservatively estimated that, in 1959, a hundred million visits were made to the historic sites, buildings and museums of America.

Here is how Frederick L. Rath, Jr., Vice-Director of the New York State Historical Association, views the importance, in relation to the economy, of historic preservation and good historic interpretation.

> "It figures. Holding the tourist in a community for just one extra day means money in the pocket. Even several years ago, I was able to say that the average

tourist spent $14 a day while traveling. Allowing eight hours a day for sleep and two hours for being too tired to spend any money, I said this meant that the tourist was worth one dollar an hour on the hoof. He's worth even more now.

"Call it $15 a day per person, conservatively. This means that an historic site, building or museum that attracts only 20 tourists a day and holds them over for an extra day is the equivalent of a new industry with an annual payroll of $109,500."

It would appear obvious that any program designed to improve the economic climate of New York State should not ignore the importance of historic sites. This Committee has recognized the attraction of history for tourists, and the benefits to be realized therefrom, as is apparent in the following review of its previous recommendations.

STATUS OF PREVIOUS RECOMMENDATIONS

Out of the continuing studies of this Committee have developed recommendations believed basic to a sound, long-range program of historic preservation, restoration, and interpretation.

Historic Markers

Because it was believed a matter of top priority, the Committee in its first (1957) report outlined the need for a modernized State historic marker program.

Recognizing the growth of tourism, previously emphasized, as well as the potential traffic hazards it creates, the Committee suggested that the placement of the traditionally small historic markers be sharply curtailed. Substitution of markers at least twice the size, so as to be easily read from a moving automobile was proposed.

It was further proposed that markers be placed at rest areas along the New York State Thruway and at strategic locations on other main highways, which would adequately point up history of nearby areas.

To initiate and stimulate modernization of the State's marker program, the Committee annually has sought through legislation an appropriation of $10,000 to the Education Department. Bills for this purpose, previously unsuccessful, have been reintroduced in the 1960 Legislature.

Admission Fees

Believing that so far as is practicable, historic sites should be maintained on a self-sustaining basis, the Committee has sponsored legislation in the past for establishment of admission fees under certain conditions.

The recommendation is offered again and legislation to implement it introduced in the 1960 Legislature. It would authorize the Division of Archives and History in the Department of Education to charge fees for admission to certain historic sites, except for children 16 and under. The Division would have discretion as to sites and buildings where the charging of such fees would be advisable.

Port Byron Lock (Old Erie Canal)

The Committee acknowledged in its last report the prompt cooperation of the Thruway Authority toward making the Old Erie Canal lock, which borders the Thruway at Port Byron, more clearly visible to travelers on that highway.

Following a Committee recommendation in 1957, the Thruway bulldozed the area and cleared it of brush and other obstruction to sight of the lock. The Committee has made inquiry of the Authority as to the possibility of its erecting a suitable marker at this old canal site.

Canal Museums

Previous reports of this Committee have noted the widespread interest in museum preservation, as well as interpretation, of the history of the State's canals.

It has been the thinking of many consulted by the Committee that this should involve two museums of distinctly different type.

One, devoted to preservation and display, would require a suitably located building wherein would be placed documents, pictures, and

other such memorabilia of canal history. Because of the many factors involved, including accessibility, necessary parking facilities, financing, etc., the Committee is not yet prepared to recommend a site it believes suitable for such a purpose. Study is continuing.

Considerable enthusiasm meanwhile has been noted by the Committee for development of a so-called "living" museum which could interpret canal history generally and actively portray canal life—ashore and afloat—in the mid-nineteenth century.

After long study and visits to many suggested sites, the Committee found at Fort Hunter the only area where surviving structures reflect all three phases of Erie Canal history—Clinton's Ditch, the Improved Erie, and the modern Barge Canal.

For this reason and because of other aspects of suitability, the Committee asked the Department of Public Works to make a survey of the cost for the development of a Fort Hunter "living" museum.

Results of the survey are included in the final chapter of this report, which deals in general with Fort Hunter as a possible museum site.

Government Museum

The Committee, in its 1959 report, noted the apparently growing interest of school children, as well as adult tourists, in operations of the Legislature and government generally, as evidenced by increasing visitations to State government buildings. In deference to this interest, and because it believes a good presentation and intelligent interpretation of State government activity and history is highly desirable, the Committee recommended the establishment, preferably in the Capitol, of a government museum.

The Committee is renewing this recommendation this year in more specific form.

One fine example of the interpretation with which the Committee is concerned is the attractive booklet depicting the story of the Capitol and the Legislature, with related exhibits in the Assembly lounge, recently developed by Joseph F. Carlino, Speaker of the Assembly.

John Jay Home

One of the most satisfying accomplishments of this Committee was its action to assure preservation of the historic and beautiful Westchester County home of John Jay, second Governor of New York, framer of the State's Constitution, author of the Jay Treaty, and first Chief Justice of the United States.

Resulting from a committee recommendation based on considerable study, a 1958 law was enacted permitting the State to accept the property as a gift from Westchester County. The county acquired the home, transferred it to the State in February, 1959, and it became the twenty-third historic site supervised by the Department of Education.

Although the Committee had hoped for an earlier opening of this home, it has been informed by the office of the State Historian that the house will not be ready for public visitation until 1961.

CHAPTER 2
FIELD STUDIES, COMMITTEE ACTION IN 1959

The Committee, having in the first two years of its activity concentrated respectively on the Erie Canal path and the Lake George-Champlain Valley, directed its field studies in 1959 mainly to areas along the third great route of New York history, the St. Lawrence-Ontario waterway.

In addition, as previously, individual members and staff visited and inspected, on assignment by the Chairman, various sites which had been brought to Committee attention.

Such sub-committees and staff also carried forward studies in other areas of Committee interest, including the problem of historic zoning and possibilities of developing recreational canal cruises.

For three days in early August, the Committee toured and inspected closely sites and structures linked with the march of history along the St. Lawrence River and in the so-called "north country" which borders it. Any wonder at the ever-growing lure of historic places for tourists is dispelled by such a trip. To tread, view and study these mementoes of history is, for one with any imagination, almost to live it.

Sackets Harbor

Nowhere does one experience this feeling more strongly than at picturesque Sackets Harbor, near where Ontario water becomes the St. Lawrence. Here an atmosphere of the past seems to enfold a community of some 1,200 population.

Center of interest is the park which caps the shore prominence where occurred, during the War of 1812, the action described in the narrative of history hereafter in this report. Commanding an area of strategic importance, Sackets Harbor remained a military establishment until well toward the mid-twentieth century.

Committee inspection of the area was requested by the State Department of Conservation, which presently exercises jurisdiction over the park. The thought had been advanced that the park, with two old and historic houses adjoining it, might be transferred to the Education Department for inclusion in its historic sites program.

Dr. Albert B. Corey, State Historian, accompanied the Committee on its visit to the park site and subsequently has met with the Jefferson County Board of Supervisors and other local officials concerning its future. Study of the situation is being continued by the Committee.

Homes Reflect Old France

During its tour, the Committee was privileged to visit two old and beautiful homes at Cape Vincent, redolent of the past and the Old Country French influence in the area.

One, the home of Mrs. John L. Johnston, was the first stone house built in that section. It was erected 150 years ago by James Le Ray de Chaumont (1760–1840), whose father had been a generous contributor to the cause of American freedom. Cape Vincent is named for the son of the original owner of this impressive old home.

Legend has it that the house was intended as a refuge for Napoleon, but this hope of his followers never came to realization.

The second house visited by the Committee, of about the same period, is now the home of Mr. and Mrs. David Otis, who proved gracious hosts in showing its many charms. Perhaps the greatest of these, along with its many antiques, is a ceiling of portraits which graces, in the ancient French style, one spacious and beautiful room.

The well-preserved, stone "Commandant's House" built in 1847 on the old naval reservation at what long has been known as Navy Point, Sackets Harbor.

Black River Canal Locks

The Black River Canal, an engineering marvel of the 1830s, linked the Erie Canal at Rome with the Black River at Lyons Falls and, until its final use in the early 1920s, provided a waterway to the St. Lawrence. It was a major factor in the "opening" of the north country to settlement and in its subsequent development. Two other needs of the time, aside from the economic, influenced the building of this canal. One was more water required for the Erie Canal, the other the necessity of providing easier and faster transportation of military and other supplies to the Sackets Harbor area.

Today the remains of the old canal can be traced for miles along State Route 12, its massive stone locks visible at many points as mementoes of a long-gone era.

Just such a tracing, afoot and by car, occupied the entire final day of the Committee's August tour.

These old canal locks are relics but many of them are, in the physical sense, far from ruins. A never-failing wonder to tourists who stop along the road and walk through heavy brush to view them, or climb atop them, is the condition of these fine examples of meticulous stonework.

With stone fitted against and upon stone, without mortar, the alignment of some of the locks seems as true, their walls as tight, as when they were laid a century and a quarter ago.

Probably the best preserved, and certainly the most easily viewed by motorists, are the so-called "five combine" locks on the east side of Route 12 near Boonville.

A study of these and other of the Black River Canal locks, with a view to developing means of preserving them, was one of the earliest determinations of this Committee.

The Committee projected that study in 1959 and put a personal inspection of the locks and canal route on the agenda of the August tour after learning of the imminent possibility that some stones might be removed from some of the "combine" locks and transported out of the immediate area for other use.

It was also reported to the Committee, during its inspection of the canal route, that State plans for highway construction through the area might cause loss of the lock stonework.

The Committee is pursuing inquiries to the Department of Public Works as to such plans, with the hope that highway routing and design can be such as to leave the combine locks for an attraction in a roadside park or picnic area.

We are recommending that an appropriation be made to the State Public Works Department in 1961–62 for the clearing of brush and the establishment of such a park, with suitable identification of the locks.

Meanwhile, the Committee is sponsoring a bill in the 1960 Legislature to protect the other locks in Lewis county. The bill would place jurisdiction over the locks with the Lewis county Board of Supervisors, at its request, on condition that any use of the lock stones can be only for historic purposes.

Fort Hunter Visit

An inspection by the Chairman of this Committee, and staff, of the Fort Hunter area previously mentioned as being considered as a possible site for a "living" canal museum coincided with a visit to this historic spot by Governor Rockefeller.

The Governor trudged a half mile along the old bed of the improved Erie Canal, to view locks of the still older "Clinton's Ditch." Later the Governor expressed interest in the site and his belief it has real possibilities for historic preservation.

Genesee Canal

Early in the summer of 1959, the Chairman of this Committee visited the area between Nunda and Portageville to view, under local guidance, the old canal bed of what was known as the Genesee Canal.

The unique structure of this canal channel is discussed in the narrative which is a later chapter. There appeared to be evidence of local interest in the possible preservation of a part of this old canal bed, with the possibility voiced of the county developing a park area about it.

Representations of the Committee

In July, 1959, this Committee was represented by its Chairman, Assemblyman Mildred F. Taylor, at ceremonies rededicating Fort Ontario at Oswego.

Senator Robert C. McEwen, Vice-Chairman, and the Committee's consultant on history, Dr. Marvin A. Rapp, represented the Committee at ceremonies opening the St. Lawrence Seaway. Their impressions, and information gained, is reflected in this report's narrative on the northern border waters."

HISTORIC ZONING

Aside from the field studies reported on above, one of the major areas of Committee activity was in connection with the problem of historic zoning. Committee interest develops from its concern that unless protective steps are taken, important and historic sites and structures may be lost.

The protection of antiquity in the United States has been accomplished largely through the efforts of local historical societies, art associations and other cultural groups organized by individuals interested in preserving and maintaining historic landmarks. A comparatively recent development is the protection of historic sites, and even whole communities, by statutes and ordinances enacted by state and local legislative bodies.

In view of the existence of such legislation throughout the United States, this Committee is studying and carefully considering, among many others, historic preservation legislation in effect in the cities of Williamsburg and Alexandria, Va., Philadelphia, New Orleans, Boston and Washington and the State of Rhode Island. These are believed to be among the most successful examples of this type of legislation.

In its study of historic preservation legislation, the Committee has observed that some legislation was intended to serve as a protection and preservation measure, to prevent further destruction of a comparatively small, historically significant area, while some legislation was also intended and designed to serve as a reconstruction measure.

The typical statute designed to protect a community usually established an Architectural Board of Review. This board was authorized to pass upon the appropriateness of exterior architectural features of buildings, including, among other things, design, height and the color and texture of the material of construction, before issuing a permit for the alteration or reconstruction of any building in the designated area. Likewise, before any building within the designated historic area was demolished, the board had the authority to approve or disapprove the projected demolition.

The Committee realizes that any statute enacted by the Legislature, imposing such restrictions upon the free use of private property, must, of course, be considered in the light of the common law relating to the use of such property. Historically, the owner of property has the right to use it as he desires, limited only by a proper exercise of the police power. The State's control over the free use of property is well expressed in 42 Am. Jur., Property Section 49, where it is stated as follows:

> "* * * the power rests in the state so to regulate and control the use of property as to secure the general safety, the public welfare, and the peace, good order, and morals of the community. And in the proper exercise of its property rights are subject to such regulation as the Legislature may in its wisdom see fit to impose, consistent with the Constitution. This does not confer power to control rights which are purely and exclusively private, but it does authorize the establishment of laws requiring each citizen so to conduct himself and use his own property as not unnecessarily to injure another. This is the very essence of the government. This power of government—commonly called the police power—is essential, and, as well, very great and comprehensive in its extent. * * *
>
> "The state may provide regulations as to the acquisition, enjoyment, and disposition of property. The power extends to intangible, as well as to tangible, property.

However, since the right of property is a fundamental right, its protection, as well as its use, is one of the most important objects of government, a limitation imposed under this power without reason or necessity cannot be enforced; and in the exercise of it, the state cannot prohibit altogether any person whatever from legally acquiring and possessing property generally, or any particular species or description of property. Nor can an owner be deprived, even by statute, of the legitimate use of his property because it may cause a real damage to his neighbor. The state can, however, within constitutional limitations, not only regulate the acquisition, enjoyment, and disposition of property, but as all property is held subject to the lawful demand of the sovereign, it may also take private property for a public purpose, subject, of course, to the right of the individuals to just compensation therefor."

In the past, Courts generally have refused to regulate private property solely for aesthetic purposes. Regulatory statutes have been sustained only when they protected the public welfare.

In *Matter of Isenbarth* v. *Bartnett,* 206 App. Div. 546, affirmed without opinion, 237 N. Y. 617, the Court, at page 549, held:

"That the police power cannot, for aesthetic purposes, be used to deprive the owner of property of its full beneficial use, and that, in short, zoning or similar legislation is not to be exercised for purposes other than the health, safety, convenience, and public welfare of the people at large."

See also, *People ex rel. Lankton* v. *Roberts,* 90 Misc. 439, affirmed without opinion, 171 App. Div. 890.

A recent tendency of Courts, however, has been to uphold the constitutionality of legislative acts designed to preserve aesthetic qualities in the architecture of cities and towns. In dealing with just such a situation, the United States Supreme Court, in *Berman* v. *Parker,* 348 U. S. 26, stated, at pages 31 to 33, as follows:

"The power of Congress over the District of Columbia includes all the legislative powers which a state may exercise over its affairs. See District of Columbia v. John R. Thompson Co. 346 US 100, 108, 97 L ed 1480, 1488, 73 S Ct 1007. We deal, in other words, with what traditionally has been known as the police power. An attempt to define its reach or trace its outer limits is fruitless, for each case must turn on its own facts. The definition is essentially the product of legislative determinations addressed to the purposes of government, purposes neither abstractly nor historically capable of complete definition. Subject to specific constitutional limitations, when the legislature has spoken, the public interest has been declared in terms well-nigh conclusive. In such cases the legislature, not the judiciary, is the main guardian of the public needs to be served by social legislation, ..."

* * *

"The concept of the public welfare is broad and inclusive. See Day-Brite Lighting, Inc. v. Missouri, 342 US 421, 424, 96 L ed 469, 472, 72 S Ct 405. The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled. In the present case, the Congress and its authorized agencies have made determinations that take into account a wide variety of values. It is not for us to re-appraise them. If those who govern the District of Columbia decide that the Nation's Capital should be beautiful as well as sanitary, there is nothing in the Fifth Amendment that stands in the way."

Likewise, to the same effect are the words of the late Chief Judge Pound in *Perlmutter* v. *Greene,* 259 N. Y. 327, 332, where he stated:

"Beauty may not be queen, but she is not an outcast beyond the pale of protection or respect. She may at least shelter herself

under the wing of safety, morality or decency."

See also, Morrison, Jacob H., *Historic Preservation Law,* Pelican Pub. Co., 1957, pages 10–21.

The Committee believes that legislation designed to protect historically significant areas of the State, if reasonably construed, reasonably applied, and reasonably administered, would not only safeguard old and historic areas, but also improve property valuations in the protected area, and bring to some communities added wealth by virtue of the tourist dollar.

In considering preservation legislation, the Committee is aware that all that is old, and all that is historic, cannot, and should not, be preserved, but that a proper balance between the irreplaceable monuments to our great heritage, and the social and economic development of the state, must be achieved, in order to preserve effectively the truly historically significant sites throughout the state.

The Committee, at this time, is of the opinion that it would be improper, as well as impractical, for it to attempt to zone historically and segregate areas within the state. It believes that the successful enactment and enforcement of preservation laws depend, largely, upon public acceptance of historically significant sites within each local community, and thereafter, the enactment and enforcement by an enlightened citizenry of preservation laws on a local community level.

The Committee does not believe, however, that the State should divorce itself from this important cultural area. It should, rather, establish a medium whereby it could coordinate the efforts of local communities with a statewide historic preservation policy.

In view of all of the aforementioned, the Committee is considering future sponsorship of enabling legislation which would encourage local communities to embark upon a planned preservation program. The Committee also believes it essential for the State to establish some medium by which it could assist and coordinate the development of such a program throughout the State.

CANAL CRUISES

Ever since its creation, this Committee has engaged in a continuing study of the possibilities of revitalizing the Erie Canal as a recreational area through establishment of regular pleasure cruises for the public.

The volume of favorable publicity on the potential of the canal as an attraction for vacationers since the first report and initial recommendations of the Committee give reason to believe its work has been a considerable factor in a very obvious increase of pleasure boating on the canal.

During 1959 more than 7,000 lock permits were issued to pleasure boat owners, and more than 30,000 such craft were registered on the canal system and connecting waters.

Two articles on the cruising possibilities of the canal were published during the year in the travel section of the Sunday edition of the *New York Times.* A map of the waterways of the State, with considerable and specific canal information was issued in connection with New York's "Year of History."

Tiedemann Report

The Committee engaged the firm of H. M. Tiedemann and Sons, Inc., of New York City, researchers in the marine field, to make a survey of commercial cruise possibilities in relation to the canal.

After considerable study and many contacts with industry spokesmen, the firm reports that such canal tours "would probably not be feasible as a wholly commercial operation at the start" but adds:

"We believe the proposed canal tours definitely warrant further investigation as a semi-commercial operation, assisted by New York State."

The report also says that if barges or other craft could be made available to a concessionaire at a nominal charge, an ample margin could be realized.

The Committee feels favorably, in this connection, toward a suggestion by Dr. David Ennis of Lyons, its advisor in this area of study, that the State's inspection boat, "Inspector 2",

might be made available for charter by groups for one-week cruises. Disposal of the boat has been under discussion because of operation cost. The Committee believes such chartering as suggested, if feasible, would partly defray such operation expense and, perhaps, permit retention of the vessel by the Public Works Department for its primary and, we believe, very necessary function of inspection.

Partly as a result of the interest stimulated by this Committee, the popularity of commercial cruising of the canal will be tested in July of this year.

Plans are currently in progress for a privately operated cruise, with accommodations for 49 passengers, the whole length of the Erie, Buffalo to Albany. Overnight stops will be made at six towns and cities along the way.

Bond Issue for Recreational Areas Development

A new factor which it is hoped will encourage State interest in canal cruises for the public, as well as the general canal potential for recreation, is noted by the Committee with Governor Rockefeller's proposal for a $75 million bond issue to further develop the State's recreational areas.

The Committee believes the State's main canal and its connecting waters offer an area of great possibilities in this connection and one which should be thoroughly explored.

CHAPTER 3
RECOMMENDATIONS

The Joint Legislative Committee on Preservation and Restoration offers the following recommendations, based upon its 1959 and previous studies.

We recommend:

1. Enactment of legislation which would authorize transfer of the Weigh Lock building at Syracuse, historic structure of the Old Erie Canal and presently under jurisdiction of the State Department of Public Works, to the county of Onondaga for its use as a museum. A bill for this purpose is before the 1960 Legislature.

2. That funds for continued maintenance of Guy Park Manor at Amsterdam and Clinton House, Poughkeepsie, as historic sites under supervision of the Education Department during 1960–61 be restored in the State Budget.

(The studies of this Committee have touched upon both of these properties and it has a continuing interest in them. Considerable sentiment for restoration of this money has been expressed to the Committee from within and outside the Legislature. We urge such restoration be made through the supplemental budget.)

3. That the State assume the initial cost, estimated by the Department of Public Works at $101,000, for some land acquisition and preliminary work necessary to ultimate development of an area at Fort Hunter as a "living" museum of the state's canal history.

(The estimated cost cited would be involved in purchase of about 45 acres, the building of access roads, and creation of parking areas.

(The Committee believes—and so recommends—additional development should be financed by interested individuals, historical groups and other organizations, as well as business and industry. This project, we also believe, would well merit consideration in any program of recreational expansion growing out of the $75 million bond issue proposal by Governor Rockefeller.)

4. A State appropriation under pending legislation of $10,000 to the Education Department to permit a start on modernization of the State's historic marker program.

(The Committee for three years has urged such modernization, including the substitution of larger, more easily read markers for the traditionally small roadside signs. The placement of markers, the Committee also believes, should be restricted to identifying spots and areas of state-wide historical significance.)

5. That $10,000 be appropriated to the State Department of Public Works in the 1961–62 budget for work necessary to development of a small park area at the site of the "combine" locks of the Black River Canal on State Route 12 near Boonville.

(This appropriation would permit clearing of brush, creation of a parking area, and identification of the locks.)

6. Historic preservation of other locks in this area of the Black River Canal by enactment of a bill pending in the 1960 Legislature, under which they could be transferred to jurisdiction of the Lewis County Board of Supervisors. Such transfer could be made only on condition that any lock stones, not claimed by the State, could be used only for historic purposes.

7. That enabling legislation be developed which would encourage local communities to program preservation of historic sites or structures, with adequate zoning protection where necessary to such preservation. (See discussion of historic zoning in previous chapter.)

(The Committee believes that serious consideration should be given also to the development of some medium for assist-

ance to and coordination of local preservation programs in their relation to a State program.)

8. A study looking toward the establishment of a suitable depository—an archives building—for documents, records, and other similar material dealing with the canal system.

(The Committee has been informed that such items of historical significance and, in some instances, of practical use to the Department of Public Works exist in great volume but are widely scattered. Any building to house them should be strategically located so as to be easily accessible to the public as well as to State departments.

9. Serious consideration by the State for the development in the Capitol at Albany of a government museum, in which could be portrayed and interpreted, through exhibits and otherwise, the history, significance to the people, and operations of State government.

(As previously stated in this report, the need of such a museum, we believe, is adequately demonstrated by the ever-increasing number of persons, particularly school children, who tour State government buildings as evidence of their interest.

(The Committee believes that in future allocations of space in the Capitol, consideration should be given to reservation of a suitable area on the first floor for development of a government museum.)

10. That a study be undertaken of the present scope and possible further development of the administration of historic sites.

11. That sufficient money be allocated to the appropriate State agency, in the 1961–62 budget, for the development of a program of certificate presentation to owners of historic houses in recognition, where warranted, of private efforts to preserve their historic features.

12. That appropriate steps be taken for the development, at the ruins of the forts at Crown Point, of a modern setup, using models of the former structures, suitable lighting, and sound tape, for the effective telling, to hundreds of visitors yearly, the colorful story of this historic area.

13. That, if and when any State program for expansion or improvement of recreational areas is projected as a result of the pending proposal for a $75 million bond issue for that purpose, serious consideration be given to:

(a) The great potential of the Erie Canal and its connecting waters for recreational purposes, including canal cruises.

(b) Assistance toward the development of a "living" museum of canal history at Fort Hunter, including a marina for the use of canal cruisers.

(c) The River Island area at Little Falls for its possibilities of development as a park and geological site.

(d) The potentialities for recreation, as well as historical attraction, of the Sackets Harbor park and adjacent shore area.

CHAPTER 4
ACKNOWLEDGMENTS

Again in 1959, as it has since the inception of its studies, the Joint Legislative Committee on Preservation and Restoration of Historic Sites enjoyed the active cooperation of many people throughout the state, motivated only by their interest in promotion of a more widespread knowledge and appreciation of New York history.

The Committee wishes to acknowledge, in particular, its indebtedness to:

Dr. David Ennis, of Lyons, who contributed his authoritative knowledge of canal history and his time and effort in studying the possibilities of developing canal cruises.

Dr. Albert B. Corey, State Historian, who accompanied the Committee on field studies and otherwise gave of his time and intimate knowledge of State history.

Dr. Marvin A. Rapp, who, as an authority on State history, has aided greatly in developing the Committee program and this report.

CHAPTER 5

THE NORTHERN BORDER WATERS OF NEW YORK STATE

(An Historical Interpretation of the Area)

New York State roughly resembles a right triangle of which the western northern boundary forms the hypotenuse. This international boundary, a water border, shaped not only the map of New York but much of its colonial and State history.

It was and is the great water gateway to the West, a part of the Great Lakes—St. Lawrence River system. Just as the surge and sweep of these waters excited and intrigued the imagination of past explorers and conquerers, today, they stir and color the imagination of any who seek a grasp of their historic importance.

To stimulate greater interest in and a deeper appreciation of the story of New York's northern waters there is attempted here an interpretation of the history which stemmed in great part from their being and which for centuries flowed along their course.

Old Buffalo Light

The year 1833 is cut deeply in the limestone lentil above the single steel door. It looks now as it did then, standing proudly tall, sentinel-like white topped with black. Itself unchanged, it has seen a century and a quarter of changes around it. This is the Old Buffalo Light, once an anxiously sought beacon and now, dead-like and blind, still pretending to guide the ships that travel Buffalo harbor to and from the sea.

Like all lighthouses, this one marries the land and the water. No other structure seems to symbolize the Niagara Frontier so well. Indeed it well symbolizes the history of the whole western-northern boundary of New York from Lake Erie to the St. Lawrence River to Lake Champlain.

This Buffalo Lighthouse represents the transportation and commerce, the light and power that dominate the history of this lake and river country. In the 127 years it has watched the contours of shoreline and skyline change, it has caught much of the history of America in the light of its lamps. Recently the cutting of a new harbor entrance to accommodate ships of the modern seaway threatened it with destruction. This old lighthouse at the western apex of the historic right angle that is New York could continue to remind Americans of a great heritage.

Crossroads of History

Certainly the area which it lighted for so long marks the western shores of New York State and is a good logical beginning for this study of the past.

Here where the waters of the Upper Great Lakes pour into the narrow Niagara River, there is immediately under foot and within easy sight, land and water of the greatest strategic importance to the state, the nation, the continent, and even the world.

The natural east-west water level routes from the Atlantic Ocean converge at this point. From Hudson Bay to Georgia there are only two commercially exploitable water level routes from east to west—the St. Lawrence—Great Lakes and the Hudson-Mohawk River Valley routes. Starting from widely separated points on the Atlantic coast they join at the Niagara Frontier like an arrow pointing at the heartland of America. This geographic fact largely predestined the greatness of New York, conditioned its continuing development and helped make it the leading State of the world's greatest Nation.

Rails from every direction weave a network of steel throughout the Buffalo Harbor area. Gaze for a moment through the windows of the

Old Buffalo Lighthouse, toward the setting sun. Ahead, Lake Erie stretches its waterway westward. To the right, the Niagara River flows northward toward its rush over the great falls, down the gorge to mingle with Lake Ontario, later the St. Lawrence River, eventually the Atlantic Ocean. Here then, begins the gentle curve of the great circle route to Europe.

To the right and the north also, the short but important Black Rock Canal hugs the river bank, holding the water at lake level around the little rapids to a river point beyond, where quieter waters make navigation safe to the Erie Canal terminus at the Tonawandas. To the rear of this position and eastward from this place runs the New York State Thruway—a part of it on the bed of the old Erie Canal. Nature and man have wedded the waterways, railways, airways and roadways north, south, east and west at this strategic point.

Together they have made the Niagara Frontier a great transportation crossroads of North America. It is a hub of commerce. At such vital points is history made. Its monuments remain today to remind us of this fact. On the Canadian side, across the river from the lighthouse, the long silent guns of old Fort Erie still guard the lake and river. Not far from the fort and obliquely opposite, across the Niagara River on the American side, is a graceful bridge that spans the Thruway, rail lines, Black Rock Canal, the Niagara River. It connects America and Canada. Commemorating over a century of peace between two former enemies, anchored in two former battlefields, this is the Peace Bridge. Rearing astride a 3,000 mile, completely unfortified boundary line, a border without bayonets, this great structure is a commanding, and all too rare example of man's common sense.

On the American shore, between the lighthouse and the bridge, there is an historic marker. Let the legend, cast in bronze and mounted on a concrete base, suggest the pagentry of history that passed this way.

"HISTORIC LAKE ERIE NAMED FOR THE INDIAN NATION OF THE ERIES, WHO DWELT ON THESE SHORES BEFORE 1654 WHEN THEY WERE CONQUERED BY THE IROQUOIAN CONFEDERACY."

1641—earliest mention of the lake, in writings of French missionaries

1669—first white man known to travel its waters was Louis Joliet

1679—La Salle's "Griffon" first ship to sail Great Lakes above Niagara

1749—Celeron's expedition voyaged south to claim Ohio basin for France

1758—Chaber Joncaire constructed earlier settlement at Buffalo Creek

1759—French were defeated—this region became a British possession

1783—Treaty of Paris—United States recognized by Great Britain

1796—Jay's Treaty—British relinquished frontier posts south of United States shores

1813—Commodore O. H. Perry victorious in Battle of Lake Erie

1817—Rush-Bagot Treaty—naval armament of the Great Lakes restricted

1818—The "Walk-in-the-Water", first steamship on Lake Erie was launched

1822—boundary established between United States and Canada

1825—Erie Canal, connecting Great Lakes and Atlantic Ocean, was opened

1849–1850—immense tide of western emigration embarked from this port

1875–1925—Great Lakes developed into largest fresh water navigation system in the world with Lake Erie its gateway east and west

1927—dedication of Peace Bridge at the outlet of Lake marked a century of unfortified peace between Great Britain and the United States

Placed by Abigail Fillmore Chapter, National Society, D.A.R.—1935

History in the Making—The St. Lawrence in Harness

At the opposite end of the State, along its hypotenuse north by east 360 miles from the Buffalo Light as the ships sail, a new phase of northern frontier history is in the making.

High in a tower above the St. Lawrence is a small room, which seems to some, young and old, one of wonderful magic. White instrument-panel boards that bank its walls control a kind of modern genii held captive in the caverns below. Hundreds of white-faced dials purr quietly, efficiently measuring its tremendous power. Tiny push buttons, small levers call the genii to bidding. In the room a few men with the complete power of control move about casually and quietly.

Far below and out of sight and sound, tons upon tons of water thunder through subterranean casements, spinning giant propeller blades of huge turbines. Through these power penstocks and adjacent Seaway locks flow the water of the entire Great Lakes. Water for power, for people, for ships that sail to the sea, for the plants of industry and agriculture.

The small room high above the controlled turbulence is the brain center of the new Moses-Saunders hydro-electric station. At this point silent automation and light finger-tip touch convert the billions of gallons of water current into billions of kilowatts of electric current.

This power dam, five years in the building, stems a river, spans a border and harnesses the Great Lakes—St. Lawrence waterway. In building it—one of the longest river power projects in the world—Canadian and American engineers diverted the flow of the St. Lawrence River, dried its bed, then drowned its international rapids, all to tame its historically unbridled power. Where once there were tiny villages, a new lake was created, St. Lawrence by name. Giant machines resembling prehistoric animals picked up whole villages and moved them bodily to higher ground. Historic sites were preserved.

When the river returned to its old course, it flowed through the power locks and a power dam which holds back a 90-foot wall of water. Its power pool reservoir extends back through the Great Lakes some 1500 miles to Duluth, contains approximately one half the surface fresh water of the world. The lakes cover 95,000 square miles and with their system of tributaries, drain approximately 300,000 square miles of the best land of America. The power penstocks and the Seaway locks, sharing together this miracle of water, move the wheels of industry, light the homes and streets of the North Country of New York State and adjacent Canada, and float the ships of the world.

A Visual Interpretation

Immediately outside the hydro-power control room, representatives of this Legislative Committee found an arresting example of how history can be visually interpreted. On the wall of this room a large wooden relief map of the Great Lakes-St. Lawrence country, with physical and historic features burned deeply into the wood, brings the story of this great area into appreciable focus. Opposite the mural and wall map, a working model of the Seaway, the Long Sault Dam, and the Moses-Saunders power plant brings the whole development of the power and navigation complex within understanding sight.

In this room is reflected one of man's supreme achievements over nature. It updates to a new climax man's conquest of a continent. And it further reflects man's conquest of himself. For Canadian-American friendship, symbolized by the Peace Bridge at Buffalo, found even more positive expression here in a joint achievement of far-reaching potential benefit to both peoples.

The Story, 400 Years A'growing

Seaway and power developments on the St. Lawrence write the latest chapter and, as previously stated, a new climax to the centuries-old saga of the state's northern waters. It is a story worthy of the full appreciation which only thoughtfully planned historic preservation and imaginative interpretation can develop.

Long Ago—The Indian

Long before the white man found these waterways, the Indians used them.

In wood and bark canoes, they moved easily from the big waters through the network of

streams in the interior of what is now New York. In relating his history, the Indian naturally used this familiar motif.

The lakes, the streams that fed them, the rivers that linked them are basic to the story of the Indian in this great area. Living so close to woods and water, the Indian found in their natural beauty a thing of marvel and awe. Unlike the white man who followed, the Indian accepted his physical world as he found it. He taught himself to love it, to live with it, and to thank his gods for creating it just as it was. He tried to match its beauty with a beauty of words in describing it. Those words seem to carry the sound and rhythm of the rustling breeze, the running brook, the surging river.

Listen to his story from the state's far western end "Why Buffalo Creek is Crooked" and "Why Niagara Falls is shaped like a Horseshoe."

There once lived beneath the ground just above Niagara Falls, a huge serpent which feasted on the dead bodies from an Indian village located on Cayuga Creek. Once a year, to make sure that there would be enough bodies the serpent poisoned the waters of the creek. When the Indians learned the cause of this annual pestilence, they immediately moved southward and settled on the banks of Buffalo Creek.

Disappointed in his yearly feast, the huge snake angrily broke through the ground, and plunged madly into the Niagara River, swimming swiftly southward toward Buffalo Creek. In those days the creek flowed deep, clear, and straight. Just as the monster was about to devour the whole village in one gulp, Heno, god of thunder, who lived in the cave of the winds behind the falls hurled his most terrible thunder bolts at the serpent.

Again and again the bolts struck the writhing snake. Slowly they took their toll. In his death throes, the serpent thrashed violently from side to side, pushing back the banks and twisting the creek all out of shape. Slowly the convulsive movements of the monster grew weaker and weaker. Finally the body lay still as death in the new bed of the creek. The people had been saved, the serpent was dead, and the creek would never be the same again. That is why Buffalo Creek now takes five miles to cover its last two. The creek meanders north, south, east and all points in between before it finally decides to flow west into the lake and river at that very point where the "Chinaman Light" of 1833 still stands.

But that is only a part of the story. Eventually the body of the monster floated out of the crooked creek, down the river, to the falls. There is stuck fast in the huge rocks of the cataract. The curve of its body caused the falls in time to wear to that shape. That is why, today, the Canadian Falls is shaped like a horseshoe. Of course geologists have found in the layers that form the natural stone wall of the Niagara gorge, the true story of the birth of the falls and the lakes. This scientific explanation does not tell the story as entertainingly as Indians of the Tonawanda Reservation.

While the nature motif dominates Indian legend, there are other epic themes which play against that background. Proud of his own achievements, the Indian gave his history the dignity he felt it deserved. Next to the rich land and the sweet waters, the greatest gift of the gods to the Iroquois was the League of Confederation which bound the five nations together as brothers. This all began in the Thousand Islands, a setting beautiful enough for only the best to happen. The Indians called it "Manitonna"—"Garden of the Great Spirit." At this place Taounyawatha, god of streams and fisheries, came to the earth to clear the channels of obstructions, to stock the streams with fish, and to tell all good inhabitants where they might find the best fishing grounds.

It so happened at this very time, that two warriors of the Onondaga nation stood on a high bank overlooking the St. Lawrence gazing out over the blue water of the Thousand Islands. Suddenly they saw a white speck on the water. As it approached them it grew gradually taking the shape of a white canoe. Strangely it came from a direction where canoes had never come from before. As it moved closer, the Onondagas saw a venerable looking man sitting in it calmly,

"like a cygnet upon the wide blue sea." In a few minutes the god came to the spot where the Onondagas stood. He climbed the bank and too looked out over the river islands. He was instantly struck with their great beauty. He must have known what mortal man would later learn, that these islands form the most numerous and most beautiful collection of river islands in the world.

Taounyawatha moved toward the hunters. He indicated that he came in peace. He told them of his mission. In turn they told him of the bloody wars that existed among their nations in the area south of the river and lake. Together they moved up the river and into the smaller lakes. Every place the god and his companions went, he performed miracles. These became legend among the Iroquois people. He taught the people to cultivate the corn and the beans. He urged them to open the fishing grounds and the forests to all equally. So pleased was Taounyawatha with his work that he decided to become a man and to dwell among the Iroquois. His brothers welcomed him and named him "Very Wise Man"—Hiawatha. He built on Cross Lake his bare hut.

Then one day, invasion threatened his people. He told them to form a league of common defense. This they adopted and ratified forthwith. With the business completed Hiawatha arose in the council. He told his brethern what he had done for them and advised them not to admit other people into their confidence. Then he said: "Remember these words, they are the last which you will hear from the lips of Hiawatha. Listen, my friends, the Great Master of Breath calls me to go. I have patiently awaited his summons, am ready, farewell." Suddenly the heavens opened up and the air was filled with celestial music. Hiawatha, seated in a white canoe, rose above the water and disappeared into the sky just as he, a god, had first appeared above the Lake of a Thousand Islands.

The Iroquois loved the land and water of New York State. Because of its beauty everywhere and its abundance of all things needed for life, they felt this land had been chosen and blessed by the gods. Into their wilderness world came something that neither the Indians nor their gods could resist or explain, the European. First as explorer, then as conqueror.

The museums and historic sites along this northern and western boundary should, by their historic location, type, time period, and presentation give full dimension to the interpretation of the great heritage of the Great Lakes–St. Lawrence basin that New York shares with her sister states and Canada. This generation and each generation of Americans owes it to posterity to preserve this heritage tangible. On this land destiny wrote with a large and bold hand.

Then—The White Man

The long-drawn fadeout of the Indian story began as the great waterway lured the adventurous explorer and after him the coureur de bois on whom the fur trade depended. The land and its wealth fired the ambitions of European princes and the cross-bearers of the church found their mission, some their martyrdom, in America.

Explorers, soldiers and sailors, traders, churchmen left in their wake all along the northern waters a network of forts and a chronicle of action, courageous and sometimes cruel, but always romantic—at least in retrospect.

Soon after discovery of America came the disappointing realization that they were not the fabulous and long-sought Indies. Futilely but stubbornly, the European pressed his search for the northwest passage to the Far East and its riches.

French Exploration

The French explored the regions north and south of the Great Lakes. Some, Desmarquets among others, claimed that Thomas Aubret, in 1508, sailed up the St. Lawrence a distance of 80 leagues. Later the French founded the fishing station Brest, just within the straits of Belle Island. While there is some evidence that the Portuguese had explored the mouth of the river, significant activity awaited the French. In 1524 Verrazano, observing the tremendous volume of water flooding into the Gulf of the St. Lawrence from that river, con-

cluded correctly that a vast continent lay to the west. The new world stood waiting discovery and development, a land unmapped, the resources untapped, its furs untrapped.

Political exigencies prevented the French King, Francis I, from immediately exploiting the finds of Verrazano. Then in 1532 Jacques Cartier, bold Breton sea captain, reached the great river and, on this first voyage, explored the gulf and named it and the river—St. Lawrence. A year later he beat his way up river 1,000 miles to the Indian village of Hochelaga. He called it Mount Royal, today's Montreal.

The foaming rapids at this point blocked Cartier's further passage westward, but he had gone far enough to learn from the Indians about the Inland Seas of the West. He had found the key to the mid-continent. Yet despite his great discovery, Cartier considered his venture a failure. He had found neither northwest passage nor gold.

For over 60 years following Cartier little success marked the New World activities of France. In 1603, however, an heroic figure appeared—Samuel de Champlain.[1]

On March 15, with Pontgrave, he sailed from Honfluer on a kind of reconnaissance of the St. Lawrence River. Other voyages followed. By 1608, with eyes always to the west, he decided to concentrate on exploration of the St. Lawrence-Great Lakes system. Below Cape Diamond, on the heights overlooking the river where the Indians had founded Stadcona, he built Quebec, "The Cradle of New France". For this, Champlain can truly be called the founder of New France. For a century and a half, New France, resting on the St. Lawrence, enjoyed a geographic monopoly.

From his base at Quebec, Champlain steadily pressed his explorations. He was the first white man to touch foot in present New York. In New France, he pushed up the Ottawa River to the upper lakes and the west. He roved the Great Lakes. By the time of his death in 1635, he had helped to develop the fur trade, had assisted in regularizing the administration of New France, and had done his part in keeping Quebec from falling into the hands of the English.

[1] See report, Joint Legislative Committee, 1959, "Tribute to the Valley of Forts".

Fur—And the Struggle for Dominance

As the era of early exploration closed, European powers carefully reassessed their North American holdings. The gold they had unsuccessfully sought in the Far East, they found in the form of fur, on the frontiers of this new world. Furs had become highly fashionable in Europe, and consequently highly profitable in North America. To control the trade and territory there ensued a death struggle for the fur routes to the west.

Slowly England began to encroach on the trade and the lands of the French, first converting New Netherlands to New York by peaceful conquest. Then she formed the Hudson Bay Company. France, watching fearfully as England gained a foothold in the Great Lakes trade, decided to counteract by formalizing her discoveries in the summer of 1671. Real possession of this realm, however, depended on control of its water routes.

Geography had pre-ordained the St. Lawrence-Great Lakes and the Hudson-Mohawk-Great Lakes routes as the best paths to the west. For almost three centuries two nations, England and France, struggled constantly and warred periodically for control of these routes.

Each, the English on the Hudson-Mohawk, the French on the St. Lawrence fought to hold their own route and to take the other. The winning of an empire rested with control of these routes and such control required mastery of the waterways.

The control and development of these waterways in war and peace has been the central theme of the history of this area. Throughout the land's evolution from furs to furrows to factories, the Great Lakes have remained the dominant influence of the whole area.

La Salle—Conqueror and Colonizer

The Frenchman with the greatest dream of empire for New France was Robert Cavalieur

Sieur de La Salle, explorer, conqueror, colonizer. The St. Lawrence served as his base of operations; from here he ranged by waterway and easy portage over much of North America, from Hudson Bay to the Gulf of Mexico. La Salle used those forts already built, enlarged some and constructed others to guard his routes of exploration.

To hold this vast territory, France forged a chain of forts linking Montreal with New Orleans, the Atlantic with the Gulf. Geography, as aforementioned, predestined the routes to the west and set the lines of action, determining the location of the forts at strategic points along the waterways.

So the St. Lawrence route of the French and the Hudson-Mohawk route of the English became their battle lines. Where the water routes touched, as at the mouths of the Oswego and the Niagara rivers, forts were built and fought over. The English operated from their base in Albany on the Hudson; the French from their bases at Montreal and Quebec on the St. Lawrence.

For 100 years the English and the French fought it out along these lifelines. Actually a struggle of two different frontiers was involved: the French tended to be a fort and forest frontier; the English—a family farm frontier. In the end the English won.

The rewards were not to be too long-lasting, however, for England's domination of all the land south of the border waters eventually gave way before its colonists' determination to be free.

The Revolution, which established a new nation, also ended the centuries-old struggle for North America.

For those with any appreciation of New York history, that long struggle and many developments since have hallowed every mile of land along Erie, Niagara, Ontario and St. Lawrence water.

The story can be read by all, as it has been by representatives of this Committee, at many historic sites throughout this great area, some well-preserved, others worthy of restoration and preservation. And everywhere there is reflected the approaches to, and the progress of, an economic development which also has made history.

FORT NIAGARA

At the western end of Lake Ontario, where the narrow Niagara River splits Canada and the United States, the French designed and built Fort Niagara, a site strategically important to control of mid-continent America.

A gateway to the Great Lakes and the Ohio-Mississippi waterway systems, these water highways, with a few easy portages at shallow divides, connected the trans-Mississippi area and the Gulf of Mexico with Lake Ontario and the Atlantic Ocean. The most powerful nations of the world have considered Niagara so important that it has been a military installation almost continuously since the last quarter of the 1600s.

It remains today, reflecting past eras of its full glory, flying the flags of France, England and the United States, each of which in turn has controlled it.

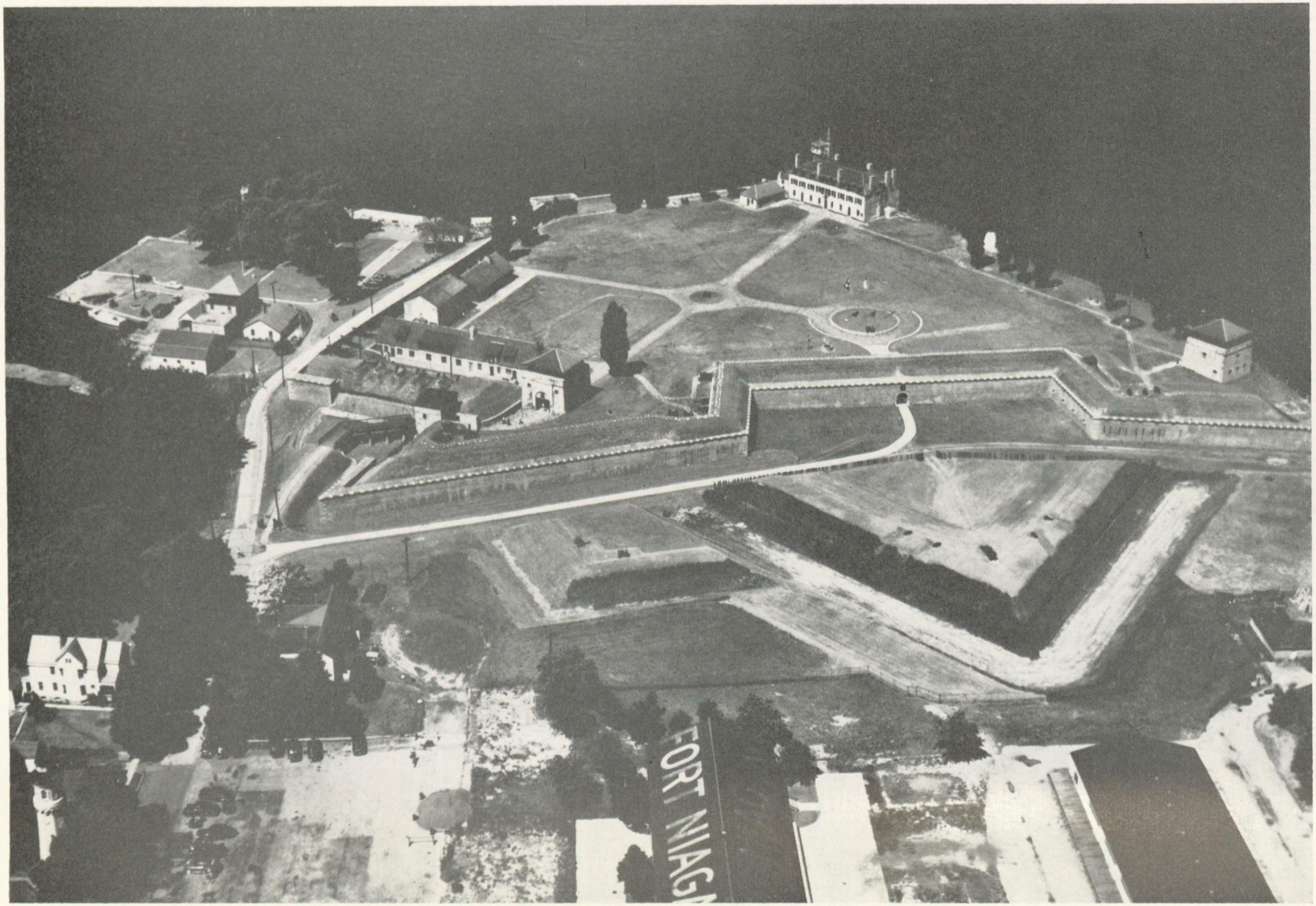
In stone and wood and earthen works, with artifact and cannon, with pen and picture, Fort Niagara holds the spirited atmosphere of the living past. By intelligent integration and accurate restorations of related but different periods of our history, it has captured uniquely a whole panorama of our history.

People who cared saved this great site from oblivion. In 1927, 20 patriotic, civic and fraternal organizations formed a non-profit membership corporation to restore the old Fort. Unlike most historic sites of New York State, this restoration has been financed by federal, state, and county aid along with private contributions and revenues from operations. Over the years many individuals and organizations have forwarded the work of education and restoration. To the Old Fort Niagara Association, Inc., New Yorkers, and all Americans, owe a deep gratitude.

The full spectrum of the Fort Niagara Historic picture refracts itself in four colorful segments:

1. Indian Period—Prehistoric to 1679[2]

[2] Report, 1959, pp. 41–44, 53.



Aerial view of Old Fort Niagara at the western end of Lake Ontario near the in-flow of the Niagara River, a major site in the long struggle for control of mid-continent America. It has been a military installation almost continuously since the last quarter of the 1600's under, successively, French, English and American control. Today, visited by thousands, it flies the flags of all three nations.

—Photo—Courtesy of Old Fort Niagara Association

2. French Period—1679 to 1759
3. English Period—1759 to 1796
4. American Period—1796 to present

I. French Period 1679–1759

1. *The Ancient Lombardy Trees,* sprung, some say, from the sprouts of the original lombardies planted by the French. They still grow near the waters' edge; a living tie with the past.
2. *The La Salle Memorial* honors the great explorer and his first fort, Fort Conti, 1679.
3. The *Millet Cross* symbolizes the fate of Fort Denonville, 1688.
4. *The "Castle"* built in 1725, one of the oldest buildings in western New York, stands majestically on the bank overlooking the lake.
5. *The Captain Francois Pouchot Period,* 1750–1759, is reflected by:
   (a) Entrance
   (b) Storehouse and Barracks
   (c) Powder Magazine
   (d) Black Smith Shop
   (e) Dauphine Battery
   (f) Boulangerie Bakery

II. English Period 1759–1796

1. *Sir William Johnson Period* 1759–1774
   (a) Well
   (b) South Blockhouse
   (c) East Blockhouse
2. *Revolutionary Period* 1774–1783
3. *Holdover Period* 1783–1796

III. American Period 1796-present

1. *War of 1812*
   (a) Battery of Carronades
2. *Rush-Bagot Memorial*—lasting peace between Canada and United States.
3. *Cold War*—Patriots' War 1837–1839
   (a) Hot shot battery
   (b) Hot shot oven
   (c) Postern gate
4. *Civil War* 1860–1865
   (a) Casemates
   (b) Ramparts

Words, even pictures, cast but poor light on this story of Fort Niagara. Only seeing, and touching, actual relics of the past inspires the deep feeling of true appreciation. The story of Fort Niagara begins with La Salle in 1671.

La Salle

In that year La Salle, with the approval of Count Frontenac, Governor of New France, ordered the construction of a fort at the mouth of the Cataraqui, the present site of the Canadian city of Kingston. Fort Frontenac protected the extreme eastern end of Lake Ontario, the entrance to the St. Lawrence River. Bases farther to the northeast, on the river at Quebec, Montreal and Three Rivers supported and supplied that fort. With its completion, La Salle turned to the other end of the lake.

La Salle first visited the Niagara River in 1669, and there dawned his great dream of a vast commerical empire to the west. On November 18, 1678, he dispatched men and materials from Fort Frontenac to build a vessel above Niagara Falls. Amid the sound of cannon and the singing of the Te Deum, on August 6, 1679, La Salle's ship, *The Griffin,* the first sailing vessel in the upper lakes, set sail for the west. Of her crew one historian wrote the following:

> "It was a strangely mixed lot; a few gentlemen, soldiers who had proved themselves in service, missionary priest, craftsmen, mechanics and dubious habitants, who only needed opportunity to turn villain."

Mysteriously, to this day, no one really knows what ever became of La Salle's ship. Yet this lost vessel foreran what has become the greatest inland water commerce in the world.

FORT CONTI

To house the merchandise from Fort Frontenac consigned for passage over the Niagara escarpment, to protect the warehouse and portage from Indian attack, and to control all Indian trade traversing the Niagara country toward the English and the Dutch in the east,[3] La Salle traced out the lines of the original fort

[3] Report, 1957–1958, p. 18.

on a lonely triangle of land where Fort Niagara now stands restored. La Salle named it Fort Conti honoring the Prince of Conti. Subsequently it was destroyed by fire due to negligence of its force during La Salle's absence. Thus began and ended the first fort at Niagara, marked now by the La Salle Memorial, within the restored fort.

Although only the skeleton of the fort remained, the triangular land point continued to be used as a rendezvous for the coureur de bois, the engages and Indians who brought the beaver pelts out of the woods of the west. In great numbers, these young men entered the fur trade, with and without license.

Hoping to enforce the obtaining of licenses, the French government rashly granted the Iroquois the right to kill any trapper or trader found without a license. A scalping holiday followed, the innocent perishing with the guilty. The Indians grew so bold, and the English so threatening, that the French Governor, the Marquis Denonville of New France, obtained permission from his King to build a second fort at Niagara.

FORT DENONVILLE

The Marquis Denonville knew that La Salle had found there the key to middle America. So in 1687, after leading a campaign against the Seneca Indians in the area south of Lake Ontario, Denonville brought his men to the remains of old Fort Conti.

The Marquis drove his men hard and they finished the structure in three weeks. Contemporarily referred to by most as "The Fort at Niagara", the Marquis had, modestly, named it Denonville. The Fort consisted of a timber stockade of four bastions connected by palisades. With the work done, the Marquis returned to Frontenac, leaving a garrison of 100 men behind to hold the Niagara Frontier and the west for France.[4]

This new fort was planned and placed to protect the fur trade against the Indians and also to prevent the English Governor of New York, Dongan, from making inroads into the French fur monopoly in this region. Despite Denonville's hopes, his fort was fated for one of the great tragedies of Fort Niagara history.

Winter winds, the hostile Iroquois, tainted food, and finally the dreaded scurvy took its toll of the garrison. Chevalier de Tregay, the surviving commanding officer told the dreadful story of that bitter winter of 1687–88.

> "The wood choppers, one day, facing a storm, fell in the drifts just outside the gate: none derst go out to them. The second day the wolves found them—and we saw it all."

By February, 60 of the 100 were dead. When a rescuing party arrived on Good Friday, 1688, only 12 of the original garrison of 100 remained alive. On that day Father Pierre Millet erected a cross in thanksgiving for those few who had been spared, a replica of which stands there today as a reverent reminder of that tragic battle with the elements and the Indians in the year 1688.

WARS IN THE WILDERNESS

Now began the cold and hot wars between France and England for the conquest of a continent.[5]

Both coveted the routes to the heartland of North America. The French knew its westward pathways and waterways in detail. The British knew them less well, yet were keenly aware of their importance. Each side, recognizing the strategic importance of certain points, planned their defenses and positions carefully. From east to west:

1. Quebec—commanded the lower St. Lawrence River.
2. Montreal—controlled the junction of the water level routes to the south and west.[6]
3. Fort Frontenac (Kingston)—guarded the entrance to the St. Lawrence River.
4. Oswego, straddling the Oswego River, controlled the entrance to central New York, and the entrance to the St. Lawrence.
5. Fort Niagara—(a) commanded portage from Lake Ontario to Lake Erie to the

[4] Report, 1957–1958, Comp. p. 27, "Fort Ste. Marie de Gannentaha."

[5] Report, 1959, pp. 45–65.

[6] Report, 1959, p. 53.

Allegheny-Ohio River system; (b) menaced the heart of Seneca Indian land, Britain's Iroquois ally; (c) secured the forts safe to the west on Great Lakes and Ohio country.

6. Fort Duquesne (Pittsburgh)—with Niagara, tied Canada and Louisiana into a single defense system.

The Castle

From 1688 (Fort Denonville) to 1725 the site of Fort Niagara remained unfortified but not unused. With business operating as usual, the Iroquois negotiated a treaty with the French, enjoining them from erecting a fort. In turn, however, the wily French agent for the Niagara Frontier, Joncaire by name, obtained Indian permission to build a stone house at the site of Fort Niagara. Before construction began, the Indians, who knew what French houses looked like, insisted on seeing the plans, a photostatic copy of which are now in the possession of the Fort Niagara Association.

The French built a fort which looked so like a house that it has ever since been known as the "Castle". Costing over 29,000 lire, it had walls four feet thick, and gave France, a century after initial French exploration of the area, its first effective fortification of the Point. Still standing as one of the most unusual forts ever designed, "the Castle" commands full respect and wide-eyed attention by all who walk its halls.

FORT AT OSWEGO

In 1727, the English constructed a complex of forts at the mouth of the Oswego River as a counter to Fort Niagara and to clinch their claim to central Lake Ontario, to protect the New York route, and to hold a point of threat and thrust against the French routes. Known originally as Fort Oswego, it was at the time complemented by another fort, called Fort George, atop a hill a half mile to the west. Its location today is marked by a metal plaque at restored Fort Ontario.

For 28 years (1727–1755), these forts at Oswego served the military and commercial interests of the English. Then, tensions with the French increased, the English, in 1755, built Fort Ontario on the east bank of the Oswego River.

The *Gentlemen's Magazine* of London, in 1755, described it as follows:

> "The fort is 800 feet in circumference and will command the harbor; it is built of logs from 18 to 30 inches thick; the wall is 14 feet high and is encumpused by a ditch 14 feet broad and 10 feet deep; it is to contain barracks for 200 men. A hospital and another barracks were also building."

Beginning with this fort structure, three distinct forts have occupied this spot:[7]

1. Colonial Period (eight pointed star)—1755–1756.
2. French and Indian War, Revolutionary War, War of 1812 (five pointed star)—1759–1838.
3. Modern Period (five pointed star, somewhat larger, with masonry replacing timber)—1839–1903.

War, long foreseen by military men, came in 1755. It was the French and Indian War, which was finally to decide the long struggle between the English and French. The war plan of the French called for the destruction of all of the British forts along the frontier.[8] Marquis Montcalm left Fort Frontenac August 4, 1756, to besiege Oswego. That evening he landed at Sackets Harbor. He assembled 3,000 men. A little more than a week later he attacked Oswego.

By contemporary standards the three forts in the Oswego military system were well-garrisoned and ably defended. Despite this, they could not withstand the superbly led French army.

In the savage fighting, the English lost 150 killed and wounded. The French lost only 80. The full victory gave the French 1,600 prisoners, 120 cannon and mortars; 6 sloops of war, 200 boats, a large amount of stores, ammunition and provisions, and a wealth of coin.

During the next three years, however, the French over-extended themselves in other places.[9] They stretched thin their lines and

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[7] Report, 1959, pp. 58–61.
[8] Report, 1959, pp. 39–44, Comp. "Champlain Forts."
[9] Report, 1959, pp. 57–61, "Montcalm in Champlain Valley."

truce, a British soldier. Pouchot, waiting word of a victory, heard instead a demand for surrender. He capitulated.

The flag of the Fleur de Lis would never again fly in control over Fort Niagara. A new era had begun. English, not French, would be the language and the culture of New York.

The Battle of La Belle Famille, fought upon the shore of the Niagara River, had been a turning point in the French and Indian War. It was the beginning of the end for the French, an end that came on the Heights of Abraham at Quebec. Only the shades of Cartier, Champlain, La Salle, Tonti, Denonville, Father Millet and others would ever again spell French invasion of the land south of St. Lawrence-Ontario water.

English Rule Based at Fort Niagara

With Fort Niagara in the hands of the English, Sir William Johnson returned to Oswego.[11] Fort Niagara and Fort Ontario protected the commercial supremacy of the Hudson-Mohawk-Oswego-Lake Ontario-Niagara-Great Lakes route. For a short and only time, both water level routes from the east to the west were under one rule—the English. But trouble still brewed.

French traders and the Indians continued to interfere and to stir up dissatisfaction among the western Indians, which frequently disrupted trade.

Indians under Pontiac moved against the English all the way from Michilimackinac to the Niagara Frontier and Oswego. Johnson finally brought Pontiac to peace. A boulder marks the spot where Pontiac said:

> "I speak in the name of all the nations to the westward, of whom I am the master. It is the will of the Great Spirit that we should meet here today; and before him I now take you by the hand. . . . Father, this belt is to cover and strengthen our chain of friendship, and to show you that if any nation shall lift the hatchet against our English brethren, we shall be the first to feel it and resent it."

[11] Report, 1957–1958, p. 22.

Once the Pontiac uprising was put down in 1766, Fort Ontario and Fort Niagara became only garrisoned outposts. The English had successfully met the challenge from without, beating both the French and Indians. Soon, from within, came the explosion that brought defeat —the Americans and their rebellion of English colonists that became a revolution.

AMERICAN REVOLUTION

With the coming of the American Revolution the British used a strongly garrisoned Fort Ontario as a base for supplies. From there Colonel Barry St. Leger, having come from Montreal, led a strong force up the Oswego River and over to present Rome to lay siege to take Fort Stanwix in July, 1777.[12] Stopped at Oriskany by Herkimer, he retreated by way of Fort Ontario to Montreal.

In the years following, the English practically gave up Fort Ontario, and this led to its destruction by American forces. Still recognizing the strategic importance of the fort, the English General Frederick Haldiman, with support from the Seneca and other Indians, began its reconstruction but never completed the work. With the end of the Revolutionary War and the signing of the Treaty of Paris, Haldiman expected to abandon the fort on July 1, 1783. As it turned out, however, the British did not surrender either Fort Ontario or Fort Niagara for 13 years. History has named those interim years the Holdover Period.

Out of Niagara during the Revolution came those terrible Indian-Tory raids that swept through the defenseless Cherry and Wyoming valleys of upstate New York. Later, the Iroquois Indians repaired to Niagara for succor and comfort after their defeat in the Sullivan-Clinton campaign. During the Holdover Period from 1783 to 1796, it has been variously estimated, between 5,000 and 8,000 loyal British subjects passed from the various eastern and southern colonies through Fort Niagara to the safety of Canadian soil. Finally, on July 15, 1796, the terms of the Jay Treaty transferred both forts, Niagara and Ontario, to the United States.

[12] Report, 1957–1958, p. 25.

PEACE—AND PIONEER TRADE

With the post-Revolution peace there came, along New York's northern border waters, the first stirrings of a commerce which did much to build the State and Nation. By 1810 such traffic on Lake Ontario exceeded that of the four upper lakes combined.

Early trading was beset with hardships but its pioneers, fired by its possibilities, dogged them. An example is the late eighteenth century effort to establish a trade route to Canada, from this 50-year-old account by James L. Barton, a commercial leader in Buffalo.

> "In 1789, John Fellows, of Sheffield, Mass., started from Schenectady with a boat, its cargo mostly tea and tobacco, with a design of going to Canada to trade. On reaching Oswego, the commanding officer refused him permission to pass that place. Fellows returned with his boat and cargo up the Oswego River to Seneca River, up that into the Canandaigua outlet, as far as where Clyde is; here he built a small log building (long known as the block-house) to secure his goods in, while he was engaged in bushing out a sled-road to Sodus Bay, on Lake Ontario. He then went to Geneva, and got a yoke or two of cattle, hauled his boat and property across, and then in this frail conveyance embarked with his goods, and pushed across the lake. He met with a ready sale for his tea and tobacco, and did well. He crossed in the same boat, and landed at Irondequoit. The boat was afterwards purchased and used by Judge Porter in traveling the shore of Lake Ontario, when making the survey of the Phelps and Gorham purchase."

Fur and Salt

The centers and movement of commerce in the nineteenth century did not differ too much from the military centers and supply movement of the 1700s. Fur, the first product of the frontiers, bulked large in the commerce through Lakes Erie and Ontario until 1840. Prior to the War of 1812, fur traders carried their product in bateaux, native canoes, and open boats. The merchandise bartered for it originated, as late as 1790, at Albany and Montreal, the French fur capital from the earliest days.

Fur trapping moved farther and farther west with the frontier. At the opening of the nineteenth century, the American Fur Company had a depot at Detroit and one on the upper lake at Mackinac. Here trappers and traders treated their furs before shipping East. The process involved stripping and airing to remove the vermin. The Northwest or British Company founded a fur depot at Sault St. Marie. From there it often shipped its furs directly overland to Lake Ontario, then on to Montreal. Supplies and merchandise returned by the same route.

Fur, moving eastward, was the luxury product. Salt was the essential product of survival for builders of the west and, as such, maintained a high place on the list of items shipped westward through the 1840s. In 1798 General James O'Hara, of Pittsburgh, had organized a reciprocal trade agreement between that city and the Onondaga Salt Mines near Salina, New York. O'Hara sent provisions and military supplies for Fort Ontario by keel boats up the Allegheny River and French Creek to LeBoeuf (Waterford), then by wagon across the portage to Erie, and from there by way of Lake Erie, the Niagara River, and Lake Ontario to Oswego. Here the supplies for the fort were exchanged for Onondaga salt, which went back by the same route. O'Hara scored a substantial success, since the valleys of the Monongahela, Ohio, Allegheny, and adjacent country depended heavily on the Onondaga source for their supplies of salt.

Most vessels sailing from Buffalo to Erie between 1805 and 1810 carried Salina salt as a main cargo. In the season of 1808, between 6,000 and 8,000 barrels of salt passed through Erie to the southwest and, by 1811, this had increased to 18,000 barrels. At the height of the trade, 100 teams of oxen continually hauled salt between Erie and Waterford.

The salt trade of Lakes Ontario and Erie did much to develop Buffalo and Oswego as ports. In 1809, R. S. Reed and Captain Daniel Dobbins of Buffalo purchased the schooner *Catherine,* of 90 tons, re-named her *Salina,* put her in the salt trade and made a handsome profit.

Westerners not only used salt as a vital food product but also as a medium of exchange. According to a newspaper of 1809:

> "The farmers were obliged to haul salt to procure the comforts, if not the necessities of life, such as sugar, tea, coffee, wearing apparel, etc., as salt seemed to be the current medium of trade during the embargo; it was the only commodity they had for market or exchange, the greater the traffic the more the farmers progressed in the improvement of the soil."

Before the completion of the Erie Canal, goods from the east intended for Buffalo or Black Rock came by bateaux or Durham boats up the Mohawk River, through the Utica-Rome Canal, through Wood Creek and across Oneida Lake, down the Oswego River, around the portage at Oswego Falls, to Lake Ontario, and westward across Lake Ontario to Lewiston. There it was hauled over the Niagara portage to Schlosser's Landing (then Fort Schlosser) by teams, and finally up the Niagara River again in Durham boats or bateaux to Black Rock and Buffalo.

The New York State Legislature had granted a monopoly to the Porter, Barton Company of Black Rock, for the transportation of goods around Niagara Falls. This monopoly privilege still obtained at the opening of the Erie Canal. This route could be avoided only by using the slower and more difficult wagon route from the Hudson River to Buffalo and Black Rock, over which much of westward-moving goods travelled before construction of the Erie Canal. The wagons, huge, lumbering vehicles drawn by six or eight teams, moved so slowly that they sometimes detained vessels in Buffalo Harbor for weeks awaiting a full cargo. At first the freight charge over this wagon route was $5 but competition soon reduced it to $1.25. Captain Augustus Walker has left a description of these wagons:

> "Those slow, but formidable establishments were commonly called Pennsylvania teams. The tires of their wagon wheels were some 10 or 12 inches wide, serving a two-fold purpose—preventing them from falling into the deep ruts made by narrow tires, and keeping them from smashing the highway as they passed along. This exempted that class of vehicles from toll-gate fees, etc., which were quite an item in those days when turnpike gates were so frequent."

Besides fur and salt, military stores, fish, timber, apples, cider, and household goods figured importantly in lake trade during the first decade of the nineteenth century. In general, eastbound vessels filled their holds with apples, cider, Indian maple sugar, and fish products. These derived from a natural rather than a cultivated surplus. The first known list of goods shipped west from Buffalo was recorded in November 9, 1802, on board the open boat *Lark,* Moses Wilcox, master. The cargo was bound for Ashtabula and consisted of: 1 tierce of drygoods, 5 chests of household goods, 1 bag of shoes, 4 bags of clothing, 2 kegs of spirits, 2 barrels of wine, 1 box of tea, 2 kegs of tobacco.

Pittsburgh spirits found a ready market in the Buffalo district. This was a corollary to the salt trade. In 1811 Grosvenor and Heacock, Buffalo merchants, advertised for sale 30 barrels of the best "Old Pittsburgh Whiskey", brought to Buffalo aboard the sloop, *Friend's Goodwill.* Pittsburgh was the center for highly distilled spirits, a product which the Scotch had brought to that city. It earned high priority in the Pittsburgh-Lake Erie-Buffalo trade. Thus, simple in quantity and kind, began the greatest internal water-borne commerce in the world.

LAND PURCHASE

Settlement came to the new lands with peace and the development of trade. In 1790's many tracts of land went on the block. The largest land sale ever made in New York State, the Macomb Purchase of the North country, was effected in 1791. Its four million acres constituted one-tenth of the area of New York State.

A partnership of Alexander Macomb, Daniel McCormick and Dr. John Constable purchased the land. Constable proceeded to break the wilderness and settle the land. In Lewis County the settlers increased from 1,362 in 1800 to 6,433 in 1810. But Constable's labors

in this monumental task of settlement broke his health.

Constable Hall

His son, however, not only settled in but helped to settle the country. He built beautiful Constable Hall, which remained in the Constable family until 1949. The beautiful house still stands, thanks to the restoration and maintenance work of the Constable Hall Association. In the course of its field study work, the Committee visited the Hall at Constableville, one of the great landmarks of the North Country. It preserves today the atmosphere of the era in which it was built, and, in contrast to the forts, symbolizes the peaceful conquest of the wilderness.

Far to the north of Constable Hall, where the St. Lawrence River is born out of Lake Ontario, another home of beauty and history stands majestically on a gentle slope that rises near the head of the river. This too represented a new life in the wilderness.

Cape Vincent—The Stone House

To this spot on the American side of the St. Lawrence came French emigrees at the beginning of the nineteenth century. They had found living conditions unacceptable in France and had come to America to start life again. The leader of the colony was James Le Ray de Chaumont (1760–1840), whose father had contributed greatly to the American cause during the Revolutionary War. Le Ray induced Count Pierre Francois Real, Napoleon's Chief of Police; General Roland, the Count's son-in-law and other French nobility to settle in the wilderness.

On the banks of the St. Lawrence he built this large and beautiful home, the first stone house in the locality. With its wide center hall, its drawing rooms and graceful appointments it still carries the charm of the lovely chateaus of France. From this home James Le Ray and his son Vincent, after whom Cape Vincent was named, ruled their wild acres of the North Country.

From all over America travelers came to marvel at the luxurious appointments of this stately home of a great gentleman of France.

The stone mansion still stands, perhaps even more beautiful now than it was when originally built 150 years ago.

WAR OF 1812

But New York State was not done with war.

On June 18, 1812, President Madison issued a declaration of war against England. Some called it Madison's War, some the Second American Revolution, others a War of Survival. Actually neither side was prepared for naval or military operations. With Lake Ontario locked in by the International Rapids, no naval vessel could be brought in from eastern ocean bases. Vessels had to be bought or built. In the early days, the men-of-war tended therefore to be commercial ship conversions of less than frigate class. By the end of the war both sides had frigates and boasted at least one battleship of the line in the order of Lord Nelson's ships.

Much of the action of the war took place on the northern border water and the land it washed. From one account of the conflict:

> "The Niagara frontier was the most continuously active single theater of operations during the conflict, and the naval base which had been established at Sackets Harbor, near the mouth of the Black River, was a key strategic point. Oswego, at the end of the Mohawk-Oswego water route from Albany, played much the same role that it had in the French and Indian War."

Forts Ontario and Niagara Falls

Outbreak of the War of 1812 triggered rebuilding of Fort Ontario at Oswego. In keeping with the generally inferior quality of America's preparation, the fort was poorly reconstructed. This the War Department compounded by its inadequate arming and manning the fort. In fact, from the beginning of the war the story of Fort Ontario was one of insufficient garrison, guns and supplies to meet any concentrated attack by the enemy. In May, 1814, an English fleet under Sir James Yeo attacked and destroyed the fort and then withdrew.

Fort Niagara fared little better, finally falling to the British in 1813. They held it until the

Beautiful Constable Hall at Constableville, an impressive landmark in New York State's "north country." Maintained today by the Constable Hall Association, it was built in the early nineteenth century by a son of Dr. John Constable, one of three partners who, in 1791, effected the Macomb Purchase, named for another of the trio. Involving 4 million acres, it was the largest land purchase ever made in the state.

end of the war. Elsewhere on the Niagara frontier, at Buffalo, at Queenstown Heights and at Niagara-On-The-Lake, the battle between Canadians and Americans blazed furiously. In this report, except for necessary minimum background, it is not intended to tell the stories of Forts Niagara and Oswego in the War of 1812, but rather the story of Sackets Harbor, a village now quietly wrapped in its history.

Sackets Harbor

There was a time when the village of Sackets Harbor, nestled around the cove of the Black River Bay, built sailing ships on the inland seas, sent people by stage and canal to Utica, and referred to its rival, Watertown, as "the little village back of Sackets Harbor."

From the very beginning and up until recent times, Sackets Harbor has been in the military program of the Federal Government. As early as 1808 there is recorded the stationing of two batteries of artillery and several companies of infantry at Sackets Harbor. Their duty was to check on smuggling, an activity long associated with the boundary line.

Declaration of the War of 1812 brought General Jacob Brown to the command of the troops at Sackets Harbor. Immediately he appealed for supplies but, a not unusual result, his appeal brought nothing. Even if the request had fallen on a sympathetic ear in Washington it would have been extremely difficult to get the material overland to the base. This fact later was a stimulant to the construction of roads and the Black River Canal.

As the principal U. S. naval post on the lakes, Sackets Harbor was the first target for attack by the British. On a beautiful Sunday morning, July 19, 1812, Captain M. T. Woolsey, the first commandant of the navy of Lake Ontario, sighted from his ship *Oneida,* the approach of five British battleships and immediately made preparations to engage them.

One cannon, a 32-pounder, topped the bluff at Sackets Harbor but had no cannon balls to fit it. Tradition has it that the artillery master, with pioneer ingenuity, wrapped the 24-pound balls in pieces of his wife's carpeting, making them large enough to fit the muzzle of the "Old Sow" as the cannon came to be called. Some claim this was the opening shot of the War of 1812.

Desultory firing back and forth caused little damage to either side. Finally a 32-pound ball from the English ship lobbed over the bluff. Master cannoneer Vaughn and his men seized it and shot it back with a will. It struck the *Royal George* and crippled the ship. Supposedly discouraged by this turn, the English broke off the engagement and returned full sail to Canada.

The encouraged Americans later retaliated by sailing against Toronto, then named York. The New Yorkers took the city but lost their best leader, General Pike. In a seesaw operation, it was now England's turn to strike again. With the American contingent gone, the Canadians made a second attack on Sackets Harbor, May 29, 1813. During the battle a terrific explosion caused an accidental firing of the munitions and frightened the British with the thought that American reinforcements had arrived. They retired to their ships and sailed away, ending the last major attack on Sackets Harbor.

SHIP BUILDING

Unlike Lake Erie and Lake Champlain where, respectively, Perry, in 1813, and McDonough, in 1814, won spectacular naval battles, Canada and the United States never fought a decisive battle on Lake Ontario. This despite the availability there of more and larger ships for such a contest.

Neither side seemed able to gain, or, if temporarily gained, to hold naval supremacy long enough to consolidate the water advantage with successful land action. Each failed to exploit the several naval opportunities they made for themselves.

The naval war became a contest of shipbuilding. The British chose Kingston (site of old Fort Frontenac) for their naval center. The Americans selected Sackets Harbor. On both sides of the border water, the hammer and axe echoed through the wilderness as they built their fleets.

At the beginning of the war, the Navy Department had assigned Captain Isaac Chauncey to command naval operations on Lake Ontario. He arrived at Sackets Harbor October 6, 1812. To assemble a fleet as quickly as possible, he purchased six schooners and brought them to fighting trim, renaming them *Conquest, Growler, Pert, Scourge, Governor Tompkins* and *Hamilton.* To these he eventually added the *Oneida,* the *Julia* and the *Madison.*

During 1813 and 1814 and into the following year the Americans at Sackets Harbor matched, ship for ship, the building rate of the Canadians across the lake at Kingston.

On occasion the British tried to intercept supplies moving from Albany to Sackets Harbor by way of the Oswego River and Lake Ontario. While Americans were building the *Superior,* a 66-gun man-of-war, a flotilla of rowboats carrying an overload of guns, supplies, and building materials for the ship left Oswego by lake for Sackets Harbor. Discovered by the British at Sandy Creek, the Americans put ashore, reloaded their cargo onto oxcarts for transshipment to Sackets Harbor. Everything, that is, except a 4-ton cable. With no cart strong enough to carry it, a hundred soldiers of Colonel Stark's regiment shouldered the cable, marched the 20 miles to Sackets with it in two days.

The New Orleans—Battleship on Land

During 1815, the American Government approved construction of one of the largest battleships planned to that time by the United States Navy. Named the *New Orleans,* after Jackson's victory there, it was begun in January, 1815. Built of native timber, it was 187 feet long and had a 56-foot beam. Armed, it would have bristled with 102 guns.

This floating fort was to patrol the mouth of the St. Lawrence River and block the British entry to the lakes.

Work on the New Orleans began before news of the Peace Treaty at Ghent reached Sackets Harbor.

After 26 days of building, the Navy ordered work on the *New Orleans* stopped. Although she was condemned to sail on land, the Navy kept her on the active list for many years. For protection against weather a house was eventually built over her and, for years, the *New Orleans* continued to be an interesting object of public attention.

Battle of Sodus Point

In the Ontario theatre of war, naval commanders, British and American, did not confine their action alone to the larger and more important lake fortifications. Frequently naval task forces struck at the many "soft" spots along the shore. Sir James Yeo, Commander of the British Fleet on Lake Ontario, carried out systematic forays along the coast, foraging for supplies.

In June, 1813, in execution of this policy, he attacked Sodus Point, then an intermediate supply center for Fort Niagara. From atop a hill west of Sodus, American spotters counted five English war vessels and 90 auxiliary ships. Historians never have explained completely the presence of these non-warships. Most of the local militia had been previously dispatched to ward off an impending attack to the west at the mouth of the Genesee River.

In typical American Revolutionary tradition, two mounted horsemen stood ready to warn the countryside that the British had landed. On signal off they rode, carrying their message of alarm to farmer and villager "turn out, turn out, the British are landing at the Point". At Sodus village, one of the riders found a party of men raising a barn at Morse Hill. These grabbed rifles and started for the Point. With equal good fortune, the other Wayne County "Paul Revere" happened on a logging bee at South Sodus. They, too, ran off quickly to join their compatriots. Except for a few regular militia who had been left behind, it was mostly a citizen-farmer army which rallied to the defense.

Along the battle lines that night, the Americans, taking first shot, picked off the British lights causing the British retaliatory fire to strike too low against the American lines for damage. The English shots did reveal their position, giving the Americans an opportunity to fire their volleys with greater accuracy.

Under this fire, the British retreated to their ships.

The following day the British again disembarked and moved toward the village. By this time the Americans had removed the public stores from the warehouse to the forest. Meeting opposition again, the English broke off the engagement and then set fire to the whole village. They made for the shore, re-embarked and moved up the lake the following morning.

The "Battle" of Sodus Bay was over. Many had been wounded. Several British and Americans had lost their lives. Some writers, in describing this engagement later, mocked the "Battle" as a kind of "Opera Bouffe". It is true that not in number, nor in brilliant strategy, nor even in outstanding bravery should this skirmish be remembered. It should be remembered, however, that citizen-soldiers stood ready at a moment's notice in the middle of the night to fight for their homes and their land—if need be to lay down their lives. No "battle" is fit for mockery if one life has been lost.

Peace—Long Lasting

The war ended without decision . . . status-quo-ante-bellum. This peace without victory gradually developed respect and understanding between the former belligerents. Although there were still to be periods of tension and evidences of military preparation on both sides during the nineteenth century, especially during the so-called Patriot's War and our own Civil War, Canada and the United States had put aside war as an instrument of policy. At Fort Niagara an Altar of Peace stands dedicated to the Rush-Bagot Agreement which marked that peace.

Economic Competition

Through the era of exploration and conquest and until the end of the War of 1812, control of the routes to inner America had been a matter of military might on land and water. Now it became, and for a century and a half of peace it would be, a matter of economic competition.

Canadians held the St. Lawrence-Great Lakes route, the Americans the Erie Canal-Great Lakes route. The two met on the Niagara Frontier. Along each of the routes, man moved to complete nature's unfinished work and improve its deficiencies. In the development of the trade routes, Ogdensburg, Sackets Harbor, Oswego, Buffalo and other American ports played the roles of importance which geography had ordained for them in war or peace.

Lakers directed their strength and energy to commerce. Great Lakes traffic spurted with new vigor. Lake Ontario felt the invigorating impact first. Populations grew. White-winged vessels multiplied. The pioneer steamboat *Ontario* was launched in 1816. Above the falls, at Black Rock, the *Walk-In-The-Water,* Lake Erie's primitive steamboat, breasted Niagara's current with the help of the *Horned Breeze.*

LATERAL CANALS

The great Erie Canal, started in 1817, finished in 1825, launched the canal era and a new and colorful phase of New York history. And the military aspects were not ignored among the considerations which influenced the selection of the Erie's route. Partly for the same reasons, Canadians built the Rideau Canal to avoid that part of the St. Lawrence shared with the United States. This canal connected the Ottawa River at Ottawa with Lake Ontario at Kingston. By so doing, Canada could forestall any American blockade of the St. Lawrence and keep open its trade line to the west.

Cobblestone Homes Mark New Era

People flocked west by canal. The Erie, or "Clinton's Ditch", pushed back the American frontier and populated the land and then brought prosperity to the pioneer families. Some families replaced their simple salt box houses with more substantial structures. Now, not stone forts for fighting, but stone houses for living grew out of the land.

Canal masons, between canal jobs, turned their talents and time to these houses. They found along the shore their round water-washed stones. With these, they built their first cobblestone house in 1825, a style which lasted until the Civil War. But these houses, of such great beauty and ingenuity still stand well today. The

cobblestone houses began around Rochester, where 250 can be found within a 50-mile radius. Perhaps the greatest concentration is along a 25-mile stretch of Route 104, west of Rochester, where the cobblestone houses average one to a mile.

While the east-west routes were the routes of empire, the War of 1812 demonstrated the need for developing lateral, north-south routes, as feeders to the mainlines. With the success of "Clinton's Ditch," political pressure began to build for the digging of lateral canals. Petitioners from the northern frontier of New York State made a strong case for a canal which would connect Lake Ontario and the St. Lawrence River with the Erie Canal.

BLACK RIVER CANAL

To support and sustain Fort Niagara and Sackets Harbor as military and naval bases, the War of 1812 pointed up sharply the logistical need of a land-water interior route from east coast supply centers. The cost of transporting military stores to the Black River country during the War of 1812 exceeded two million dollars.

This persuasive factor, the desire to stimulate the economy of the North Country, and the Erie Canal's need for more water brought the start of Black River Canal construction in 1838. Eventually it connected Lyons Falls, Lewis County, on the Black River, with the Erie Canal at Rome.

The Black River Canal, one of the greatest engineering achievements of the canal era, remains a technical wonder even today. Its length was 35 miles, with the Black River improvement, 91 miles. To achieve needed elevation, the canal engineers built 109 locks, including the greatest combines in the world. In total lockage, or lift, this equaled 1,082 feet.

The Committee on Historic Sites has studied this canal carefully and examined its remains on several field trips, with the hope that some of its now dry locks, visible from the highway route 12 can be saved and restored. The era of the "Rome Haul" should never be forgotten.[13]

[13] Report, 1957–1958, p. 57, Chronology.

OSWEGO CANAL

To the west, the Oswego Canal, a lateral waterway parallel to the Black River Canal, tied Oswego on Lake Ontario with the Hudson-Mohawk system just as the Black River Canal joined Sackets Harbor, Lake Ontario and the St. Lawrence with the Hudson-Mohawk-Erie Canal route.

The Oswego Canal, an integral part of the Erie, was completed in 1828. Its length is 38 miles and has 18 lift locks and five guard locks. In total lockage they equalled 154 feet. Subsequently improved several times, the Oswego still operates as an important part of the modern Erie Canal system of New York State.[14]

Farther to the west another north-south waterway, the Genesee Valley Canal was contemplated. Impressed, as had been the people of the Champlain, Black River and Oswego countries, by what the Erie Canal could do for the economy of an area, Rochester businessmen sought a waterway that would connect the Erie, at Rochester, with the Allegheny River at Olean.[15]

It was hoped that with such a canal, Erie freight, especially wheat and lumber, would be routed from Olean southward by the Allegheny River to Pittsburgh, down the Ohio and Mississippi to the Gulf.[16]

This water route followed approximately the line of the ancient Seneca-Iroquois canoe trail which the explorer La Salle had pleaded with Louis XIV of France to open with fortified trading posts two hundred years before. Furthermore, commercial success of this route might mean a by-pass of the Niagara Frontier and tapping the Ohio-Mississippi tributary market and resources for Rochester.

GENESEE VALLEY CANAL

The subject of a canal for the Genesee Valley first came before the Legislature in February, 1825, in a message from Governor DeWitt Clinton "respecting a navigable communication

[14] Report, 1957–1958, pp. 54–55, Chronology.
[15] Report, 1957–1958, p. 57, Chronology.
[16] The material on the Genesee Canal has been adapted almost verbatim from a paper entitled "The Genesee Valley Canal", by Gladys Reid Holton.

between the waters of the Allegheny River and the Erie Canal, and soliciting a full investigation of the proposed measure by able engineers''. Clinton also recommended the adoption of effectual preliminary measures. Four routes were suggested for study.

For five years people of the valley agitated the question. In the valley of the Genesee River there was an extensive tract of fertile and productive farms, land-locked with no easy water access to markets. Every year the demand grew for a better means of transportation. The trade with Rochester was carried on principally by the river and, while in the early days this was adequate, it seemed no longer so. None could very well deny that the farmers of this region needed some better way of getting their crops to market.

Although the first steamboats on the river had been hailed as the solution to this problem, river transportation still did not satisfy the users. The new method of transportation by rail offered another appealing possibility and petitions for a railroad along this route appeared in the 1830s. Some argued that the year-around railroad would be more practical than the seasonal canal, despite the latter's favorable transportation cost differential. One factor seemed to outweigh all others—railroads had to be financed by private capital, State funds could be obtained for the canal.

After a survey, engineer Frederick C. Mills estimated the total cost of the canal at $2,002,-285. The project was pushed vigorously and 30 miles of the line was put under contract in 1837 and 50 miles in 1838.

The engineers encountered their greatest difficulty and heaviest expense on the section between Nunda and Portageville. There the canal required a cut 73 feet deep through the ridge dividing the valley of the Cashaqua from the Genesee Valley. It required a series of 17 locks to reach the summit level. The builders also met a great construction challenge in carrying the canal around the high, mountainous hills overhanging the river.

Near Portageville an attempt to tunnel the mountain was abandoned after nearly a quarter of a million dollars had been expended on it. If the tunnel had been completed it would have been 1,082 feet in length, with a height of 27 feet and width of 20 feet, piercing the towering mountain from side to side.

Mountainside Canal

With great ingenuity, the engineers finally succeeded in fastening the canal to the side of the mountain. A narrow strip of land hugging high the hill served as a towpath. From it the descent was almost perpendicular to the river. The canal wound around the hill in this manner, passing under the famous Portage Bridge. A short distance above the bridge it crossed the river again by means of a wooden aqueduct.

The Genesee Valley Canal brought many advantages. It proved of great value to the farmers in getting their produce, especially wheat, to market. At the time, Rochester was grinding 25,000 bushels daily, sending its high-grade flour to all parts of the country[17] and becoming known as ''the flour city.''

In modern times the Erie Canal has become to a great extent an ''oil canal.'' In the early days the Genesee Valley had the name and the oil. It connected the Vacuum Oil Company of Rochester with Olean and the oil fields of Pennsylvania. The ''Centennial History of Rochester'' weighs the value of the canal as follows:

> ''The measure of its utility was out of proportion to its cost, but there is reason to wonder whether the agricultural wealth it created, the industries it stimulated, encouraged and established, the thousands of benefits and conveniences which it yearly conferred, directly and indirectly, on the country through which it passed were not so vast in the aggregate as to counterbalance to a large extent the expenditures that the state had made. It is scarcely possible to over-estimate the influence it had in developing the resources of this state and it cannot be denied that to a very large degree our remarkable growth and prosperity are due to the facilities afforded by the Genesee Valley Canal.''

[17] Report, 1957–1958, pp. 29–30.

Representatives of the Committee on Historic Sites have traveled the old sections of the Genesee Valley Ditch along the Rochester branch of the Pennsylvania Railroad. They wondered with a writer of the time "at the masonry of the old locks and the patience of the engineers who carried this waterway along the shores of the temperamental Genesee River and over the rocky hills above Nunda." And, as he, they dreamed they heard again "the screech of mooring lines, where a snubbing post is easing a long boat about an obstinate bend, or the thump perhaps of a gang-plank on a forward deck where tired mule teams are changing watch."

ALL-AMERICAN CANAL

At the far end of the State, discussion of an all-American Canal from Lake Ontario to Lake Erie started with Joseph Ellicott, at the beginning of the nineteenth century. The discussion still goes on, more pertinent and persistent now because of the St. Lawrence Seaway. The north-south Welland Canal, parallel to the Niagara River, was dug by Canada. This has had a significant effect on the development of the Great Lakes and on the two east-west routes which come to a point on the Niagara Frontier.[18]

LAKE FORTS IN 19TH CENTURY

Although, after the Rush-Bagot Treaty of 1817, Canada and America were done with war, none could forsee the fact. So, at the old key points along the northern border waters, contemporary defense requirements mandated certain improvements at the established forts. Those at Fort Niagara have been described. Madison Barracks at Sackets Harbor had been established and expanded following the War of 1812. It continued in service through World War II. At Oswego, Fort Ontario, which had fallen into ruin, was rebuilt during the 1830s.

By the 1830s, misunderstandings and disagreements involving Canada arose between Great Britain and the United States. These tensions snapped along the St. Lawrence River and Lakes Erie and Ontario between 1837 and 1842.

The Canadian Rebellions of 1837 and 1838, seeking to redress grievances in the present provinces of Ontario and Quebec, Americans mistakenly considered a second American Revolution. This resulted in a series of border incidents and organized filibustering expeditions which stimulated new fears on both sides.

So it was that the post at Fort Ontario was re-established on November 30, 1838. Plans for the stone buildings within the fort, now restored as a museum, were drawn in 1839. Within the next three years, the entire fort was rebuilt. It had earthen walls and ramparts, with a moat built around it. The State of New York ceded the land on which the fort was established to the United States with the understanding that, if it ever ceased to be used as a military post, it would be returned to the State of New York.

As a result of the Webster-Ashburton Treaty which settled almost all outstanding differences between the United States and Great Britain, border tensions decreased after 1842. Once again there was peace along the border. Then the Civil War split assunder the United States and, posing a new threat to Canadian-American peace, caused another strengthening of army posts on both sides of the border.

The stone scarp revetments and casemates of Fort Ontario were all built between 1863 and 1872.[19] In the years after 1873, the fort served variously as a military post, as a detention camp for prisoners of war and as an emergency housing unit. Finally in 1946, after nearly 200 years as a military establishment, New York State again took title to the reservation. Fort Ontario ceased to be an army post. Until then, it was the oldest fort still garrisoned in North America.

Fort Ontario Restoration

It is of interest that the United States War Department over the years retained the pentagonal shaped fortification as originally designed by British Army engineers in 1759. The

[18] Report, 1957–1958, pp. 29–30.

[19] The material on Fort Ontario adapted from a paper by Anna Cunningham, Supervisor of Historic Sites, State Education Department.

earthen ramparts were repaired with some reshaping and enlargement, the scarp (front rampart facing ditch) and the counterscarp were revetted with large squared upright timbers, standing on a slope. The ditch, or the moat, was excavated; and the glacis (the slope outward from the outer walls of the moat) were fashioned. A demilune (pointed outer earth work) formed part of the defenses at the curtain between the east and southeast bastion. (Bastions marked the five-point construction of the pentagonal fortification.) By 1841 the works were ready to receive its armament.

On Sunday, July 19, 1959, as an official part of New York State's "Year of History," the State Education Department held a dedicatory program when the fort was formally "opened" to the public. The Joint Legislative Committee on the Preservation and Restoration of Historic Sites was represented by its Chairman.

At that time one of the Officer's Quarters Buildings—there were originally two, each containing two sets of quarters—was completely restored and refurnished. In addition, the Powder Magazine was equipped and opened to the public, as was the stone building which was formerly the Soldiers' Barracks. The building which housed the commissary in military days is now the Administration Center.

The Barracks building, when the restoration is completed, will house a trading post, a reception center for the orientation of visiting school groups. The long upstairs room in this building is being developed as a historical-military museum. Each of the three major alcoves in the museum area will portray one of the major phases of the fort's history. Subsidiary wall cases will tell the story of arms, armor and the men who have fought America's battles.

As a contrast to old Fort Niagara, in the administration and financing of restoration, preservation, and interpretation, Fort Ontario is a completely state-owned and operated historic site.

ST. LAWRENCE SEAWAY

During the nineteenth century, Canada, on her own, started improving the St. Lawrence River,[20] providing eventually for a 14-foot water depth through the full extent of the St. Lawrence River system. With the Rideau Canal, this was Canada's answer to the New York Canal System. Moving from east to west a series of canals and locks by-passed the various rapids and compensated for the shallows in the river.

With the tremendous industrial, agricultural, and population growth of the United States and Canada in the Great Lakes-St. Lawrence River system area, and with the continued growth of world commerce, the 14-foot canals of the St. Lawrence River appeared to be inadequate.

For 50 years, and more intensively in the last 30 years, agitation for the creation of a deep waterway on the St. Lawrence River developed. Canada favored it more than the United States, the western Great Lakes' states more than the eastern United States. Every President of the United States beginning with Woodrow Wilson advocated the passage of seaway legislation.

It was not, however, until May 13, 1954, that President Dwight D. Eisenhower signed the Wiley-Dondero Act for building the St. Lawrence Seaway. To accomplish its passage the power aspect was separated from the seaway bill and the connecting channels were made the subject of other legislation. On September 2, 1954, the St. Lawrence Seaway Development Corporation, which had been created as the agency to develop the Seaway, designated the United States Corps of Engineers as the design and contracting agency of the corporation.

The lock dimensions were controlled by those already operative in the Welland Canal, 80 feet wide, 800 feet long, and 30 feet deep. The size of the new locks permit passage of ships, therefore, less than 80 feet beam and 30 feet draft, some allowance for clearance being necessary on both of these dimensions. The project channel depth of 27 feet will be the limiting factor with respect to draft. A ship of about 765 feet in length can be accommodated.

Other data:

Project channel depth	27 feet
Minimum channel width in river	450 feet

[20] Material on the St. Lawrence Seaway adapted from an article on that subject in the *Wonder World Encyclopedia*, by Marvin A. Rapp.

Bottom width of canals.....442 feet
Lock dimensions and data:
width .....80 feet
length, between upper and lower
service gates .....860 feet
usable length .....768 feet
minimum depth over sills.....30 feet
maximum lift .....49 feet
service gate .....miter type
emergency gate (upper lock)..vertical lift
height of lower miter gates.....85 feet

The original cost of the project was divided as follows: $105 million for the United States, 200 million dollars to Canada and 600 million dollars for the Barnhart Island power plant to be built and operated by the Power Authority of the State of New York. Subsequently, because of increased costs, the American contribution was raised to 140 million dollars.

The Barnhart Island Power Plant with a maximum head of 87.5 feet can develop 88,800 horsepower. The generators have a name plate rating of 57,000 kilowatts and are capable of about 15 per cent overload. The maximum capacity of 16 units is approximately 940,000 kilowatts. To build the power plant and the Seaway locks, 180 million tons of earth and rock had to be moved. This equalled 60 per cent of the original excavation involved in the building of the Panama Canal.

The completed Seaway will tap one of the richest and fastest growing areas of the world. Presently the Great Lakes carry about 25 per cent of America's water-going commerce, consisting mostly of bulk freight, iron ore, grain, coal, steel and petroleum. The 100 billion ton-miles of Great Lakes traffic in 1955 represented an increase of more than 20 per cent during the previous 15 years. Not even La Salle had dreams of empire of these fantastic dimensions.

The present development of the Great Lakes area makes it an excellent hinterland for the St. Lawrence Seaway and New York State. Today a circle 500 miles in radius described about a point midway between Lakehead at Duluth and the mouth of the St. Lawrence at St. Johns would include 97 million people. The circle would encompass on the American side one-half the population of the United States; and on the north side over 70 per cent of the population of Canada. This is what happened in 100 years of inland transportation development. Only time will tell the effect of ocean navigation through the Seaway on the economy of North America.

When the connecting channels of the Great Lakes have been dug to ocean depth, an unobstructed waterway will lie across the face of North America reaching halfway across the continent.

The St. Lawrence Seaway and Power Development each year will draw increasing thousands of tourists. Here is an excellent opportunity to present a dramatic interpretation of the history of the St. Lawrence River. The people will be there. The site is there. History has been made there. Only the presentation is needed; and on this a good beginning has been made.

PERSPECTIVE AND MEANING

In the fifteenth century European explorers unwittingly discovered the New World, while seeking westward for a new route to the fabled Far East. The continuing search for a Northwest Passage found the two water-level and commercially-exploitable routes to the west in North America. These routes of trade helped to make New York the Empire State and strengthened America generally.

Past the Buffalo light, which has seen the growth of the greatest internal commerce in the world, now will flow a new volume of international trade.

It can be hoped that the great exchange of goods involved eventually will include a fuller share of the international understanding symbolized by the Peace Bridge at Buffalo and the development of New York's northern waters.

CHAPTER 6
A STUDY OF RESTORATION AT FORT HUNTER

During 1955 a group of historically minded citizens of the state became convinced of the need and of the feasibility of a New York State Canal Museum.

In their concept of such an establishment, they visualized a dynamic restoration, utilizing authentic canal structures, conveniently located, and appealing alike to the general public and to the serious student of American History.

It was also thought desirable that appropriate steps be considered to save historic canal structures in the state, for possible later efforts at a local level toward holding them in preservation or their restoration.

Suggestion was made that appeal be made to the State. This group of men and women were gratified by the serious consideration given their proposals and the fact that, when a Joint Legislative Committee was authorized to make a study and long range recommendations on Historic Preservation and Restoration, a study of nineteenth century canals was included.

By pursuing the canal phase of its assignment, the Committee personally inspected much of the canal system, made a study of early canal history, and considered the possibility of a State-owned and operated canal museum to house documents, records, maps and canal memorabilia. The Committee likewise has studied the possibility of a canal site restoration that would be a "living" museum to picture actively, for educational as well as historical purposes, the canal phase of State history.

As recorded in its past reports, the Committee believes an area known as Fort Hunter, in Montgomery County, could best depict the canal history and mode of living during the years of the Clinton Ditch, improved Erie and present Erie Barge Canal systems. This is the only place the Committee found in the State where standing structures and monuments reflect all these eras of Erie Canal history.

In the pages immediately following are discussed the Erie's place in State history, the need for a living depiction of the canal story, and Fort Hunter's suitability to that purpose.

The Committee also offers here some ideas concerning the development of such a living museum, based on its own inspection and study of Fort Hunter as well as upon several published approaches to the museum project.

In an effort to obtain basic information which might stimulate the initiation of a museum development, the Committee requested the State Department of Public Works to make a cost survey. The Committee is indebted to the Department for its complete cooperation.

Results of the survey, details of which are presented at the end of this chapter, show an estimated cost of $101,000 for preliminary necessities. These include the appropriation of 45 acres of land, $47,000; grubbing and clearing of the area, $14,000, and construction of access roads and parking areas, $40,000.

The State has financed the substantial cost of this survey, stands ready to give advisory service, and the Committee is recommending that the State also assume these preliminary costs. The Committee is hopeful that interested individuals, groups, organizations or foundations will undertake to progress further development.

Historical Significance of the Erie Canal:

> "They have built the longest canal in the world, in the least time, with the least experience, for the least money, and to the greatest public benefit."

This was the tribute of a speaker to the builders of the "Grand Erie Canal" when it was completed and opened to navigation in 1825. Following the era of the original Erie Canal—"Clinton's Ditch", or "Clinton's Folly" of its detractors—New York's famous

waterway has known two other epochs, the "Improved" Erie of the latter half of the nineteenth century, and now as the main line of the New York State Barge Canal System.

The history of the Erie Canal is in part the history of the development of both the State and Nation. The old Erie nourished many prosperous communities along its own route, stimulated the settlement of such frontier states as Ohio, Indiana, Illinois, Michigan and Wisconsin and contributed to the building of industry and agriculture in this State and the Middle West. Partly due to the Erie Canal the City of New York grew into the greatest maritime and commercial metropolis of the New World. Its canal's influence, however, extended far beyond our state boundaries. The canal's opening marked the beginning of, and was a continuing stimulant to westward migration. As the great "Gateway to the Interior," it united the manufacturing East and the agricultural West.

The Erie Canal and its lateral branches, conceived and built by York staters, served also as a practical school on engineering in the country for many years.

In its first 10 years of operation the Erie paid back to the State its entire cost of construction —$8,000,000—and for the next several decades it proved to be a fabulous source of income. Few public investments have done as well.

Its later, lateral branches, while not showing a profit on tolls, served to open for agricultural and industrial development many sections of the state. The main line of the Erie earned more than enough to offset the cost of constructing and operating these laterals and, in 1882, was still more profitable than all the rest of the canals in the country combined. So great grew State revenues from it that, at one time, politicians considered the elimination of all real estate taxes throughout the state.

Instead, tolls were abolished in 1881 and, although there periodically has been some sentiment for their restoration, the canal has been a free waterway ever since.

Today, in addition to its little known but important function of flood control and also as an influence on transportation rates, the Erie Canal is still going strong as a carrier. And the current expansion of inland water transportation may swell substantially the tonnage carried on "Erie Water".

The Need for a Canal Museum:

At present there is no single location where the broad field of Erie Canal history may be studied.

Time and neglect are slowly eroding the few remaining old canal structures and each year more vanish from the scene. Canal books, documents, maps and pictures are scattered in scores of museums and in countless homes and attics, although the Canal Society of New York is doing much to collect and preserve them.

In no one place, however, can the public visualize the colorful story of the canals. And that story is an integral part of State history, a knowledge of which cannot but deepen appreciation of the American way of life and those who built it.

In America today more and more "living museums" and historic site restorations are being established, from large-scale projects like Williamsburg, Va., Mystic, Conn., down to individual homes. As our country matures, its citizens are becoming increasingly mindful of its history.

Because the New York canals were associated not only with the growth of our own state but also with the settlement and progress of the lands to the west, the concept of a large-scale canal museum and restoration could transcend state boundaries and become an institution of national importance.

Site Requirements for a Living Erie Canal Museum:

Several factors must be carefully considered in choosing the ideal site for a living museum of Erie Canal history:

1. It should comprise authentic and well-preserved structures representing, if possible, each of the three canal eras—that of the original canal, the "Improved" or "Enlarged" Erie, and the great waterway of today.

2. To obtain the proper historical continuity it should be located along the present Erie Canal—the "Main Line" and largest division of the New York State Barge Canal System—which still retains its time-honored name on official navigation charts, navigation aids, reports and documents.
3. It should be in a region of the State rich in scenic interest and of other appeal to the tourist.
4. Of prime importance is accessibility, not only by automobile but rail and water transportation.

Many Sites Viewed by Committee

There are several sites which have interesting and well-preserved structures of the era of the "Improved" or "Enlarged" Erie Canal. Of these, the most outstanding are: the Weighlock Building in Syracuse; Lock 52 and the canal dry-dock at Port Byron; the "Poorhouse Lock" (Lock 56) and the Lock Grocery at Lyons; the five-span aqueduct at Palmyra; the Flight of Combined Twin Locks at Lockport; and the "Five Combines" on the Black River Canal near Boonville. Each of these sites has been seen and studied by the Joint Legislative Committee on the Preservation and Restoration of Historic Sites.

The Committee has found, however, only one site which, it believes, meets all the requirements, previously cited, for a "living" canal museum. It also has the only remaining locks of the original Erie—the "Grand Canal" of DeWitt Clinton's day.

This location offers such adaptability to a museum project as to merit a more detailed description.

Fort Hunter

In and near the small village of Fort Hunter in Montgomery County, at the junction of Schoharie Creek and the Mohawk River, almost completely unchanged by time, is encompassed in a compact and scenic area splendid examples of each of the three great canal eras. Here is a setting as historically rich as it is beautiful, and as unspoiled as it is accessible. Only four miles from the Thruway Exit (No. 28) at Fultonville, and six miles west of Amsterdam, here is reflected the entire span of Erie Canal history.

The Original Canal at Fort Hunter:

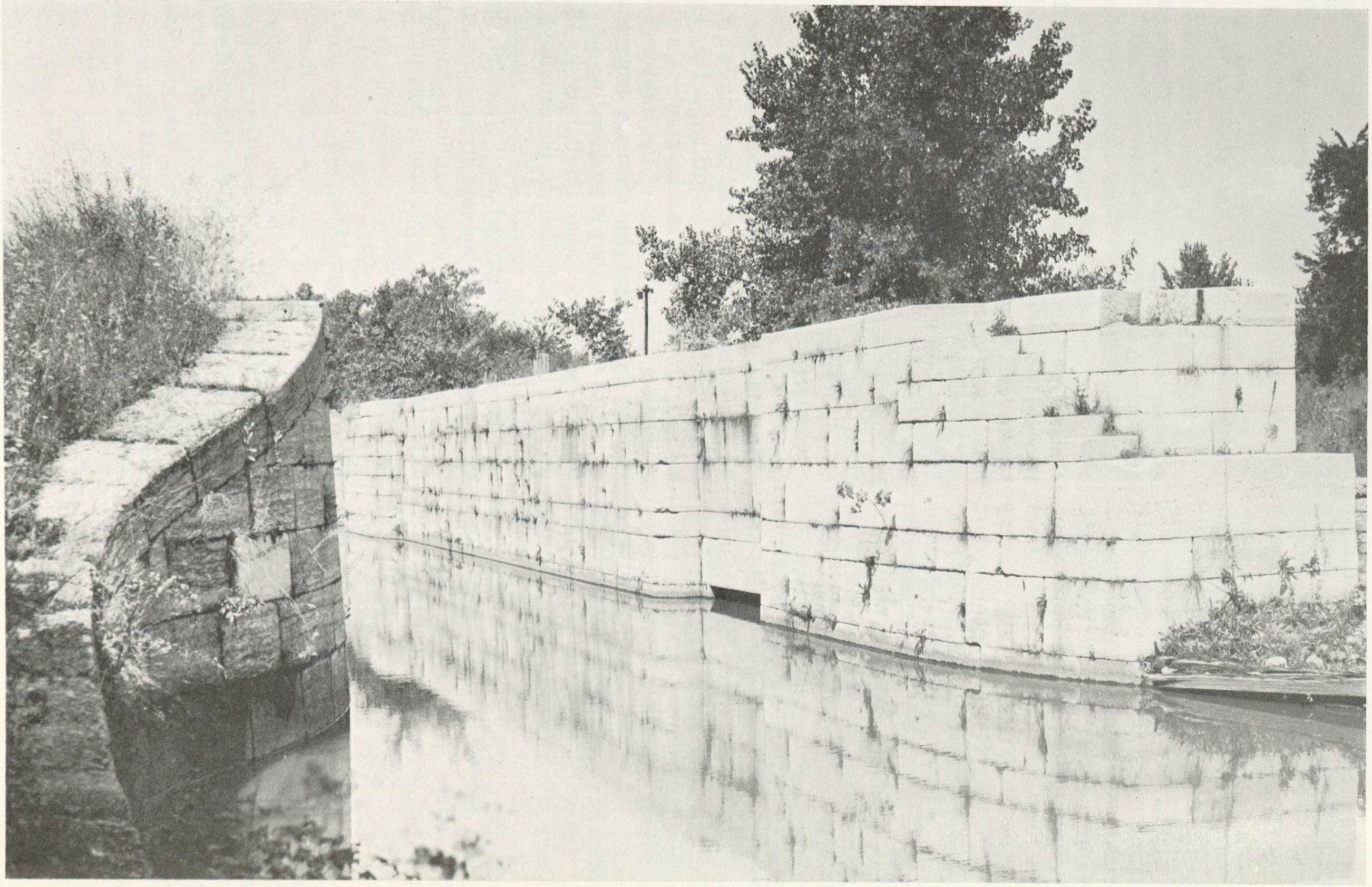
At Fort Hunter can be seen today the only existing locks of the earliest Erie Canal. The first of these is the 1820 "Guard Lock" by which the canal entered and crossed Schoharie Creek. It forms also an unusual link with the Colonial period because there were utilized in its construction some of the cut stones from the ruined Queen Anne Chapel, which Queen Anne herself (1665–1714) had caused to be built "for my Mohawk Indians" in 1712.

Just below the entrance of the original canal into the creek can be seen the remains of a dam, at the site of an earlier *dam* (1822) built of timber and stones, founded on piles. Here, in the slack water above the dam, was the famous *"Schoharie Crossing"*, where the canal boats were towed across the creek.

Running eastward from the guard-lock is a level, about a mile long, of the original canal, terminating in a second 1820 lock. This level, with its towpath bank and berm intact, ends at a junction with the canal of the Improved era. It owes its survival, for almost a century and a half, to the fact that it was used as a feeder for the Improved Canal (built here in 1841), up until the present Erie in the canalized Mohawk River. This second 1820 lock, situated as it is beside the "Empire Lock" (Lock 29, 1841), creates a wholly unique and striking picture of the two early canal epochs. Both of these 1820 locks are in relatively good condition and could be readily restored.

The "Improved" or "Enlarged" Canal at Fort Hunter:

As the traveler approaches Fort Hunter and looks northward toward the Mohawk, he sees the stately stone arches of the Schoharie Creek Aqueduct which was built in 1841 to carry the canal across the wide creek, thus eliminating the hazardous and difficult dam-crossing described above.



The "Yankee Hill Lock" (28) of the Erie Canal, dating from the 1840's, at Port Jackson near Amsterdam. With its limestone blocks as solid and true as when they were laid more than a century ago, the structure is an imposing monument to the skill and integrity of the men who built it.

—An Albert Gayer (Schenectady) Photo

This magnificent, 624-foot cut-limestone structure ranks as one of the finest pieces of monumental construction in the entire country. Many of its thirteen great piers and fourteen 40-foot arches are intact, a most impressive sight. This aqueduct, like those described by Melville as "Roman arches over Indian river", is a fitting monument to those who, while building for function, achieved the rare combination of grace and utility.

Following its construction, engineers from Europe came to view the remarkable accomplishment of carrying a canal high above a river; artists came to sketch it, carrying their pictures back to England to be used for designs on Staffordshire pottery.

From Canal Street, in Fort Hunter, the bed of the "Improved" Erie Canal runs toward the east. The first half-mile of the canal-bed is dry, and its construction, as a result, is easy to observe. At the end of this level, surrounded by the pasture lands and small wood-lots of the magnificent Mohawk countryside, are the massive stone structures of Lock 29—the "Empire Lock" of 1841.

Here a state of perfect preservation attains. The huge, precisely cut, hand-dressed blocks of limestone, from a nearby quarry, rest as true and solid as on the day they were set into their assigned places by the masons of over a century ago. It is a perfect example of a "twin lock" of that era. Just alongside is the original 1820 lock mentioned previously, its much smaller size and simpler construction a sharp contrast to the elaborate twin lock of the later period along the towpath—from Fort Hunter to Yankee Hill.

Here, at the lower level of each of these locks of different eras, the two channels unite, and the canal bed follows its predecessor's route toward the east. A walk along this towpath provides a lesson in our country's history.

On the higher ground, to the south, is the manse or parsonage of the Queen Anne Chapel (1734)—said to be one of the oldest dwellings in North America west of Schenectady. The canal passes down below the Enders House, an eighteenth century farm dwelling, its interior now in ruins with an ancient stone smokehouse and a family burying ground surrounded by a wall of local cut-stones.

Farther along, the towpath runs on a narrow embankment which separates it from the Mohawk River. Seen on the right is one of the quarries whence came the stone for the canal hereabouts. Still further is the "Dutch Barn", built (1730) almost a hundred years before the canal was first opened. This masterpiece of the colonial carpenter's art still stands, four-square and true. Its two-foot beams are meticulously mortised and oak hinges have supported its "Dutch doors" for over 200 years.

Next the traveler approaches a widened section of the canal—"Wamp's Basin". Along here are two culverts, "Emery's Culvert" and the "Voorhees Culvert", which carried small streams beneath the canal bed to empty into the Mohawk River. Finally, one crosses over the perfectly preserved and still functioning "Putnam Culvert" (a minuscule but essential canal structure) and arrives at "Yankee Hill Lock" (Lock 28).

This lock, like its counterpart, the "Empire Lock" about two miles to the west, is another beautifully preserved structure, separated from the Mohawk by an embankment. Alongside the lock, and between the canal and the river, is the lock grocery which, like the "Yankee Hill Lock", dates from the 1840s. This twin lock is the only one still extant that bears a stone tablet, upon which is carved the number of the lock, the date of its construction, and the names of the resident engineer and the contractor. Here there is water in the canal, and the filled lower level extends toward the east. Its retaining walls are intact and on the north side of its embankment ply the canal barges of today in the waters of the Mohawk River.

Fort Hunter and the Present Erie Canal:

The northern edge of the village of Fort Hunter is on the bank of the Mohawk River. The river is spanned at this point by a highway bridge leading north to Tribes Hill, and also by a large movable dam which was built in 1916 when the Mohawk was canalized as part of the New York Barge Canal System.

At the north end of the dam, just across the river from Fort Hunter, is Lock 12, "Tribes Hill Lock", a modern 310-foot long electrically operated lock. Since Schoharie Creek enters the Mohawk above this modern dam, there is an 11-foot drop in waterlevel between the creek and the point where the old abandoned canal bed joins the Mohawk just east of the Yankee Hill Lock below the dam. With this difference in water-level no great difficulty would be met in filling the old canal channel by gravity from Schoharie Creek.

That this is a practical possibility was dramatically demonstrated in October, 1955, when, during hurricane "Connie", the high waters of the Mohawk River and Schoharie Creek threatened to engulf Fort Hunter. The village was evacuated of its inhabitants, but the community was saved by the flood-waters running off toward the east in the beds of the two abandoned canals.

Fort Hunter and the Historic Mohawk River:

The Mohawk—Valley and River—is a great natural artery of transportation from the east to the west, sharing with the St. Lawrence River the distinction of being one of the two navigable passes through the Apalachian chain from Labrador to Georgia. Builders of the Erie Canal followed the Iroquois Trail; later, along the same route, came the railroads and the highways; today the New York State Thruway follows the same path.

Fort Hunter has been affected by all of these modes of transportation:

1. Indian land trails passed through Fort Hunter, east-west, north-south.
2. The Mohawk River was used by the Indians in their canoes, by the early traders in their canoes and bateaux, and by the armies during the French and Indian War and the American Revolution.
3. The Queen of England built a fort here in 1711 and, at the outbreak of the Revolution, it was rebuilt and used as a supply base.
4. The first Erie Canal passed through the center, as did the enlarged Erie Canal.
5. The Utica-Schenectady Railroad (now the New York Central) was built on the north side of the Mohawk River and, in 1881, the New York, Buffalo West Shore Railroad passed through the village to the south.
6. In 1807 the south shore military road, from Schenectady to Oswego, was built through Fort Hunter.
7. In 1851 the first suspension bridge was built at this place and a plank road was built from Fort Hunter to Albany.
8. In 1916 the Mohawk River Barge Canal Lock No. 12 was built on the north side of the village and over it passes the Tribes Hill-Fort Hunter highway.
9. In 1954 the New York State Thruway was completed, crossing the old Erie Canal one-half mile west of the village and then running south of Fort Hunter.

Museum Would Center Historic Area

While the museum project considered here would pertain entirely to the history of the New York canals, it should be noted that, in both the immediate and surrounding areas, there are numerous points of scenic and historic interest which already attract many thousands of tourists.

The Mohawk Valley is so fabulously rich in historical background that a wealth of literature, both academic and fictional, has been written concerning it. The Fort Hunter area has been part of the stage for the pageant of American history since the very beginning.

Long before the dawn of recorded history in our country, the Indians used these forests as their hunting grounds, and these streams as their waterways. Then came the procession of white men over the centuries—the explorers and hunters; the Jesuit Fathers and the earliest Anglican missionaries; farmers from England, Holland and the German Palatinate, extending the frontier west of the Hudson; soldiers from England, and France, and America fighting the battles of empire against empire; Indians against white men and white men against each other. And, following all the

struggle, the flow of men and their families toward an ever-expanding west.

Came the early canal surveyors, with their chains and transits, sighting the levels for the longest canal in the world that would unite the western frontier with the Atlantic Ocean. Through the Fort Hunter locks passed the packetboat *Seneca Chief* on November 1, 1825—"a clear and delightful day"—on the triumphal first voyage through the entire Grand Canal. Soon, and for years thereafter, Fort Hunter saw the great procession of migrating families, bound for the West that the canal had made accessible, and, going eastward, the barges laden with the produce of settlers already established.

Today, 300-foot commercial vessels and tiny pleasure craft sail on these historic waters, in the legendary Mohawk River—a part of the Erie Canal of our own era. Tomorrow may see yet another group—tourists and scholars and children—traveling the same path and gliding through the locks as of old, absorbing with every glance some aspect of the glorious past of their state and nation.

Location and Accessibility of Fort Hunter:

Fort Hunter is easily accessible from any part of New York State.

It is four miles from the nearest Thruway Exit (No. 28) at Fultonville, and 34 miles west of Albany. It is only two miles east of the Shrine of North American Martyrs at Auriesville, a hallowed spot visited by approximately a quarter of a million people each year. The city of Amsterdam is six miles to the east, and Johnstown (the location of Johnson Hall) is 10 miles distant. The village of Fonda, settled by the Dutch in 1750, is six miles away.

Fonda, incidentally, comprised the Indian village of Caughnawaga from 1667 to 1693 and there, to be seen today, are the remains of 12 "long houses" of the Iroquois. The famous historical center at Cooperstown is about 40 miles to the southwest. The West Shore Railroad runs close to Fort Hunter, and, on the opposite side of the Mohawk is the main line of the New York Central, with Fonda as the nearest station.

The Ideal of a Living Erie Canal Museum:

The fundamental goal, of course, in such an enterprise is that of establishing a permanent and central repository for the countless and now scattered items of historical importance associated with New York's canals. Of first importance is complete protection and preservation, not only of the various canal items which would be acquired by a museum, but of the historically significant and priceless canal structures of the past that still remain in the immediate area. It is essential that such a museum be developed and operated by the most reliable agencies.

In addition to a place for the collection and display of canal material, however, the Fort Hunter site offers a truly unique opportunity not only for a vital and living recreation of the great canal eras of the past, but also for a greatly increased interest in and utilization of the present waterway.

1. *Reconstruction of the Locks at Fort Hunter:*

With sufficient funds, and with careful historical and engineering research, it is entirely practical to restore the two well-preserved twin locks and the two original locks to their original condition.

The stone work is still in excellent shape; the canal bed on either side is relatively free from fill and debris; an adequate water supply exists in the adjacent Schoharie Creek and Mohawk River (above the dam) to operate the locks and fill the lock chambers and canal beds. Most of the original ironwork for locks of the "Improved" period can be found at Whitehall, where a certain amount of it has been stored and preserved by the Department of Public Works. The Lock Grocery at Yankee Hill is in good condition and still inhabited. A portion of this building could be made suitable for showrooms, and a part used as a reconstruction of the grocery itself.

2. *A Canalboat Trip on the "Old Erie":*

A popular and lucrative adjunct to a canal museum at Fort Hunter could be a

short trip on a nineteenth century canalboat, with horses or mules as motive power.

The restored canal bed, about two miles long, between the Mohawk River just below (east of) the Yankee Hill Lock and the Empire Lock would be ideally suited for this purpose. The towpath, on the embankment between the natural and man-made waterways, needs but little in the way of repairs. One or more vessels could be used, mule-drawn freight-barge, and horse-drawn, "elegant" packetboat. Such a trip would be short enough to be patronized by even the casual tourist, and the fares could serve as revenue for the project.

3. *The Development of a Canal "Marina":*

The Erie Canal of today is a toll-free public waterway, used more and more every year for pleasure craft of all descriptions. In addition to the boats owned by New York Staters, many yachts pass through the canal from the Great Lakes ports, bound for New York and the Coastal Waterway to Florida and way points. Anchorages and mooring basins along the way, as well as accommodations for an overnight stay, often leave much to be desired.

The level just east of the Yankee Hill Lock, opening into today's canal (the Mohawk River), would be ideal for the establishment of a mooring basin, or "marina", for the use of pleasure craft. Provision for re-victualing, water, re-fueling and the like could be set up near a suitably constructed dock. Further development might even include shower facilities and a restaurant. This adjunct to the museum might be operated by a private concessionaire.

4. *The Home Port of the Erie Canal Packet Line:*

The Empire Lock or the Yankee Hill Lock would be well suited for the home port of a vessel offering a week's vacation cruise on Erie water, operating under private management and not to be considered as an integral part of the project.

The placid levels of the canal flow "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 . . . the holy-of-holies of great forests—through all the wide contrasting scenery of those noble Mohawk counties". The words are those of Herman Melville a century ago; the scenes are of today as well.

The possibility of such canal cruises has been under study by the Committee on Historic Sites and is more fully discussed elsewhere in this report.

STATE OF NEW YORK

DEPARTMENT OF PUBLIC WORKS

Division of Construction

SUMMARY OF COST RESTORATION OF PORTION OF OLD CANAL, FT. HUNTER, N. Y.

Preliminary Estimate

1.	Appropriated Lands	45 Acres	$ 47,000 00
2.	Clearing and Grubbing		14,000 00
3.	Access Roads and Parking Areas		40,000 00
	Sub-Total		$101,000 00
4.	Restoration of Lock No. 34		90,000 00
5.	Excavation; Canal Bed and Turning		57,000 00
6.	Pumphouse, Pumps, Supply Pipes and Related Items		33,000 00
	Sub-Total		$281,000 00
7.	Maintenance Building and Rest Rooms		50,000 00
8.	New Canal Boats		40,000 00
9.	New Canal Bridge		50,000 00
10.	Earth Dam and Spillway		40,000 00
11.	New Gates for Empire Lock		18,500 00
12.	Cost of Engineering		33,500 00
	GRAND TOTAL		$513,000 00

Computed—B. Jurica, H. Conover, D. Shaver
Checked by—D. Shaver, H. Conover
9–11–59

Eisenhower Lock at the southern end of the Wiley-Dondero ship canal near Massena, N. Y. lifts or lowers St. Lawrence Seaway traffic 42 feet into or from the power pool. Facilities are provided to enable visitors to watch locking operations. Above: a ship out of London, on its way to the Great Lakes, leaves the lock.

—Photo by N. Y. State Dept. of Commerce