

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Erie Canal National Historic Landmark

and/or common Schoharie Crossing State Historic Site

2. Location

street & number

not for publication

city, town Towns of Florida and Glen vicinity of Fort Hunter

state New York code 36 county Montgomery code 57

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple (public and private); see continuation sheet 4-1

street & number

city, town _____ vicinity of _____ state

5. Location of Legal Description

courthouse, registry of deeds, etc. Montgomery County Recorder of Deeds

street & number Montgomery County Courthouse

city, town Fonda state New York

6. Representation in Existing Surveys

title Historic Sites Survey has this property been determined eligible? yes no

date 1960 federal state county local

depository for survey records National Park Service (see continuation sheet 6-1)

city, town Washington state DC

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Erie Canal National Historic Landmark is located in the Towns of Florida and Glen, Montgomery County, New York State. The landmark extends for just over three and a half miles from a point approximately two and a half miles west northwest of Amsterdam, crossing Schoharie Creek, to the point where the course of the canal is abruptly broken by the New York State Thruway (Interstate 90) about a mile to the southwest of the village of Fort Hunter. It includes: 1) the original (1820) canal and its crossing of the creek; 2) the 1841 "enlarged" canal, on the same alignment as the earlier canal in the eastern part of the landmark, but on a divergent course to the north in the western part; 3) the Schoharie Aqueduct; and 4) two triangular parcels of land between the two alignments and the creek. A total of 14 major buildings are included, of which five contribute to the landmark, and six extant locks. Six foci of canal-related settlement and economic activity (five centered on locks, one on a basin) are also located within the landmark. These areas include the sites of numerous destroyed structures connected with the canal and are likely to contain substantial archaeological remains. The canal itself is 40 feet wide and four feet deep in the original section; the dimensions of the 1841 enlarged canal are 70 feet by seven, more than three times the size of the 1820 canal. A towpath atop a berm borders the canal on the north.

Immediately south of Fort Hunter, where the 1820 and 1841 canal alignments are at their maximum divergence, the landmark is a third of a mile in width; elsewhere it is generally less than 200 feet in width. While the eastern limits of the landmark and the state historic site coincide, the landmark extends almost half a mile beyond the state historic site to the southwest into both privately-owned and state-owned property. The remainder of the landmark is wholly contained within the bounds of the state historic site with the exception of one piece of privately-owned land (in the vicinity of Wemp's Basin) which lies adjacent to state-owned property. Both the state-owned land and the landmark also surround two small pockets of private property, containing buildings #10 through #14.

The entire length of the Erie Canal National Historic Landmark lies on the Mohawk flood plain on the south side of the river at elevations ranging between 275 and 300 feet above sea level. Schoharie Creek, a major obstacle to the canal's engineers which was finally overcome through construction of the remarkable Schoharie Aqueduct, passes through the western half of the landmark. The village of Fort Hunter is located on the east side of Schoharie Creek immediately northwest of the canal. The southern part of the village extends into the area of the landmark along Main Street and Schoharie Avenue. Other houses are located to the south of the landmark along Railroad Street, Queen Ann Street and close to the intersection of Main Street and NY Route 5S. The village of Fort Hunter is north of the New York State Thruway and approximately four miles east of Exit 28.

For the easternmost two-and-one-third miles of the landmark the 1820 and 1841 canal alignments follow the same course and the 1841 improvements have removed all above-ground traces of the original canal. This portion of the landmark is

(see continuation sheet 7-1)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1820, 1841

Builder/Architect

Statement of Significance (in one paragraph)

The completion in 1825 of the Erie Canal, uniting the Great Lakes region and the Atlantic seaboard, was one of the most significant and dramatic achievements of 19th century America. The canal opened central and western New York State and the Old Northwest Territory to rapid settlement and the distribution of manufactured goods, and gave Midwestern agriculture its first practicable access to Eastern markets. In forging a link between the Northeast and West, the Erie profoundly affected the direction and character of settlement between the Great Lakes and the Ohio River. The canal provided a viable regional transportation link across the Appalachian chain, and exerted considerable influence both in breaking down the traditional alliance between West and South and bonding together the West and Northeast.

Seldom has such an undertaking in travel and communication loomed so large in the history of the United States. "Clinton's Folly" or "Clinton's Ditch," as the canal was known, by providing inexpensive transportation, helped to populate the old Middle West and stimulated industrial growth and settlement in the towns and villages along its route. Thousands moved west on the canal's barges and these emigrants contributed mightily to the dynamic growth of the Northwest Territory. The canal, at the same time, provided a cheap means of sending products east, and in so doing made New York the dominant city on the Atlantic coast. The canal was a superlative technical accomplishment and it served as an engineering school, producing a host of trained individuals who contributed much to the industrial growth of 19th century America. The canal also inaugurated a country-wide canal-building craze which lasted well into the second half of the 19th century.

In the vicinity of Fort Hunter, a village on the south bank of the Mohawk River about 35 miles west of Albany, the three major phases of the Erie Canal's development are all clearly visible in the present-day landscape. The alignments of the original Clinton's Ditch (built here between 1817 and 1819, and opened in 1820), the mid-19th century improved canal (in this vicinity dating from 1838-1841), and the early 20th century New York State Barge Canal separate for a mile or so near the confluence of Schoharie Creek and the Mohawk River and run closely parallel to one another. This rare survival of features illustrating the entire span of the canal's history has been formally recognized through the designation of this locale as a National Historic Landmark and the creation of the Schoharie Crossing State Historic Site. For the most part, the landmark and the state historic site are focused on the same portions of the canal. Both include the well-preserved remains of the 1820 and 1841 alignments, but exclude the New York State Barge Canal.

Remains of the 1820 canal alignment include a one-and-a-half mile long stretch of the canal bed and three locks, each of which formed the focus of a small

(see continuation sheet 8-1)

9. Major Bibliographical References

Andrist, Ralph K. The Erie Canal. New York: American Heritage, 1964.

(See Continuation Sheet 9-1)

10. Geographical Data

Acreage of nominated property 168+

Quadrangle name Amsterdam, N.Y., Tribes Hill, N.Y.

Quadrangle scale 1:24 000 (both)

UTM References

AA	<u>118</u>	<u>5612</u> <u>51010</u>	<u>47</u> <u>515</u> <u>71210</u>	BB	<u>118</u>	<u>5612</u> <u>4910</u>	<u>47</u> <u>515</u> <u>61010</u>
	Zone	Easting	Northing		Zone	Easting	Northing
CC	<u>118</u>	<u>5610</u> <u>11210</u>	<u>47</u> <u>515</u> <u>31810</u>	DD	<u>118</u>	<u>5517</u> <u>71610</u>	<u>47</u> <u>513</u> <u>11610</u>
EE	<u>118</u>	<u>5517</u> <u>61110</u>	<u>47</u> <u>513</u> <u>11510</u>	FF	<u>118</u>	<u>5518</u> <u>21210</u>	<u>47</u> <u>514</u> <u>21610</u>
GG	<u>118</u>	<u>5610</u> <u>11410</u>	<u>47</u> <u>515</u> <u>51910</u>	H			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal boundary description and justification

(See Continuation Sheet 10-1)

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title Charles H. Ashton and Richard W. Hunter

organization Heritage Studies, Inc.

date November 1, 1983

street & number RD6, Box 864, Mapleton Road

telephone (609) 452-1754

city or town Princeton

state New Jersey

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title _____ date _____

For NPS use only

I hereby certify that this property is included in the National Register


Keeper of the National Register

date 12/31/84

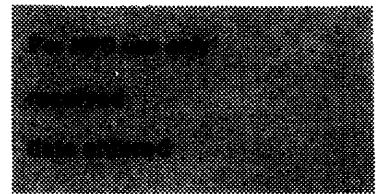
Attest:

Chief of Registration

date _____

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Privately Owned

Town of Florida:

Richard D. Hewitt, RD 1, Queen Ann's Road, Amsterdam, NY 12010
(Section 038, Block 1, Lot 2; buildings #2, #3, #4)

Raymond Kiskis, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 1; building #9)

Fort Hunter Fire Department, Volunteer Fire Hall, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 3; building #10)

Ronald P. Jemmott, Sr., Stoner Trail, Tribes Hill, NY 12177
(Section 053.08, Block 1, Lot 4; building #11)

Florence Minch, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 5; building #12)

Theodore Albers, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 6; building #13)

Louis Phillips Estate, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 7)

Keith A. Vertucci, Fort Hunter, NY 12069
(Section 053.08, Block 1, Lot 8; building #14)

Town of Glen:

Walter E. Dufel, RD 1, Amsterdam, NY 12010
(Section 053, Block 1, Lot 3)

Walter M. Pine, RD 5, Amsterdam, NY 12010
(Section 053, Block 1, Lot 7)

David Allman, Jr., RD 5, Ballston Spa, NY 12020
(Section 053, Block 1, Lot 30)

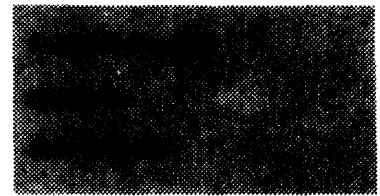
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Publicly Owned

Town of Florida:

People of the State of New York, Office of Parks, Recreation, and Historic Preservation, Peebles Island, Waterford, NY 12188
(Section 038, Block 1, Lot 1; Section 053.08, Block 1, Lots 2 and 9; Section 037.20, Block 1, Lot 17; Section 053.07, Block 1, Lot 12; buildings #1, #5, #6, #7, #8)

Town of Glen:

People of the State of New York, Office of Parks, Recreation, and Historic Preservation, Peebles Island, Waterford, NY 12188
(Section 053, Block 1, Lot 9; includes Schoharie Creek Aqueduct)

Chief Elected Officials

Town of Florida:

Howard Auspeomyer, Town Supervisor, RD 2, Amsterdam, NY 12010

Town of Glen:

Lawrence Coddington, Town Supervisor, Route 55, Fultonville, N.Y. 12072

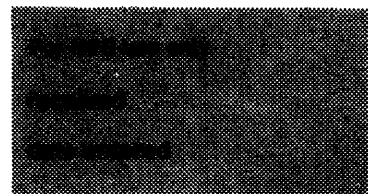
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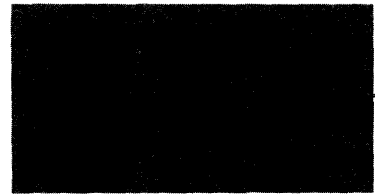


Historic American Engineering Record
1969 Federal
Division of Prints and Photographs, Library of Congress
Washington, DC

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Continuation sheet 7-1

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mostly contained within a narrow strip of land bounded by the Mohawk River on the north and the New York West Shore and Buffalo Railroad on the south. Much of the land alongside this portion of the canal is wooded and overgrown although there are some small areas of agricultural land, state-developed parkland and a few standing buildings. The section of the landmark between the Empire Lock (where the 1820 and 1841 canal alignments begin to diverge) and Schoharie Creek contains residences with gardens, some community buildings, farmland, and areas that have been landscaped as part of the development of the state historic site. To the west of Schoharie Creek where the 1820 and 1841 alignments begin to converge again, the canal passes through arable farmland.

The following detailed description of the landmark begins at the eastern end and proceeds westward along the combined 1820/1841 alignment, continues along the original 1820 alignment to the western end of the landmark, then follows the 1841 alignment from east to west from the Empire Lock divergence to the western end of the landmark, and finally summarizes those features contained within the triangular areas enclosed by the two canal alignments on either side of Schoharie Creek.

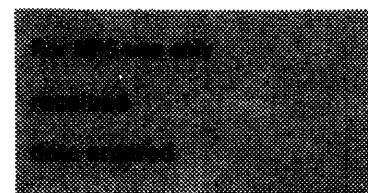
From the eastern end of the landmark to the Yankee Hill Lock (Lock 28), a distance of approximately 1500 feet, the canal bed is water-filled. The narrow strip of land between the canal bed and the Mohawk River which formerly contained the towpath has been landscaped and converted into a picnic area. The opposite bank is covered with woodland. The well-preserved Yankee Hill Lock consists of a 220-foot long double or side-by-side lock (with two 18-foot wide bays) constructed of large, tightly-fitting masonry blocks bonded with hydraulic mortar. This lock took on its present form in 1889 when its immediate predecessor, a 110-foot long side-by-side lock built between 1838 and 1841, was doubled in length. Evidence of rebuilding is visible in the masonry of the lock walls while offsets in the walls at the eastern end of the lock show where wooden walkways and cladding were located. There are no above ground traces of the lock gates. The western end of the Yankee Hill Lock has been partially filled and the state has constructed a bridge across the lock to provide direct access to the grocery store (#1) that still stands between the lock and the Mohawk River.

The grocery is actually the one-story frame ell of a c. 1850 Greek Revival house which burned c. 1939. The ell is five bays wide with a central entrance, which is sheltered by a porch formed by the projecting eave of the gabled roof. The building is in deteriorated (but marginally stabilized) condition. The principal architectural feature of interest is the doorway: the overall arrangement is typically Greek Revival, with sidelights flanking the door and a full-width transom surmounting it, but it is unusual in that the capitals of the outer pilasters are on the face of the transom bar rather than supporting it, as is usually the case. The house and ell were built to serve traffic on the enlarged canal, providing goods and services needed by travelers.

(see continuation sheet 7-2)

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Nineteenth century maps show that the Yankee Hill Lock was the focus of considerable activity during the period of the canal's operation and a number of structures (including a lockkeeper's house, a harness shop, a mule barn and other outbuildings) at one time stood close to the lock. Much of the area around the lock and the grocery has been altered to improve access and provide parking, picnicking, viewing and interpretive facilities for visitors. Well-kept lawns border the lock on both sides although in some places there are surface irregularities that may relate to destroyed structures.

Immediately west of the Yankee Hill Lock is Putnam's Culvert (Culvert 43) which can be viewed from the picnic area west of the grocery. This single arch masonry culvert measures 142 feet by 6 feet by 3 feet and still functions today. It was built between 1838 and 1841 with the same precision demanded for all masonry structures on the improved canal.

Between the Yankee Hill Lock and Wemp's Basin, a distance of roughly one mile, parts of the canal bed have been filled and are overgrown although its line is still easily traced. Towards Wemp's Basin the canal bed again becomes water-filled. Cultivated fields and woodland line the southern side while on the north side, apart from a single narrow cultivated field, there is only the towpath and a strip of light woodland separating the canal from the Mohawk River.

Nineteenth century maps show Wemp's Basin to have been another focus of canal-side activity. The Holmes-Hutchinson maps of 1832-33, for example, show no less than three small basins, two bridges and nine buildings in this vicinity. The area appears to have been extensively modified during the 1838-41 improvements and a new basin was constructed immediately north of the house. The basins in this area were built as a complement to the Erie Lock 20 and the Empire Lock to the west and the Erie Lock 21 and the Yankee Hill Lock to the east. They presumably eased traffic congestion at these locks by facilitating passage of boats moving in opposite directions. They also reduced flow potential in the canal trough thereby keeping turbulence and erosion of the canal banks to a minimum. Although there was no lock at this location, canal-related services including a boat repair shop and tavern were operated here by the Wample family (presumably an alternate spelling of Wemp) who occupied the adjacent farmstead in the mid-nineteenth century. The basin constructed in 1838-41 is now largely overgrown, but its outline can still be easily discerned on the ground as a widening of the channel on the southern side of the canal immediately to the rear of the Wemp house.

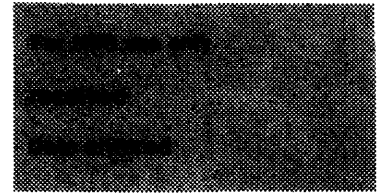
Historically most of the buildings associated with Wemp's Basin lay on the south side of the Canal. Today the standing structures include a house, two fine Dutch barns, and some smaller outbuildings surrounded by a garden and yard. Apart from the house (apparently the location of the tavern) and barns, there are no visible remains of the boat repair shop or any other canal-side structures in the vicinity of Wemp's Basin.

(see continuation sheet 7-3)

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The house (#2), now much altered, probably dates from the mid-18th century; the Wemp family owned the land by 1735. During the canal era it was converted to a tavern, although it is now a private residence. It is frame, 2 1/2 stories high and five bays wide. The gabled roof is sheathed in slate. Windows are 6/6, siding is clapboard. One-story wings and ells of varying dates extend off both gable ends. The two Dutch barns on the property (#s 3 and 4), both cited in John Fitchen's *The New World Dutch Barn*,¹ are both believed to be approximately contemporaneous with the house. The family shipped straw on the canal, and the barns undoubtedly were used in conjunction with that activity.

Immediately east of the basin is Emory's Culvert (Culvert 44), a 204-foot by 8-foot by 3-foot arched masonry structure, constructed between 1838 and 1841 on the location of a waste weir shown on the Holmes-Hutchinson maps. This culvert, which is still operational today, is only visible from the Mohawk River.

Between Wemp's Basin and the Empire Lock, a distance of 3200 feet, the canal bed is overgrown and in places filled with water. Most of the land on the south side consists of former fields now covered with secondary woodland. Roughly 1000 feet west of Wemp's Basin and adjacent to the canal is a quarry. No clear connection has been established between this quarry and the canal although it seems highly likely that the former was the source of some of the canal's construction materials (it is notable that the "blue line," which defines the construction area of the canal, includes the quarry within its limits). The fine dressed stone used for facing the locks and banks during the 1838-41 improvements is known to have come from further afield (from Onondaga).

On its north side the canal is bordered by the Mohawk River and by a small creek which flows eastwards, parallel to the canal, and into the Mohawk. On the north side of this creek is a large cultivated field. Approximately 1200 feet east of the Empire Lock is Voorhees's Culvert (Culvert 45). This culvert, no longer in service, was notable as the only iron culvert installed on the enlarged (1841) canal between Albany and Utica. It consisted of a 156-foot long, 4-foot-in-diameter round conduit.

The Empire Lock (Lock 29) marks the point where the 1820 and 1841 canal alignments begin to diverge. This lock was originally constructed by James C. Ott between 1838 and 1841. As originally built, the lock consisted of two 110-foot by 18-foot bays (side by side), but in 1889 they were lengthened to 220 feet. The Empire Lock was constructed as a replacement for Erie Lock 20 which was located some 100 feet to the east on the 1820 alignment. Erie Lock 20 was 90 feet long by 15 feet wide. Although replaced by the Empire Lock, Erie Lock 20 was not filled in at that time, as the 1820 alignment to the east of Schoharie Creek was retained as a feeder canal after the enlarged Erie Canal went into service in 1845. Erie Lock 20 was therefore modified as part of the feeder system and remained one of the few structures that was in service

¹Syracuse: Syracuse University Press, 1968, pp 103-104 and passim.
(see continuation sheet 7-4)

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throughout the canal era.

Extensive remains still survive of both the Empire Lock and the modified Erie Lock 20. Erie Lock 20 was finally filled by the State of New York in 1980 to prevent further deterioration. The Empire Lock and the canal bed in this vicinity are partly filled with water and heavily overgrown but the lock masonry and riprap are well-preserved and easily visible. Historic maps show that a number of structures were once associated with these locks. No buildings stand in this vicinity today and the area is heavily overgrown. There is a high likelihood of archaeological remains at this location, especially on the south side of the canal.

The 1820 canal alignment between the Empire Lock and Schoharie Creek is clearly visible as an overgrown and lightly wooded but largely unfilled channel. In some areas the canal bed contains some water. In two locations, where Schoharie Avenue and Main Street cross its course, the canal has been filled. This section of the canal is bordered by fields, private gardens, and state-owned landscaped land.

The East Guard Lock, on the east bank of Schoharie Creek, was originally an important focus of canal-related activity which included a tavern, a blacksmith's concession and other structures. The lock has been filled in by the State of New York to prevent further deterioration, but its outline can still be seen clearly at the ground surface. Much of the area surrounding the East Guard Lock has been converted to grassland. Three buildings remain in this vicinity.

The Enders house (#5), like the Wemp house, was standing prior to the canal's construction. It is believed to date from c. 1800, and was later converted to a store/tavern to serve canal traffic. It is frame, 2 1/2 stories tall with a gabled roof. Siding is now a variety of replacement materials, including asphalt and asbestos shingle. The siding obscures the original configuration of the main facade. Presently, there are three bays on the first floor and four on the second. There are ells on the west gable end and to the rear. The building is unused and all openings are sealed.

The Quiri house (#6) is immediately north of the East Guard Lock, facing Schoharie Creek. Although stylistically datable to the end of the 19th century, a smaller building shown in an 1864 photo may be the basis of the present structure. The existing house is 2 1/2 stories, of frame construction on an L-plan. Siding is now primarily asphalt shingle, although original patterned wood shingle survives in the gable peaks. There are remains of a front porch in the angle of the L. The roof is slate. There is a rear ell, not as tall as the main house.

Southwest of the Quiri house, on the east bank of the creek, is a small barn (#7) which appears to date from the turn of the century or later. It is frame

(see continuation sheet 7-5)

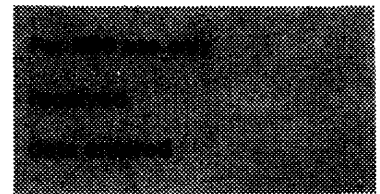
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with vertical board siding and a gabled roof.

Traffic on the original 1820 canal crossed Schoharie Creek across a slackwater impoundment, the level of which was controlled by a dam a short distance downstream. Boats entered the pond through the East Guard Lock on the east or Erie Lock 19 on the west and were towed across from one side of the creek to the other. Up until 1829 a rope ferry was used, but in that year a wooden toll bridge with a tow was erected. The latter survived until shortly after the Schoharie Aqueduct went into service in the 1840's. Even after the construction of the Schoharie Aqueduct, a dam in the creek was still a necessary part of the canal's feeder system which utilized the earlier 1820 trough to the east of the creek. At least four dams were constructed in this vicinity at various times during the history of the canal. At low water the remains of one of these dams are still visible in the creek bed.

On the west side of the Schoharie Creek the alignment of the 1820 canal within the landmark has been filled and most of this stretch is actively farmed. Much of the canal's course is visible, however, in aerial photographs as a soil mark or crop mark (depending on the state of cultivation of the fields). The alignment is less obvious on the ground although in the wooded area on the west bank of the creek there are masonry remains in the undergrowth relating to Erie Lock 19 and a group of structures clustered around Newkirk's Tavern. The 1820 alignment crosses the 1841 alignment roughly 500 feet northwest of a farm complex (which is outside the landmark boundary) and continues 1200 feet southwest to the New York State Thruway as a marked linear distinction in vegetation. While few above ground remains relating to the 1820 canal are visible there is sufficient evidence to suggest that substantial archaeological remains survive below ground.

The 1841 canal alignment extends for roughly 4000 feet between the Empire Lock and the east bank of Schoharie Creek. Except at the western end and at the Main Street and East Church Street crossings where the canal bed has been filled, the canal route is clearly visible as an overgrown, dry ditch. The towpath has been recently stabilized and graveled along this stretch. Immediately west of the Main Street crossing is the site of the Fort Hunter Lock (Lock 30) which was installed to raise the canal bed to the level of the Schoharie Aqueduct. This lock is now filled and not obviously visible at ground level. It has been partially overlain by a parking lot and the surrounding area has been landscaped. There are no standing structures historically related to the canal in this vicinity. There are, however, a modern one-story cement-block Post Office (#8) and a one-story frame maintenance garage (#9), formerly a fire house. Neither has any known historical relationship to the canal; both are intrusions.

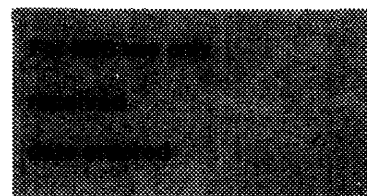
West of the Fort Hunter Lock, on the east bank of Schoharie Creek, the approach to the aqueduct is visible. Although mostly filled in, the masonry of the side walls is exposed in some locations. Extant in Schoharie Creek are the remains of the famous Schoharie Aqueduct which was designed to eliminate the dangerous

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slackwater crossing on the 1820 alignment. Designed by John Jervis, the aqueduct was begun in 1839 and completed in 1841, although it was not put into use until 1845. Originally 630 feet long, the aqueduct consisted of a towpath and a wooden trunk supported by gray stone arches. Following the opening of the Barge Canal in 1918 and the abandonment of the 1841 canal, the aqueduct was used as a road but it began to deteriorate fairly rapidly. During the 1940's the first arches on the eastern end of the aqueduct began to fail and were removed to reduce impedance to the stream's flow and to prevent ice jams. However, the removal of some of the arches set in motion a gradual domino-like collapse of the remainder of the structure. In the late 1970's, a major program of stabilization was carried out to halt further decay. This involved the installation of a system of buried cables, springs and sliding bearings concealed inside the structure. Of the original 14 arches, only 8 remain today. None of the wooden trunk survives.

On the west side of Schoharie Creek the approach to the aqueduct is especially well-preserved and the course of the 1841 canal alignment survives as a well-defined dry ditch with trees and undergrowth covering its banks. This ditch cuts diagonally across cultivated fields to its point of intersection with the 1820 alignment and then passes through a small area of woodland before reaching the New York State Thruway. Hartley Lane cuts across both canal alignments in this section of the landmark.

The triangular piece of land enclosed by the diverging 1820 and 1841 canal alignments on the east side of Schoharie Creek consists mostly of state-owned fields worked by tenant farmers and small areas of open grassland maintained by the state as part of the state historic site. Along Main Street are a number of private houses with gardens, a former school and a post office. The post office has already been described above. The school (#10), which appears to date from the end of the 19th century, is a symmetrical 2 1/2-story frame building, with a T-shaped plan. Siding is clapboard, although wood shingle is used in the front gable peak. The main block (the bar of the T) has a jerkinhead roof; each end facade has a group of six 2/2 windows on each floor. A square hip-roofed louvered bell tower sits atop the ridge of the projecting front section.

A field separates the school from the Jemmott house (#11), to the east, the first of a group of four houses at a bend in Main Street. It is a 2-story frame house, probably dating from c. 1875 (based on its Italianate detailing). It has a flat roof with a projecting cornice, supported by single brackets; on the north (principal) facade a three-part, full-height bay projects. Windows are 2/2, siding is clapboard (replaced by chipboard in places).

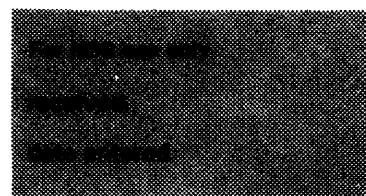
East of it is #12, the Minch house, apparently slightly later in date (perhaps built near the turn of the century). It is both plainer and more altered than its neighbors: its 2-story mass is oriented with its gable to the street, and on the first floor of this facade is a modern bow window. Above it are two 2/2 windows. Siding is aluminum.

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Farther east, at the corner formed by the bend in Main Street, is the Albers house (#13). It too has stylistic attributes characteristic of the turn of the century. It is 2 1/2 stories tall, built on a T-plan. Each arm of the ell contains a pair of windows, and a cobblestone porch fills one angle of the T. There is a one-story projecting bay window on the end of the base of the T. The roof is gabled and siding is asbestos shingle.

South of the bend but still on Main Street, immediately north of the 1820 canal, is the Vertucci house (#14). Like its neighbors, it is also frame and appears to have been built late in the 19th century. It is frame, 2 1/2 stories with its gable end to the street (east). Windows are 2/2, capped by peaked heads with dentil moldings. A one-story porch spans the facade. Siding is asbestos shingle. Three outbuildings (one of which is across Main Street to the east) are all that remain of approximately ten shown on a 1965 survey. Many of these were inside the blue line, south of the house, and were removed by the State.

Buildings 10-14, while of some age, do not contribute to the landmark. None were in existence when this stretch of the canal was used for transportation; all were built adjacent to what was then the feeder. None has as direct a physical or associational relationship to the canal as the Wemp or Enders houses, for example.

The triangular piece of land enclosed by the two canal alignments on the west side of Schoharie Creek is all farmland and, except for the structures in the vicinity of Newkirk's Tavern, has apparently never contained standing buildings.

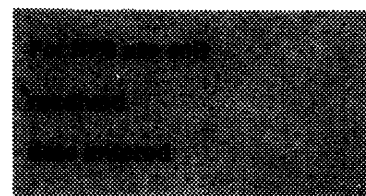
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Summary Table of Buildings Within the Landmark Boundary

Bldg. No.	Name	Contributes? (Yes/No)
1.	Grocery	Y
2.	Wemp house	Y
3.	Wemp barn	Y
4.	Wemp barn	Y
5.	Enders house	Y
6.	Quiri house	Y
7.	Outbuilding	N
8.	Post Office	N
9.	Maintenance Garage	N
10.	School	N
11.	Jemmott house	N
12.	Minch house	N
13.	Albers house	N
14.	Vertucci house	N

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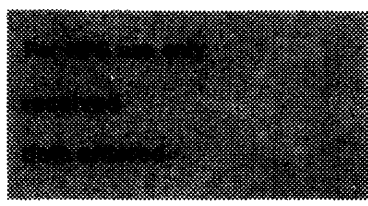
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canal-side settlement. Remains of the 1841 canal alignment include three and a half miles of the canal bed, three locks, the Schoharie Aqueduct, three culverts, a canal basin, and four small canal-side settlements focused on the locks and basin. Standing buildings historically related to the canal's operation survive in three locations: at the East Guard Lock on the 1820 canal, and at the Yankee Hill Lock and Wemp's Basin on the 1841 canal. Elsewhere within the landmark, the canal is characterized by substantial archaeological remains which for the most part are clearly visible at the ground surface.

* * * * *

Agitation for a canal linking the Hudson River and the Great Lakes began around the turn of the 18th century. The anticipated benefits of such a route included political unity, an easy and inexpensive extension of the national transportation network, and increased trade with the newly settled Midwest (free from Canadian competition). A series of land surveys of potential routes followed, culminating in one authorized by the New York legislature in 1808. The report from this survey led in 1810 to the appointment of a commission to consider further the merits of the project. The commission included among its members DeWitt Clinton, Gouverneur Morris, Stephen Van Rensselaer, and Thomas Eddy, and in 1811 it recommended a waterway connecting the Hudson and Lake Erie (rather than Lake Ontario which had also been under consideration). Further progress on the canal scheme fell victim to the War of 1812, but upon its conclusion the State renewed its interest in the project. Clinton drew up a canal bill in 1815 and another commission resumed study of the undertaking in the following year. Clinton's bill was hotly debated in the state legislature in 1816 and 1817 with New York City and Lake Ontario interests being in strong opposition. However, the commission reported favorably on the project early in 1817, and on April 15 of that year the legislature authorized the construction of the canal.

The State of New York exhibited considerable boldness in undertaking the construction of the Erie Canal. With the exception of ten miles at its western end, the entire length was to be enclosed; no streams or lakes were to be incorporated as part of the waterway. Only four other artificial waterways existed in the country at that time, and they were short ones, in no way comparable to the Empire State's gigantic project. Nothing daunted, State officials broke ground for the canal at Rome on July 4, 1817. Chief Engineer on the project was Judge Benjamin Wright and James Geddes, a lawyer, was appointed assistant chief. Among the other assistants were a number of young men who were to excel in future years as hydraulic engineers: John Sullivan, John Jervis, Frederick Mills, Nathan Roberts and Canvass White. The laborers employed in the canal construction included a high proportion of Irish immigrants gathered together by the rich contractors of Tammany Hall, New York City's powerful political club.

The projected course of the canal ran north from Albany on the Hudson River to Troy, then struck west up the Mohawk Valley for Schenectady, Amsterdam,

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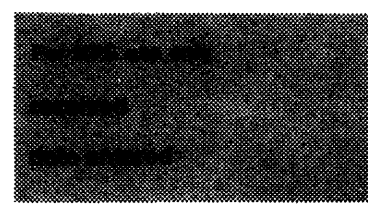
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Canajoharie, Little Falls, Herkimer, Utica, Rome, Oneida, Syracuse, Lyons, Rochester, Lockport and Buffalo. It was divided into three sections: an eastern section, from Albany to Rome; a middle section, from Rome to the Seneca River; and a western section, from the Seneca River to Lake Erie.

Learning as they progressed, the builders of the canal made remarkable progress and by October, 1819, barges were using the Rome to Utica portion of the eastern section. The central section carried barges by 1821 and the eastern section was fully completed in 1823. Both the eastern and central sections met with overwhelming success, yet the detractors of the canal continued to fight against further work on the waterway. They were frustrated in their efforts, however, by DeWitt Clinton, by this time Governor of New York. Clinton, the dominant political figure behind the canal, beat back all attacks and secured legislation authorizing the continuation of work on the artery. In October, 1825 the laborers completed the western and final section of the canal. Clinton and other political notables celebrated the completion by sailing from Albany to Buffalo and back, and then on to New York City where a barrel of water from Lake Erie was ceremoniously emptied into the Atlantic Ocean. As an augury of its astounding success, the canal, along with the Champlain Canal, collected over \$500,000 in tolls in 1825. As finally built, the canal extended for a distance of 363 miles and more than 80 locks were required to overcome the 555-foot difference in elevation between Lake Erie and the Hudson River at Albany. The final cost of the project was \$7,000,000.

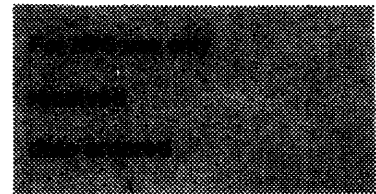
Since its completion, the original Erie Canal has seen many changes. Early on, a number of branch canals were built, notably the Champlain (opened 1819), the Oswego (1828), and the Cayuga and Seneca (1829). To cater to the increasing volume of traffic, the Erie and its branches were enlarged between 1835 and 1862. Some minor shifts in alignment were introduced during this period and some new locks were constructed. Most of the older locks were lengthened and converted into double (i.e., parallel) locks.

From the 1850's onwards, the railroads (which, unlike northern canals, could operate all winter) began to draw a significant proportion of business away from the Erie although for many years large profits continued to be made from the tolls on this long-haul route. In 1882, however, tolls were abolished in an attempt to lure more traffic but by this time the waterway was in a state of disrepair. Between 1884 and 1894, a program of improvements was implemented: some deepening of the canal bed was carried out and locks were lengthened. The competition of the railroads and of Canadian routes, and the exposure of fraud within the canal administration, led to a major renovation and the creation of the New York State Barge Canal. The state began construction of the barge canal in 1903 and finished it in 1918. Construction of the new waterway involved further widening and deepening of large portions of the existing canal but also included canalization of sections of the Mohawk and Seneca Rivers and the creation of new routes across Lakes Oneida and Onondaga. When the Barge Canal was opened to traffic, the old canal alignments along the Mohawk Valley and through Syracuse were abandoned.

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The physical remains of the canal itself are of considerable archaeological significance as they have the potential to yield much useful information on 19th century American canal technology. The Erie is especially important as the first major engineering project of its kind in the United States and the remains of the original canal should enable the influence of European (and, in particular, British) canal design and construction technique on American canal-building to be assessed. Canvass White, who was to become one of the country's most eminent canal engineers, was dispatched to England by Clinton to study the canals there. He brought back survey instruments, drawings, and a vast body of knowledge of canal construction (especially locks) which was invaluable during the building of the Erie Canal. White was also responsible for locating the first source of hydraulic cement (natural cement) rock in the United States, between Sullivan and Fayetteville, New York, which proved such a crucial material in successful canal construction. The structural remains of the canal within the landmark can also yield information on the remodeling of the waterway over time. During its period of operation, the canal was realigned and enlarged, locks were lengthened, and various methods of crossing Schoharie Creek were devised. Many of these changes will be discernible in the archaeological record and their physical manifestations are an important witness to the growth, maintenance and decline of the canal.

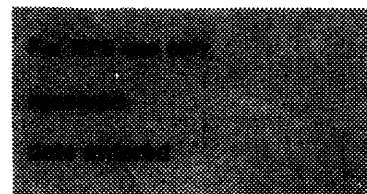
In addition to the remains of the canal itself, the landmark contains substantial archaeological evidence relating to the social and economic activities that were carried on alongside the canal. Such evidence is most likely to be found in the vicinity of locks and basins, and at the Schoharie Creek crossing. Structures such as lockkeepers' houses, taverns, stores and workshops all formerly stood (and in some instances are still standing) within the landmark and archaeological remains associated with these buildings and their occupation is likely to survive. Artifacts reflecting the day-to-day use of the waterway may be recovered not just within and around these canal-side structures but also within the canal bed itself. Careful investigation of these resources should shed light on the social and economic milieu of the canal and its users.

The Erie Canal National Historic Landmark also contains within its boundaries three additional archaeological sites potentially of National Register quality. However, these sites do not contribute to the historical significance of the canal and are merely noted here. The sites of Fort Hunter and the Queen Anne Chapel, established respectively in 1711 and 1712, both lie immediately south of the East Guard Lock close to the Enders house (#5). Both were originally of log construction. The fort was rebuilt five times over the next 60 years, and Queen Anne's Chapel was reconstructed in stone in 1741. The chapel was dismantled in 1817 and its stone was used in the construction of the canal. In the cultivated field immediately north of the East Guard Lock is a Contact period aboriginal site that was established by Mohawks of the Protestant faith in the early 1690's. The site, known locally as "The Lower Mohawk Castle" or "The Praying

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Castle," was occupied until well into the 18th century and included a burial ground. It has been plowed and extensively collected but is still regarded as possessing significant archaeological data.

None of the buildings presumably built by the state in conjunction with the operation of the canal are known to survive; no lockkeepers' houses, for instance, remain. However, some buildings within the boundary, all former concessions, were found to contribute to the landmark: the Lock Grocery (building #1), built to serve the needs of travelers; the Wemp house and barns (#s 2-4), predating the canal but associated with a basin; and the Enders house (#5), also predating the canal but likewise later converted to a tavern concession.

Other buildings within the boundary, either of later date or not as closely linked to the canal, were not considered to contribute to the landmark.

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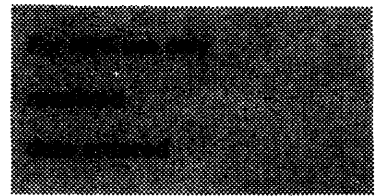
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(see continuation sheet 9-2)

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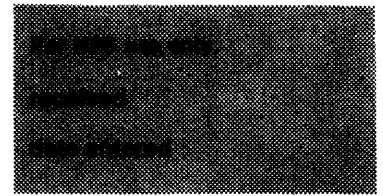
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Boundary Description

The boundary of the Erie Canal National Historic Landmark is shown on the enclosed maps and is described as follows: beginning at Point A, the southeasternmost corner of Section 38 Block 1 Lot 1 in the north line of the New York, West Shore, and Buffalo Railroad right-of-way, then proceeding westerly along the north line of the railroad right-of-way, crossing Queen Ann Street, to the so-called Blue Line at the west side of Queen Ann Street; then proceeding westerly along the Blue Line to Point B, the easternmost point of Section 38 Block 1 Lot 2; then proceeding westerly along the Blue Line and the north line of Section 38 Block 1 Lot 2 approximately 1300' to Point C, an angle in the said lines approximately 150' east of the eastern edge of Wemp's Basin; then proceeding due south across Section 38 Block 1 Lot 2 to the north line of the New York, West Shore, and Buffalo Railroad right-of-way; then proceeding westerly in the north line of the railroad right-of-way approximately 975'; then proceeding due north across Section 38 Block Lot 2 to Point D, an angle in the said north line of said lot and the Blue Line; then proceeding westerly and southerly in the Blue Line, crossing the Voorhees Culvert, to Point E, approximately 710' southwest of the Voorhees Culvert; then proceeding southeasterly, perpendicular to the Blue Line, approximately 80', to Point F; then proceeding southwest, at right angles to the 80' line approximately 890', to Point G; then proceeding northwesterly, perpendicular to the Blue Line, approximately 90' to Point H, on the Blue Line; then proceeding southwest in the Blue Line to Point I, approximately 50' northeast of the Enders house (#5) and formerly the intersection with a property line; then proceeding southeasterly, perpendicular to the Blue Line, to the north side of Railroad Street; then proceeding southwest along and in the course of the north side of Railroad Street, and the extension of this line, to the mean low water mark in the east bank of Schoharie Creek; then proceeding northwesterly along the mean low water mark of the east bank to a point opposite a small outbuilding (identified as building #7 in the attached Description) approximately 100' southeast of the Blue Line; then proceeding southwest across Schoharie Creek, parallel to the Blue Line, into the Town of Glen, and through Section 53 Block 1 Lot 3 approximately 875' to Point J; then proceeding northwesterly, at a right angle to the 875' line, through Section 53 Block 1 Lot 3 to the Blue Line; then proceeding northerly, westerly, and southerly in the Blue Line, crossing Hartley Lane, to the north line of the New York State Thruway; then proceeding westerly in the north line of the Thruway to the northernmost of the two Blue Lines of the 1820 canal; then proceeding easterly and northerly in the Blue Line, again crossing Hartley Lane, to the mean low water mark in the west bank of Schoharie Creek; then proceeding northeasterly across Schoharie Creek to the Blue Line at the mean low water mark in the east bank of Schoharie Creek; then proceeding northerly and easterly in the Blue Line, crossing Main Street and East Church Street, to Point K, approximately 1615' northeast of the east side of East Church Street; then proceeding northwesterly perpendicular to the mid-line of the 1820 canal approximately 75' to Point L; then proceeding northeasterly roughly parallel to

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the Blue Line approximately 875' to Point M; then proceeding southeasterly, perpendicular to the Blue Line, approximately 100', to the Blue Line; then proceeding northerly and easterly in the Blue Line and partially in the mean low water mark of the south banks of a small creek and the Mohawk River to Point N, approximately 225' west of the west side of Emery's Culvert; then proceeding along the mean low water mark of the south bank of the Mohawk River to Point O, approximately 50' east of the east side of Emery's Culvert; then proceeding due south through Section 38 Block 1 Lot 1 to the Blue Line; then proceeding easterly in the Blue Line and partially along the mean low water mark of the south bank of the Mohawk River (to include Putnam's Culvert) to Point P, approximately 125' due north of Point A; then proceeding due south approximately 125' to Point A, the place of beginning.

Boundary Justification

The boundary of the Erie Canal National Historic Landmark was selected to encompass the first two developmental stages of the canal's history which exist in the Fort Hunter vicinity, and the associated sites and/or structures related to them. Where the two periods are represented by separate alignments, adjacent to Schoharie Creek, both are included. There are thus two small triangular areas (each bounded by the creek and the diverging or converging canal beds) which are not directly linked to the canal's history, but which are included because of geographic necessity. Buildings in these areas not related to the canal are detailed in the Description.

For most of its length the landmark boundary follows the so-called "blue lines," parallel lines laid down by the canal surveyors prior to construction in order to define the extent of the property set aside for canal use. These lines are generally just over 100 feet apart and always contain the canal bed and the towpath. Where necessary (to include ancillary features such as those around Wemp's Basin), the landmark boundary has been widened, following current property lines or lines of convenience. At the divergence of the two alignments, the two outermost of the four blue lines were followed, in order to include both canal segments.

In areas where the blue line does not exist as such on modern maps, lines of convenience have been created by extending or paralleling known segments of blue line. Where the blue line includes "bulges" (such as around the quarry between Lock 29 and Wemp's basin) the line has been followed.

Thus, the historically relevant blue lines form most of the landmark boundary except in the following areas:

- 1) The eastern end of the landmark. The state's historic site property line connecting the south blue line to the north blue line (which in this area, is contiguous with the south bank of the Mohawk River) was used.

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2) South side of the canal in the Yankee Hill Lock vicinity: state historic site property lines widen from the blue lines slightly; within the enlarged area are the sites of several other 19th century buildings. The state property boundaries and the course of Queen Ann Street were used as the landmark boundary.

3) Wemp's basin area: because the Wemp property (whose buildings predate the canal) later included a basin and "service area," the landmark boundary has been widened by lines of convenience and present day property lines to include the buildings now standing and the sites of other canal-related structures shown on 19th century maps.

4) Empire Lock area: as at the Yankee Hill Lock, several canal-related buildings stood outside the blue lines in the 19th century. The boundary was enlarged in this vicinity using lines of convenience to incorporate the sites of these structures.

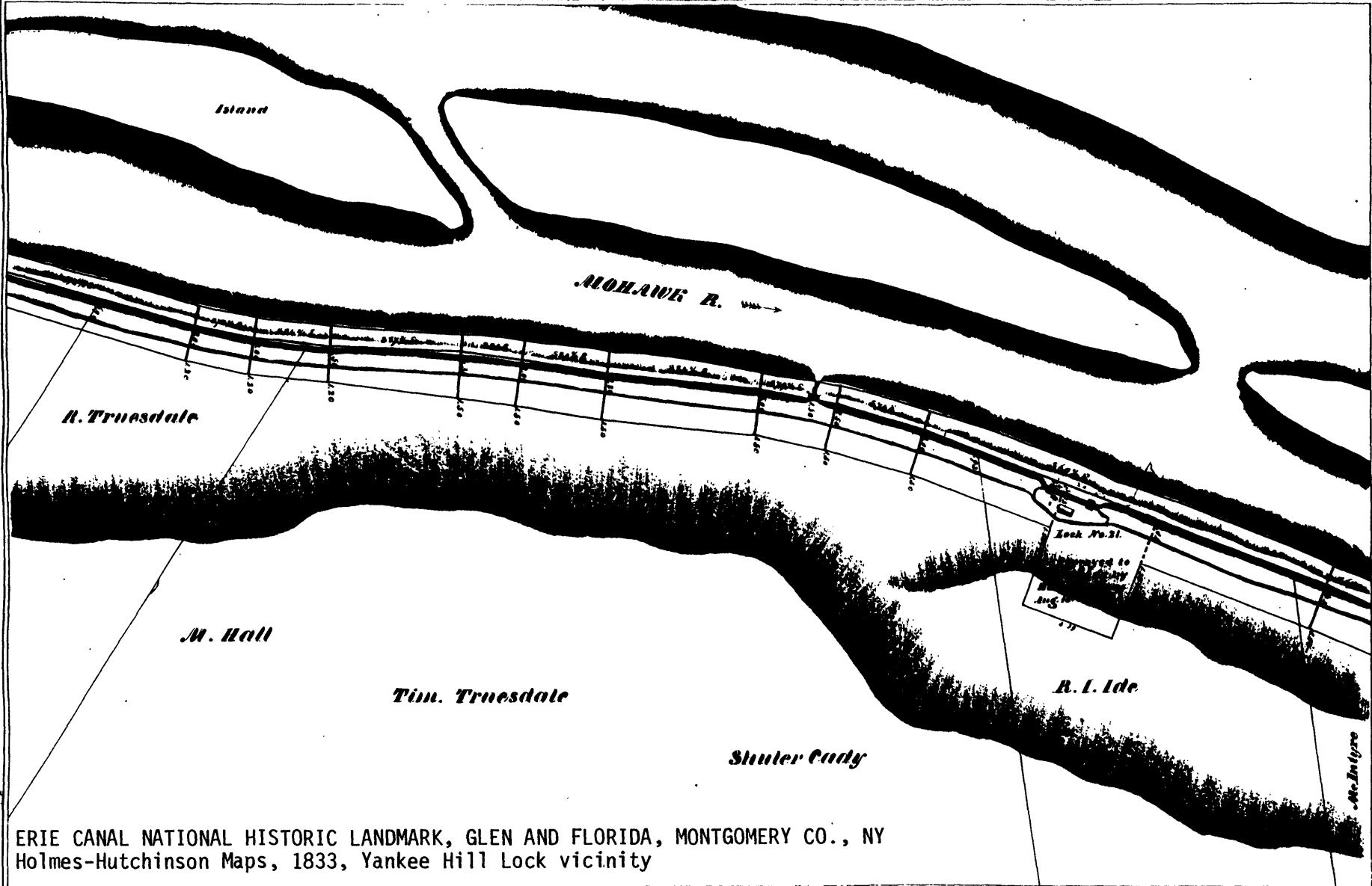
5) East Guard Lock vicinity: the blue line passes through the Enders house, which predates the canal but which was a canal-side tavern in the 19th century. The boundary was widened (using property lines) to include the house, and a small outbuilding of unknown function.

6) Crossing of Schoharie Creek by the 1820 canal alignment, and the south side of the canal in the Newkirk's Tavern vicinity: lines of convenience have been used to extend the landmark boundary to include the site of the towpath bridge and the sites of structures and a basin adjacent to Erie Lock 19.

7) West end of landmark: west of the intersection of the two Erie Canal segments, the northern right-of-way line of the New York State Thruway (Interstate 90) was used to close the western end of the landmark.

FLORIDA.

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ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
Holmes-Hutchinson Maps, 1833, Yankee Hill Lock vicinity

FLORIDA.

69-48

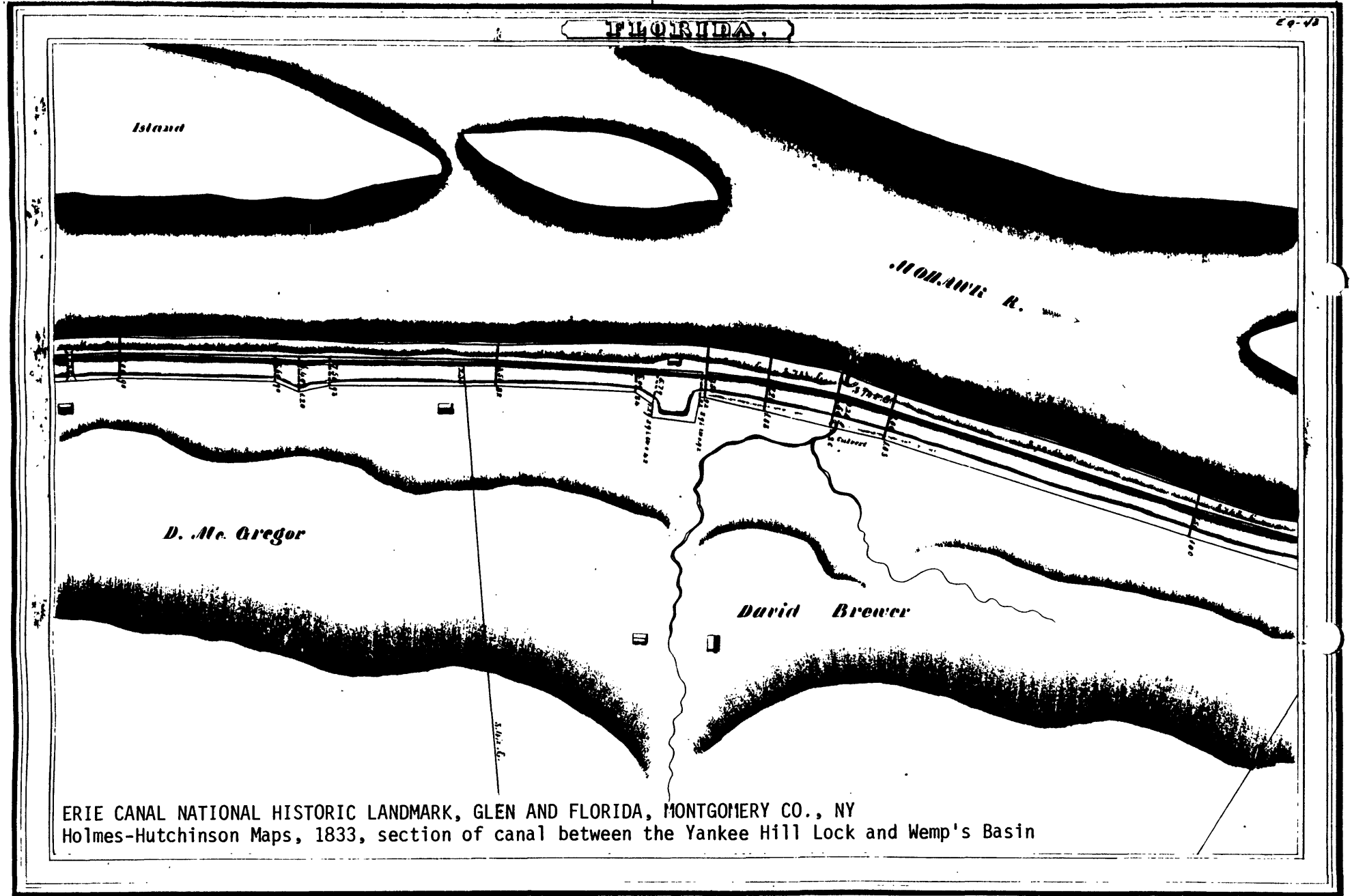
Island

MONTGOMERY R.

D. Mc. Gregor

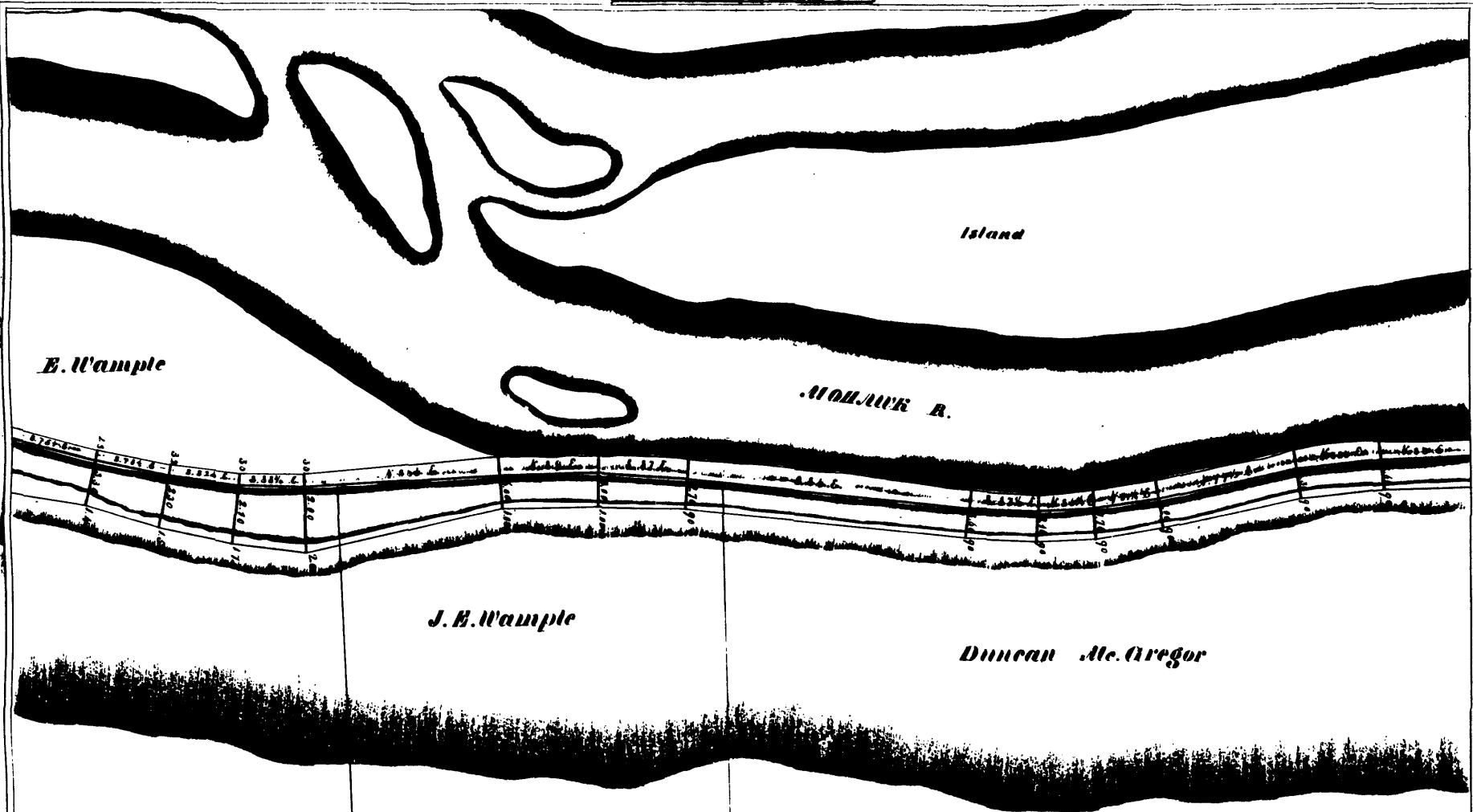
David Brewer

ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
Holmes-Hutchinson Maps, 1833, section of canal between the Yankee Hill Lock and Wemp's Basin

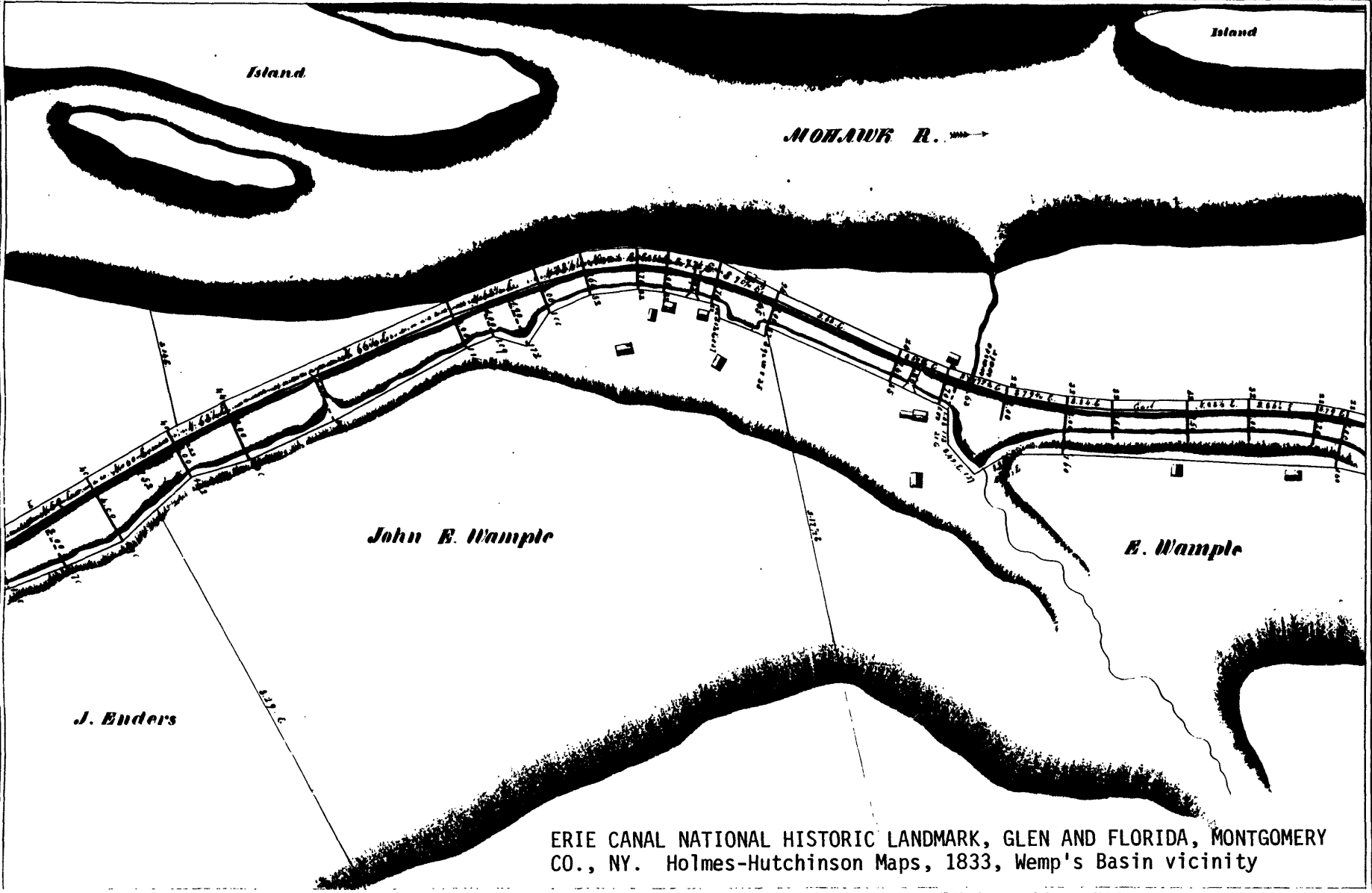


FLORIDA.

29-42



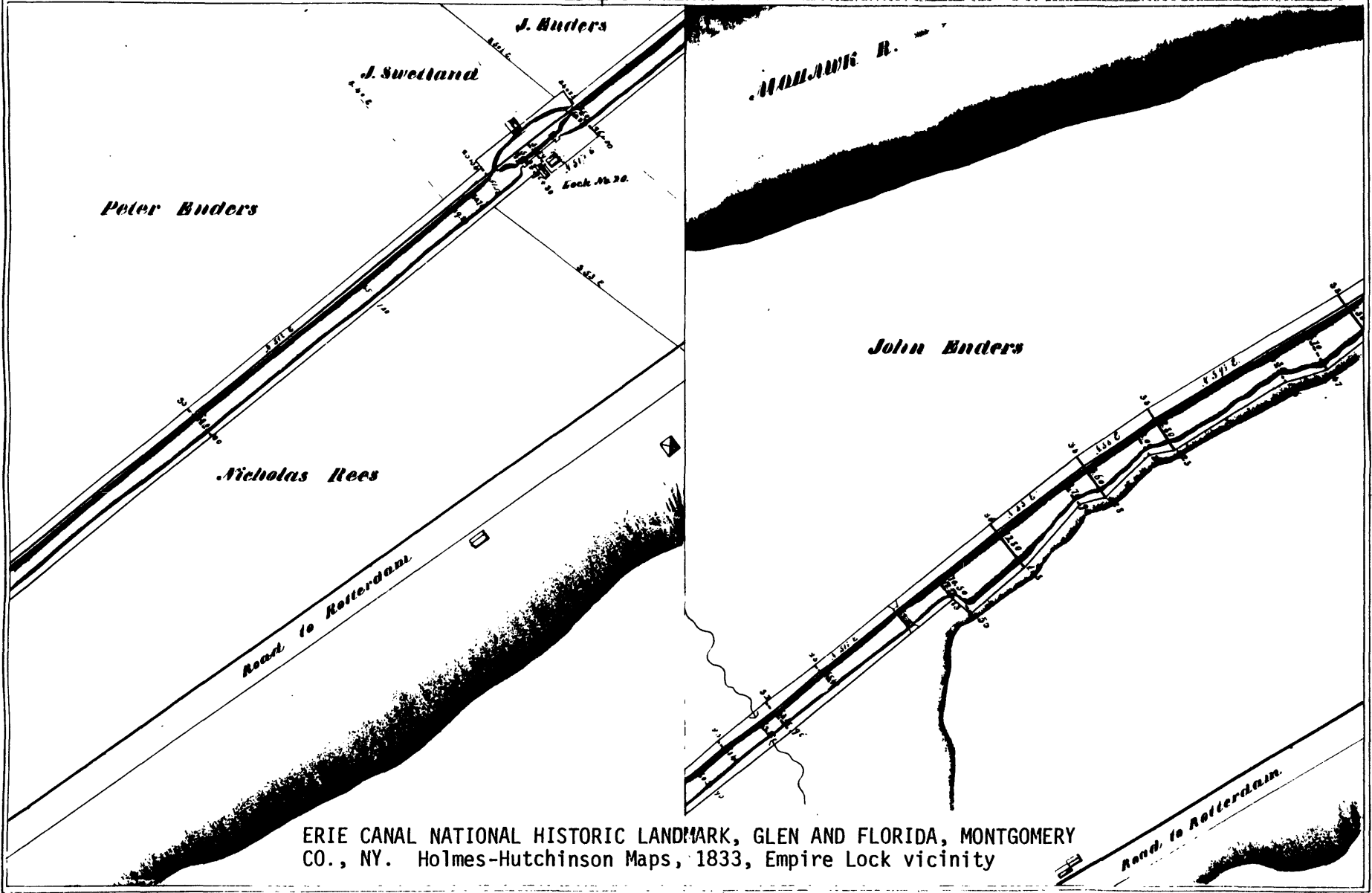
ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
Holmes-Hutchinson Maps, 1833, section of canal between the Yankee Hill Lock and Wemp's Basin



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY. Holmes-Hutchinson Maps, 1833, Wemp's Basin vicinity

FLORIDA.

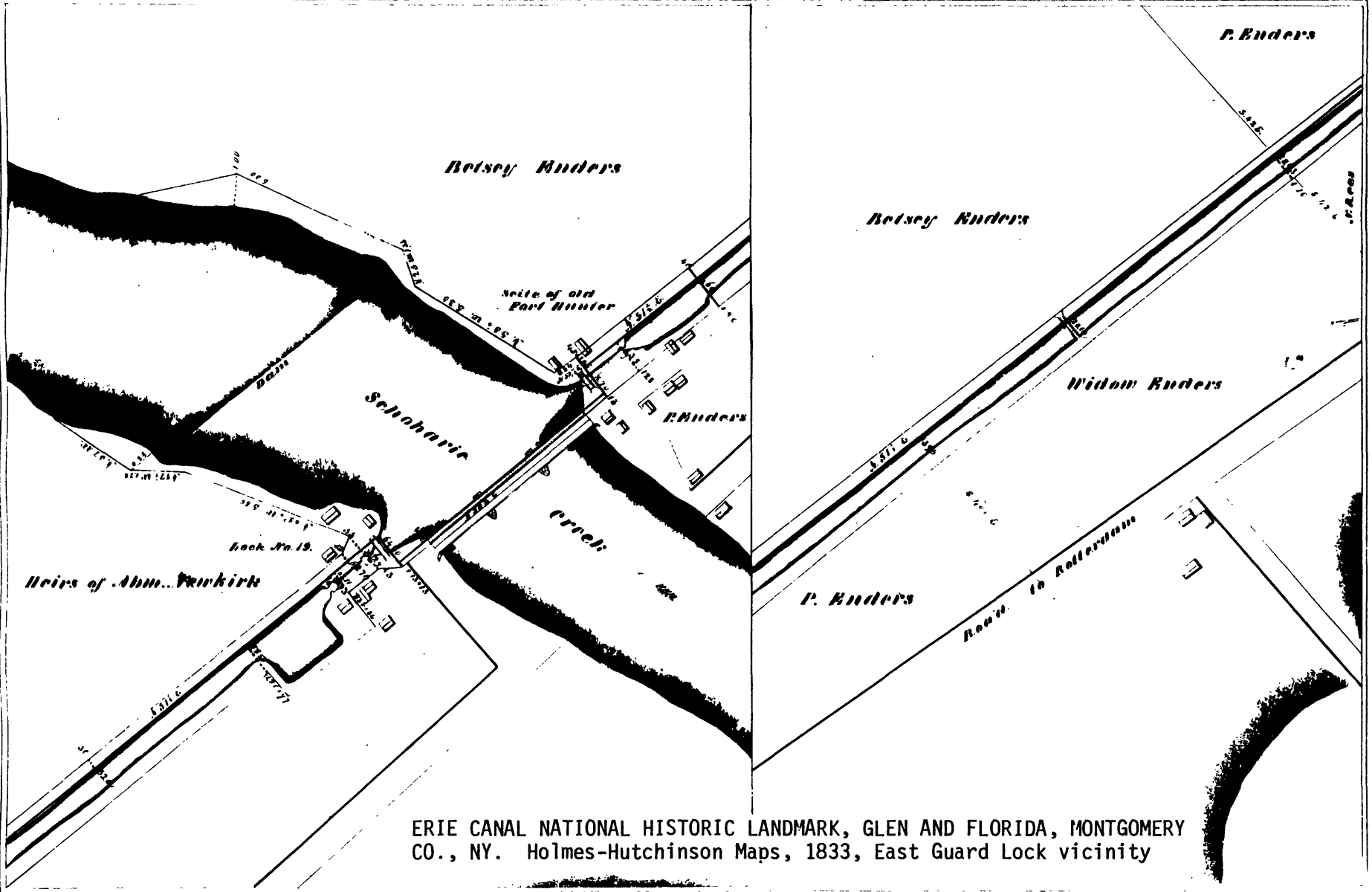
E 9-40



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY. Holmes-Hutchinson Maps, 1833, Empire Lock vicinity

GLEN AND FLORIDA.

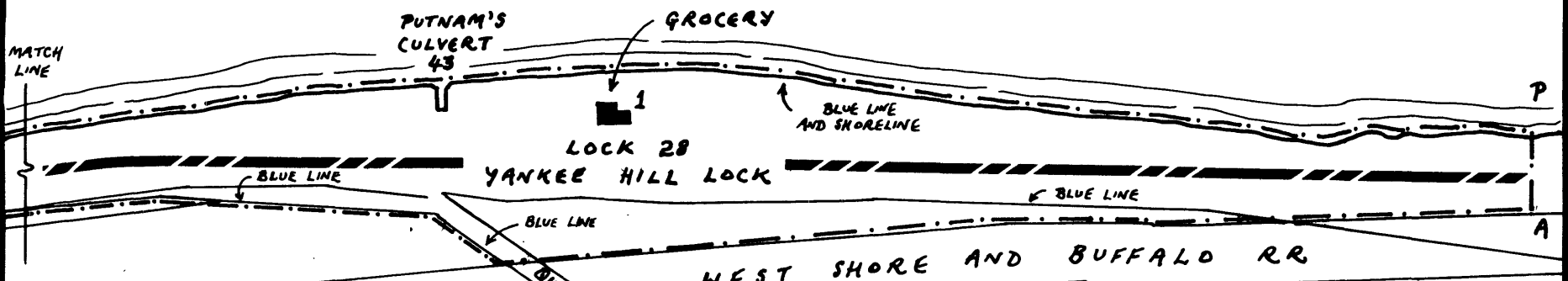
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ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY. Holmes-Hutchinson Maps, 1833, East Guard Lock vicinity



MOHAWK RIVER



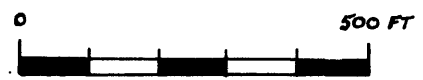
NEW YORK

WEST SHORE AND BUFFALO RR

TOWN OF FLORIDA

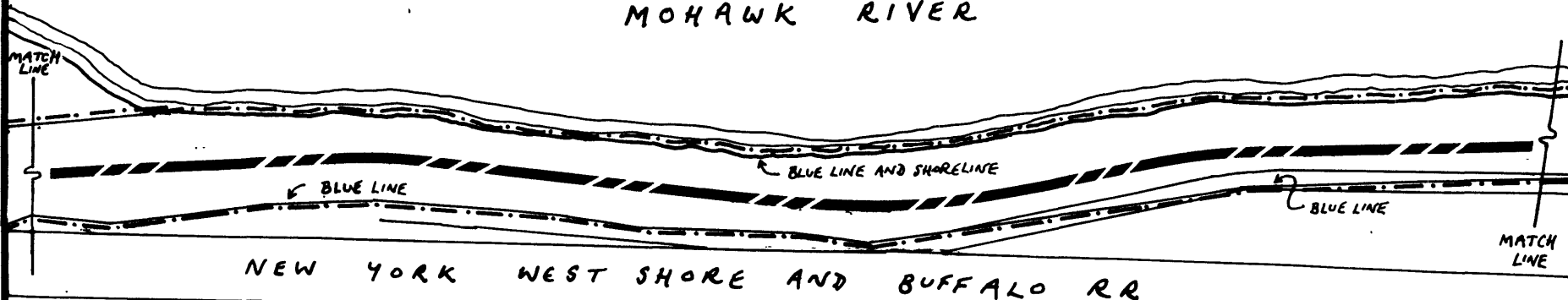
KEY

- LANDMARK BOUNDARY
- APPROX. CENTER LINE OF CANAL
- 15 EXTANT BUILDING WITHIN LANDMARK (see description).





→
MOHAWK RIVER



NEW YORK WEST SHORE AND BUFFALO RR

TOWN OF FLORIDA



See SHEET 1 FOR KEY



→
MOHAWK RIVER

EMERY'S
CULVERT
44

MATCH
LINE

BLUE LINE AND SHORELINE

MATCH
LINE

WEMP'S
BASIN

BLUE LINE

BLUE LINE



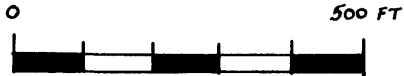
4

3

2

NEW YORK WEST SHORE AND BUFFALO RR

TOWN OF FLORIDA



SEE SHEET 1 FOR KEY

SHEET 4 OF 8

MOHAWK
RIVER
→



VOORHEES
CULVERT
45

CREEK →

BLUE LINE AND SHORELINE

BLUE LINE

QUARRY

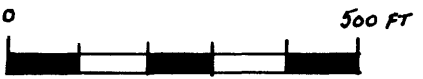
BLUE LINE

MATCH
LINE

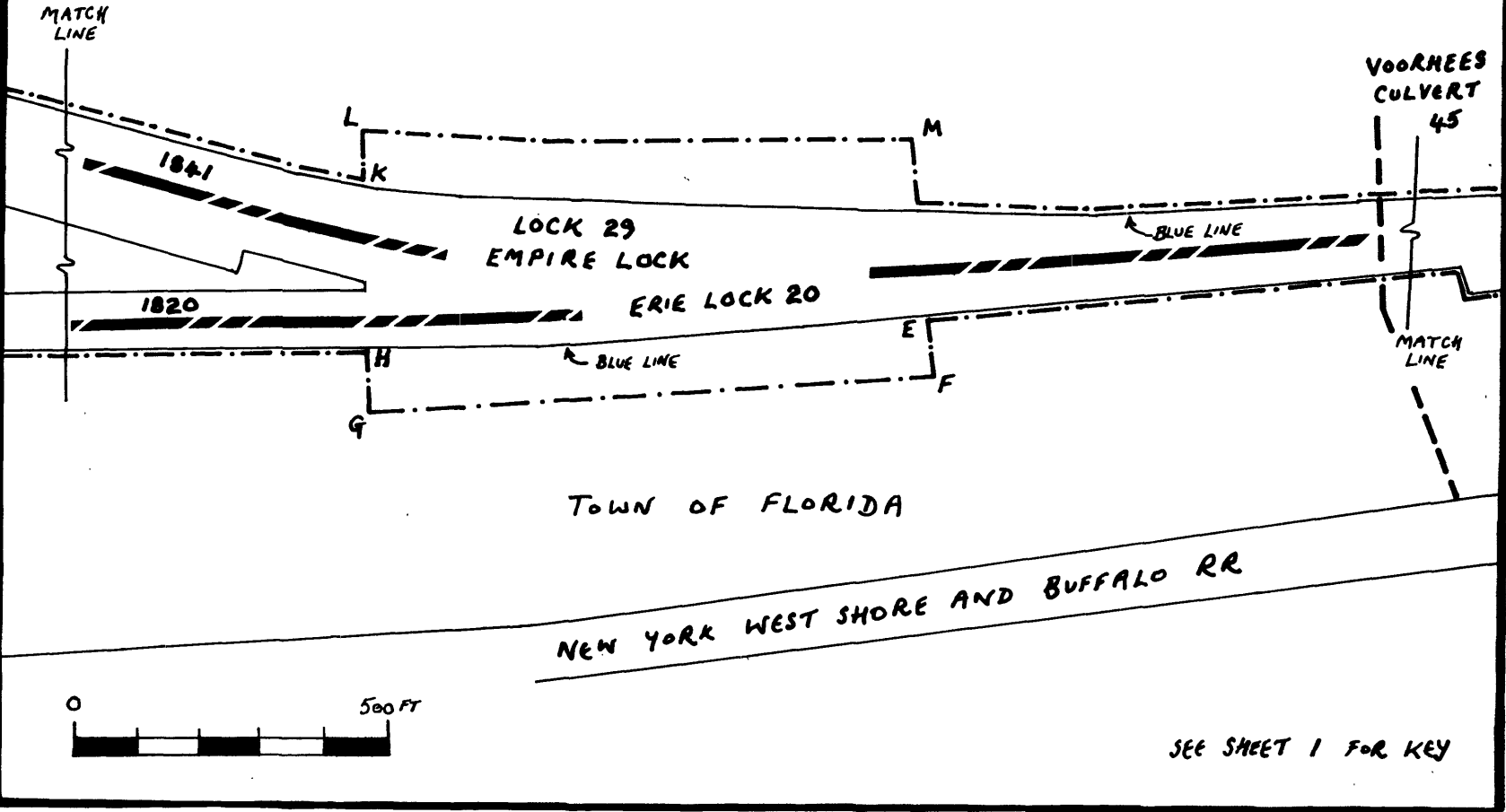
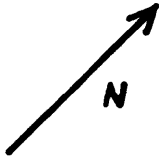
MATCH
LINE

NEW YORK WEST SHORE AND BUFFALO RR

TOWN OF FLORIDA



SEE SHEET 1 FOR KEY



MATCH LINE

1841

LOCK 29
EMPIRE LOCK

1820

ERIE LOCK 20

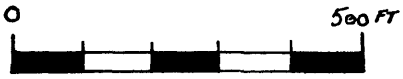
BLUE LINE

VOORHEES
CULVERT
45

MATCH LINE

TOWN OF FLORIDA

NEW YORK WEST SHORE AND BUFFALO RR



SEE SHEET 1 FOR KEY

MATCH LINE

VILLAGE OF FORT HUNTER

SHEET 6 OF 8

1841

BLUE LINE

BLUE LINE

EAST CHURCH STREET

MAIN STREET

11

12

13

14

10

1820

BLUE LINE

BLUE LINE

TOWN OF FLORIDA

MAIN STREET

EAST GUARD Lock

6

5

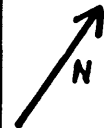
7

SCHOMARIE

RAILROAD STREET



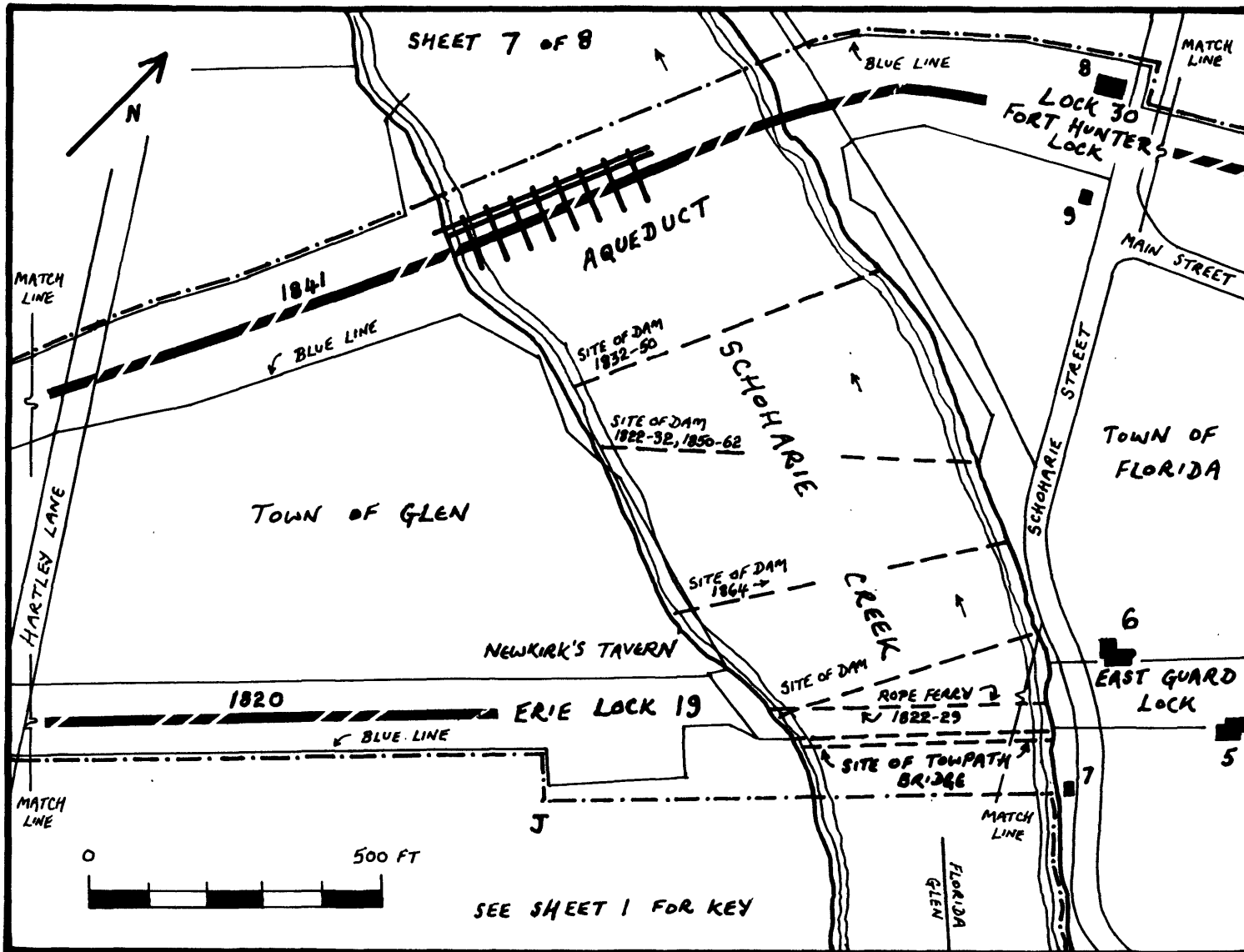
SEE SHEET 1 FOR KEY



3 STREET

SCHOMARIE CREEK

MATCH LINE





TOWN OF GLEN

INTERSTATE 90
NEW YORK STATE THRUWAY

MATCH
LINE

R. BLUE LINE

1841

1820

1820

L. BLUE LINE

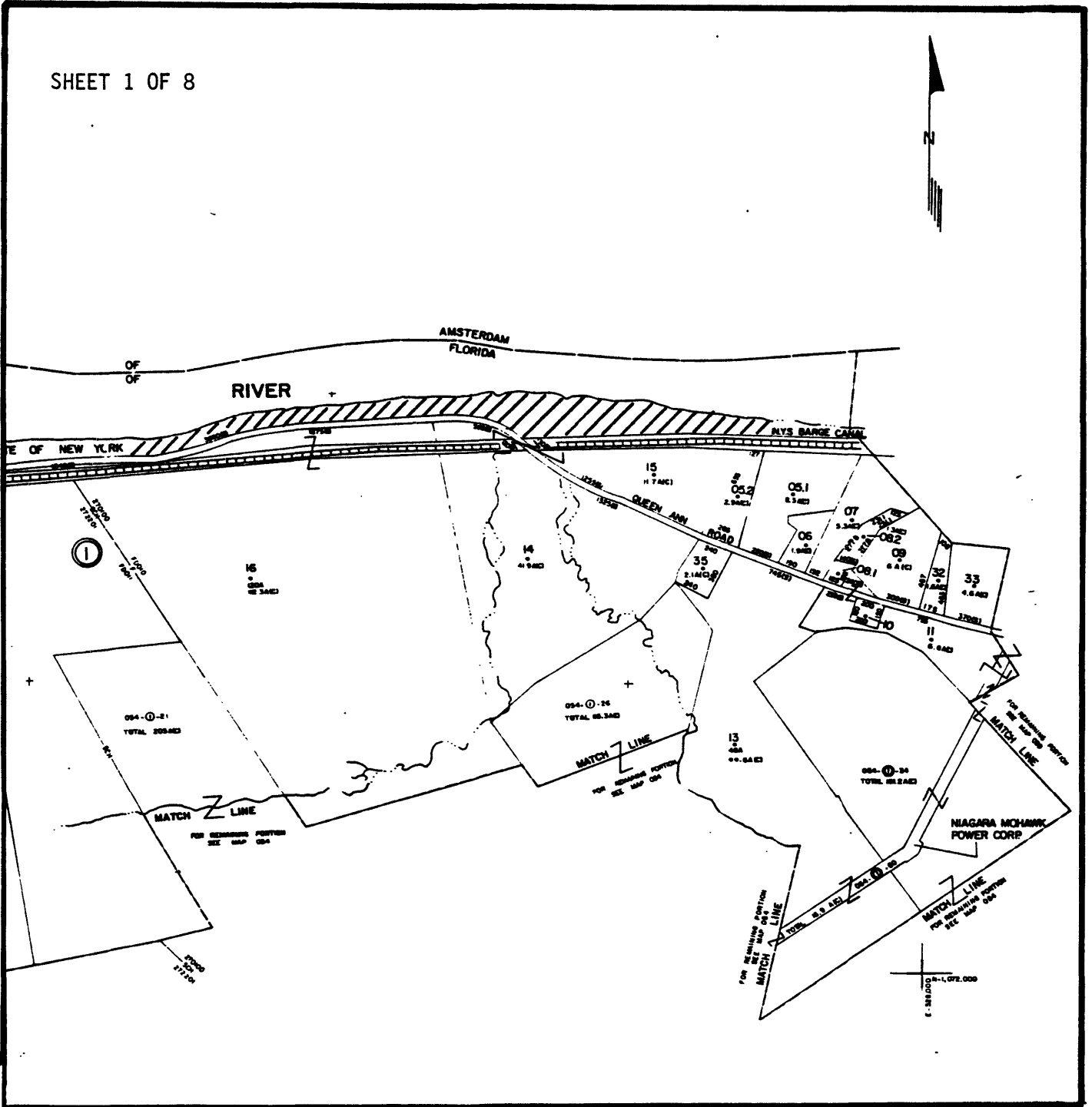
1841

MATCH
LINE

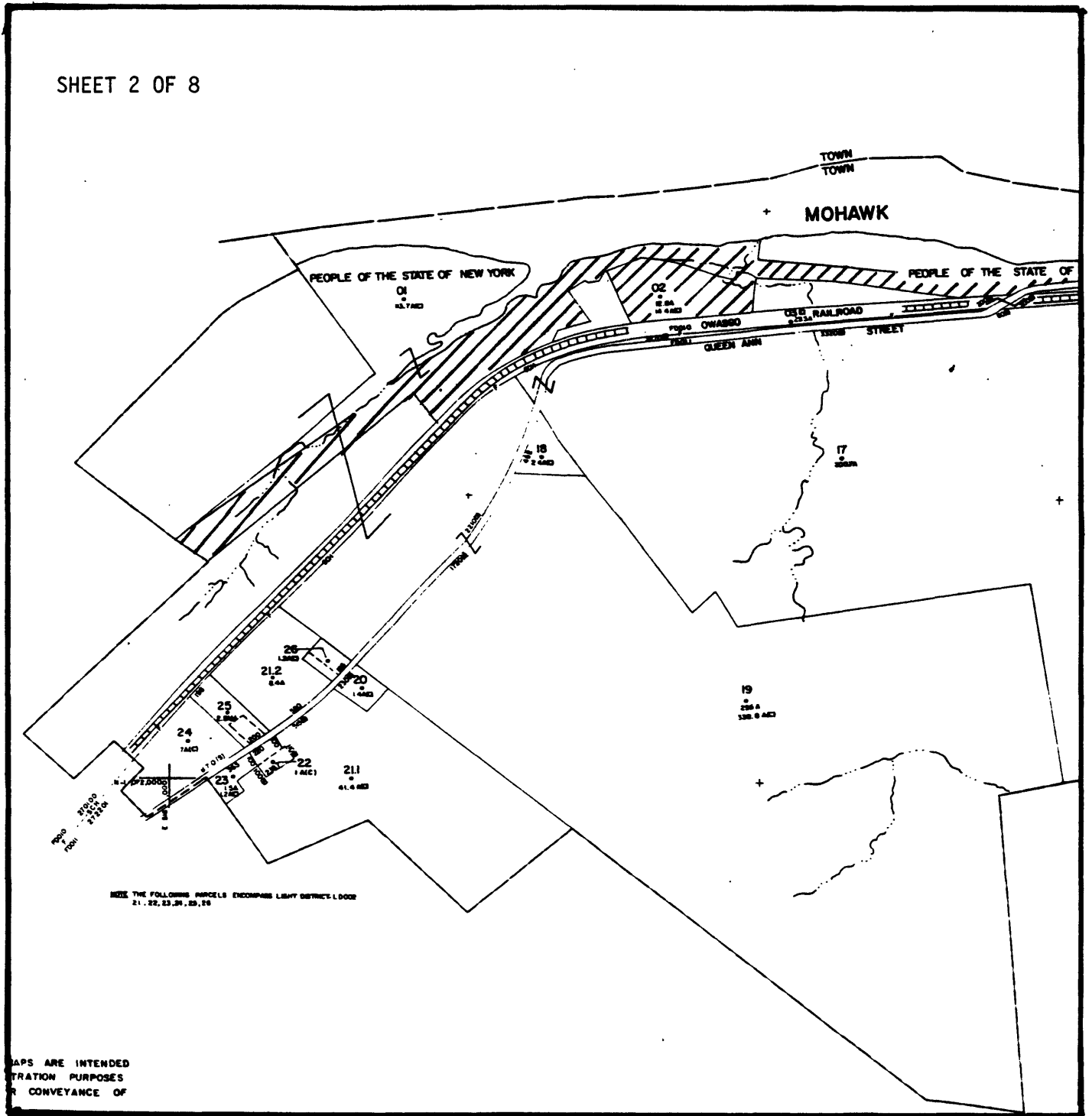
HARTLEY LANE



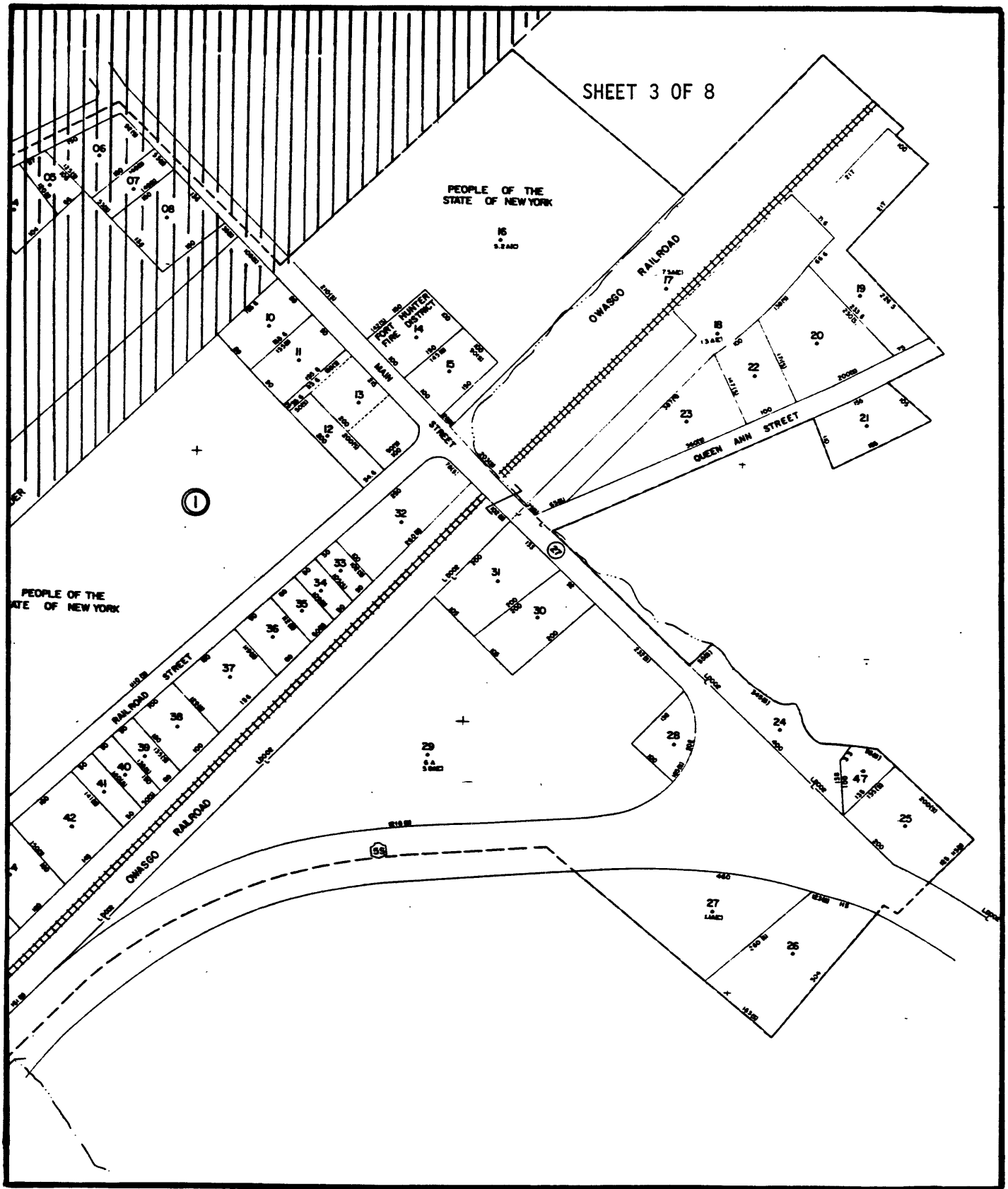
SEE SHEET 1 FOR KEY



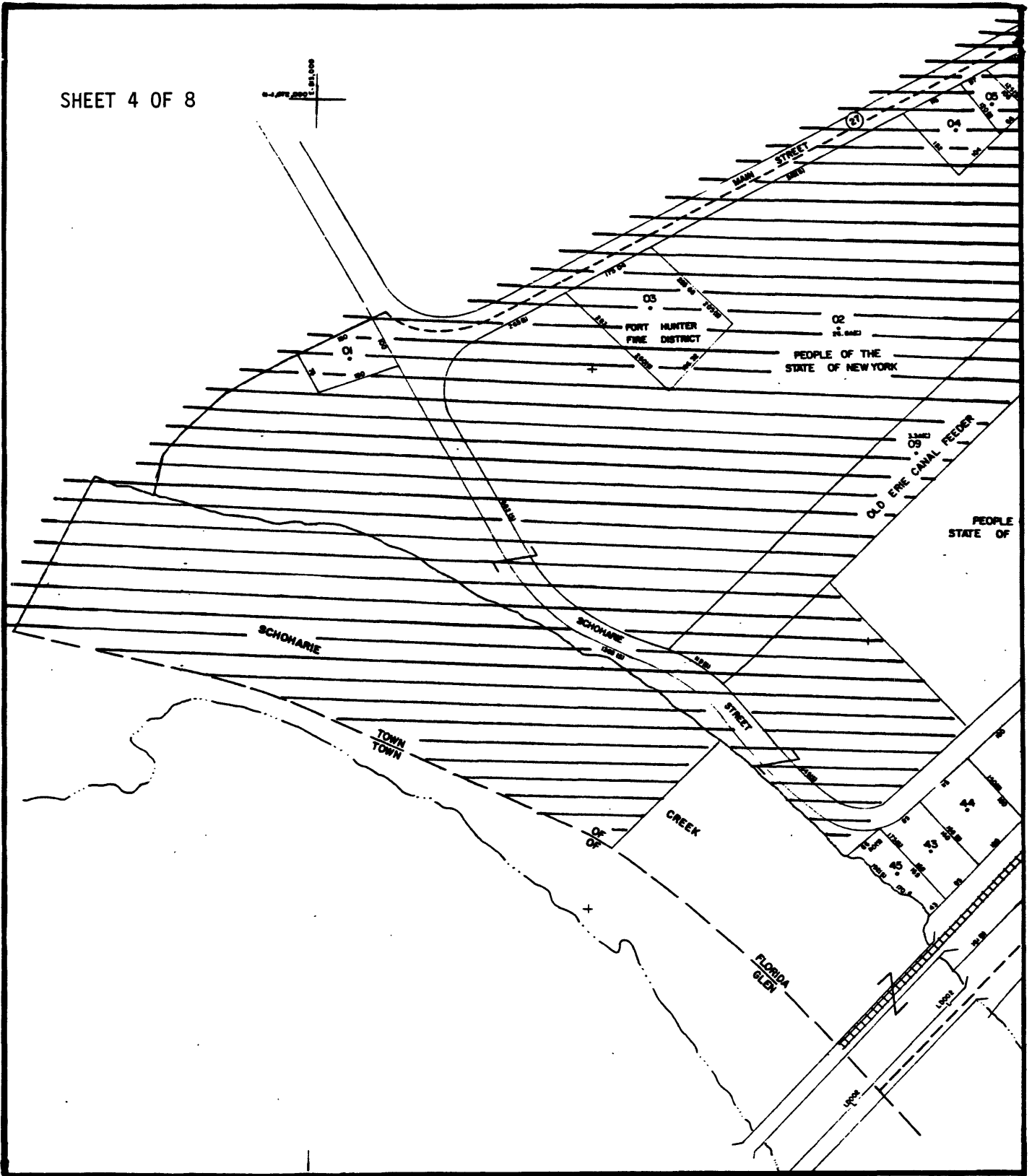
ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 038)



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 038)

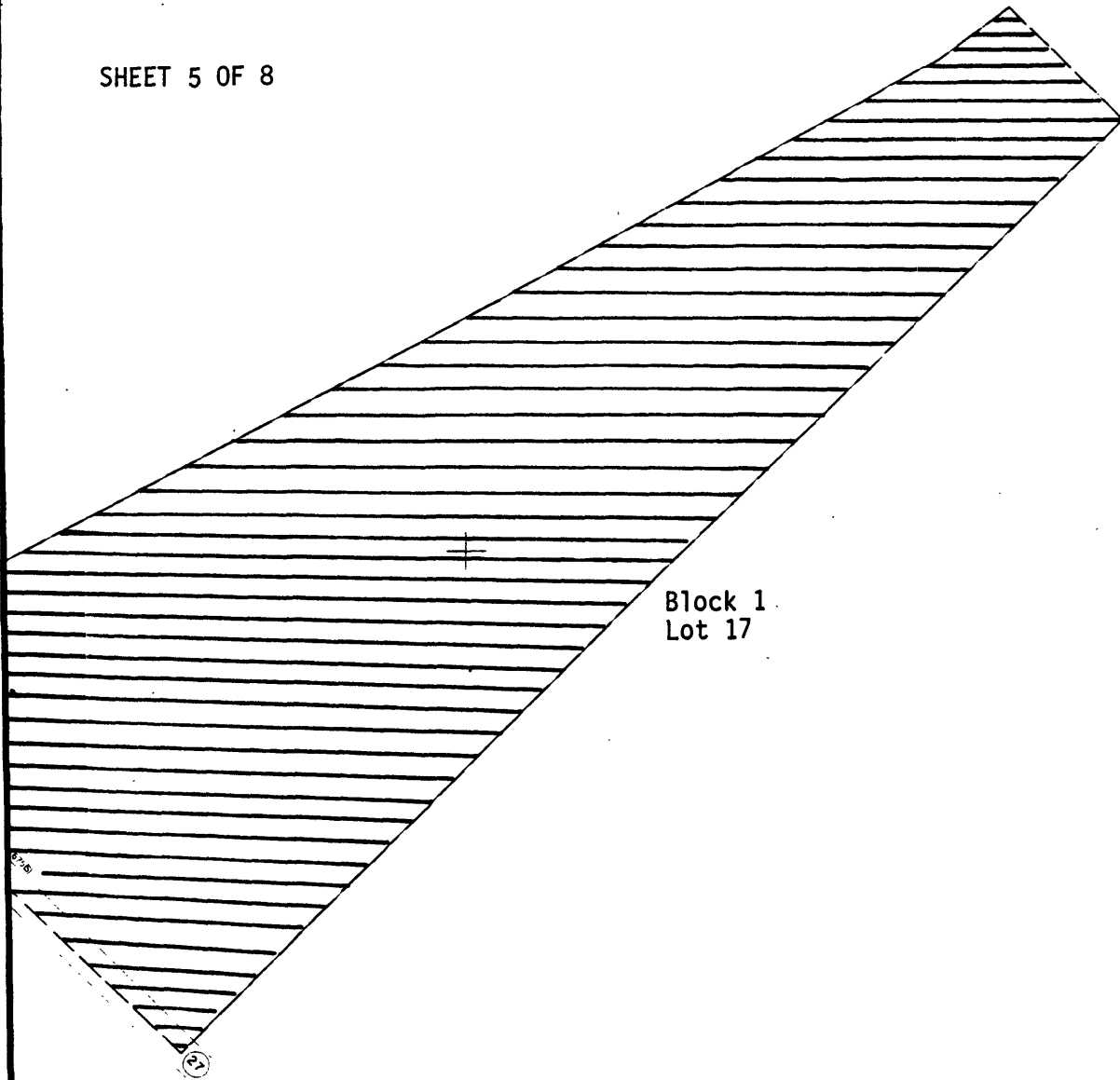


ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
 LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 053.08)



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 053.08)

SHEET 5 OF 8



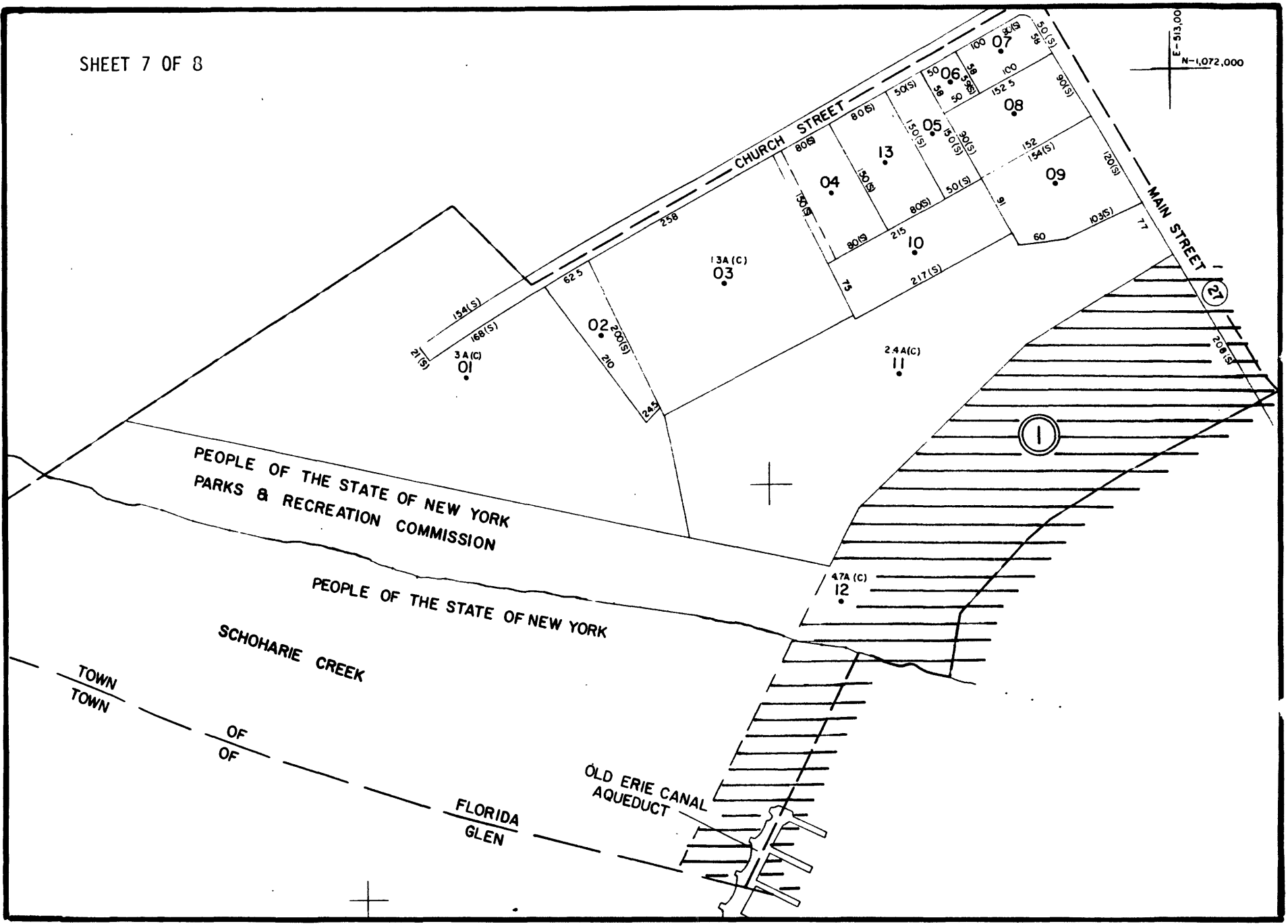
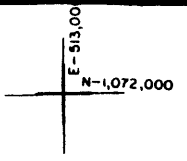
Block 1
Lot 17



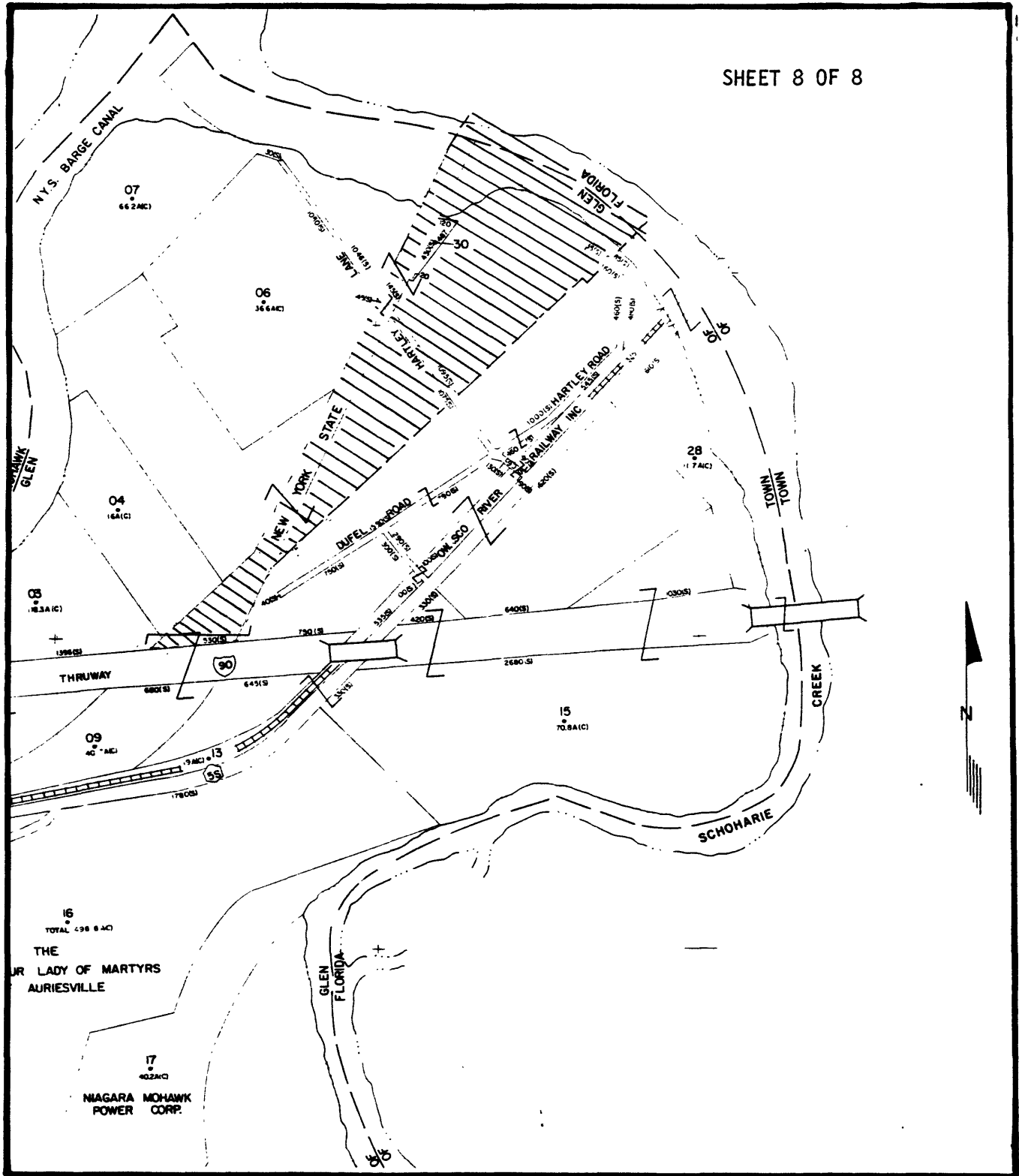
ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 037.20)



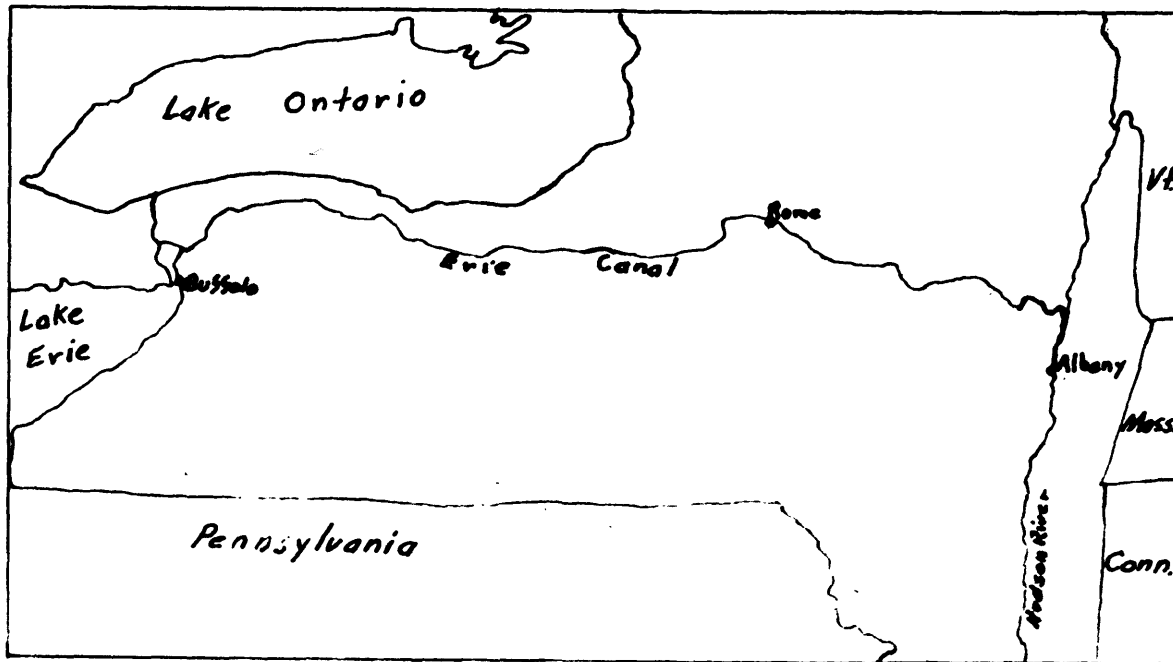
ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Florida tax maps, Section 037.20)



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY. LANDMARK SHOWN AS SHADED AREA
(Source: Town of Florida tax maps, Section 053.07)



ERIE CANAL NATIONAL HISTORIC LANDMARK, GLEN AND FLORIDA, MONTGOMERY CO., NY
LANDMARK SHOWN AS SHADED AREA (Source: Town of Glen tax maps, Section 053)



Adapted from A. F. Harlow, Old Tompkins

Erie Canal