

MINSI TRAILS COUNCIL

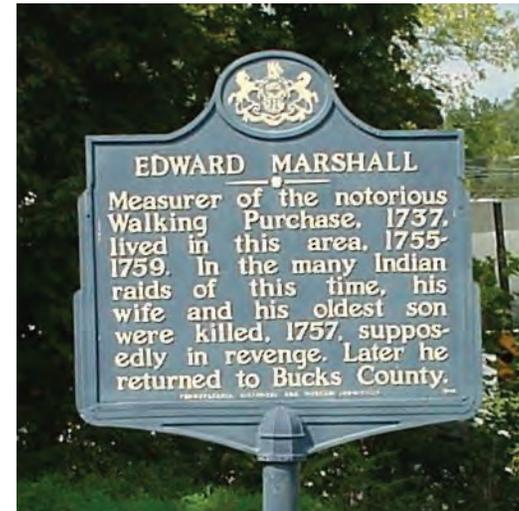
BOY SCOUTS OF AMERICA



THE QUARRIES TRAIL



Plaque on Portland -Columbia Walking Bridge



Historical Marker for Edward Marshall (Portland, PA)

MINSI TRAILS COUNCIL

BOY SCOUTS OF AMERICA



Minsi Trails Council. BSA
PO Box 20624
Lehigh Valley, PA 18002-0624
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HISTORIC TRAILS PROGRAM

10/15/2023 Edition



Portland Walking Bridge

Link to additional information on the Pedestrian Bridge: <http://www.drjtbc.org/bridges/portland-columbia-pedestrian/>



Plaque on Portland Town Hall and Lock Up

HISTORIC TRAILS PROGRAM

This historic trails program was developed by the Minsi Trails Council, Boy Scouts of America to provide additional outdoor program activities as well as an insight into our American heritage. Its purpose is to promote citizenship training and physical fitness. This is accomplished through an exciting hiking program that features recognition for achievement.

In order that we might understand the story of our trails we must go back in time and relive the events that shaped our nation over 250 years ago. Our trail emblem is symbolic of those events in history that played such an important role in our nations development.

Upon examining the emblem we see the profiles of three figures, each symbolic of the people that shaped our land. The Native American is a symbol of our earliest history. The Pioneer represents the hardy men who opened up the frontier and the Continental Soldier is a reminder of the sacrifices endured so that we might be free.

The Liberty Bell was housed in Allentown during the British occupation of Philadelphia and is our National symbol of freedom. The Moravian belfry is representative of the Moravian influence in this area and is symbolic of our religious heritage. The Easton flag was the first stars and stripes flag. It was flown at the reading of the Declaration of Independence in Easton, PA on July 8, 1776.

The trail segments symbolize the various aspects of our early history. The tri-cornered hat is representative of the Colonial period and as such is the symbol of the **Colonial Trail**. The Durham boat represents the extensive use of the canal system of the early nineteenth and twentieth centuries and is a symbol of the **Durham Trail**. The Paschal Lamb of the **Moravian Trail** symbolizes the Moravian influence in our valley. The Peace Pipe of the **Uncas Trail** symbolizes our Native American Heritage and the powderhorn of the **Sullivan Wilderness Trail** is symbolic of the early struggles of our country. The hammer and pick ax symbolize our industrial heritage for the **Industrial Heritage Trail**. The Moravian Star is another symbol of our Moravian cultural heritage and represents the **Nazareth Trail**. The bull's eye is the symbol of the Lehigh Coal and Navigation Co. which owned the Lehigh and Delaware canal and represents the **Towpath Trail**. The ore car represents the **Quarries Trail**. The mountains and the river represent the Delaware Water Gap, the gateway to the Poconos and is the symbol of the **Gateway to the Poconos Trail**.

The trail medal features a bronze medallion suspended from a red, white and blue ribbon. The medallion consists of the three figures on the emblem and also a fourth, that of a Moravian woman. This latter figure is in honor of all the Colonial women and their extensive contributions to our land.

Thus, the emblem and medal are symbolic of the men and women who settled our Country and guided its destiny. We are the inheritors of their dream. As you journey along these trails, may you be inspired with the same love for and devotion to our nation as were our forebearers.

NOTES

Scout's Name:

Hike Leaders:

Unit:

Date of Hike:

Weather:

Number of participants:

Interesting things you saw:

For additional information, contact: Minsi Trails Council, B.S.A.
P.O. Box 20624
Lehigh Valley, PA 18002-0624
(610) 264-8551

Mr. Edward D. Riebman
 Mr. Donald C. Rohrbach
 Mrs. Erika N. Still
 Mr. Ronald R. Strisofsky, Jr. *Eagle Scout BSA Troop 54, Northampton. PA*
 Mr. Richard Szarko. *Eagle Scout. BSA Troop 14. Bethlehem. PA*
 Mr. David Wheeler. *Eagle Scout. BSA Troop 200. Hokendauqua. PA*
 Mr. Larry Zaccaro
 Mrs. Oliver B. Zug, *Historic Bethlehem*
 First United Presbyterian Church, Hokendauqua. PA
 GFWC Nazareth Women's Club
 Hellertown Borough & Emerson Mills, Burgess
 Hugh Moore Park Commission, Easton
 Frank Huth & Son, Inc.
 Ironton Railroad & Thomas Iron Co. Museum, Coplay
 Jacobsburg Environmental Education Center
 Lehigh County Historical Society
 Minsi Trails Council Executive Board
 Monroe County Historical Society, Stroudsburg, PA
 Moravian Church of North America
 Moravian Hall Square Museum & Craft Shop
 Moravian Historical Society
 Moravian Museum of Bethlehem
 Nazareth Business and Professional Woman's Club
 Nazareth Chamber of Commerce
 Nazareth Heritage, Inc.
 Nazareth Lions Club
 Nazareth Lioness Club
 Nazareth Rotary Club
 Northampton County Historical Society
 Old Freemansburg, Assoc., Freemansburg, PA
 Pocono Mountain School District
 Slatebelt Museum, Mount Bethel, PA
 Urban Research & Development Corp.
 Witachsoman Lodge 44 Order of the Arrow
 Woman's Club of Catasauqua, PA

Monroe County Architecture 1737-1979 - C. J. Klofach
Portland Commemorative Book 1976, J. Loyd, E. Kline
Stroudsburg Walking Tour

REQUIREMENTS FOR TRAIL AWARDS

1. Only current registered Scouts BSA, Venturers, Explorers, Unit Leaders, Cadette or older Girl Scouts and Leaders may receive the trail medal. For those groups traveling more than 500 miles, a national tour permit is required.
2. Tiger Cubs, Cub Scouts, Brownies, Junior Girl Scouts and any other individuals who hike the trails may purchase the patches and segments only for which they qualify. Any three of the required five trails for a medal may be completed as a Tiger Cub, Cub Scout, Brownie, or Junior Girl Scout.
3. Awards may be purchased at the Minsi Trails Council Scout Shop. Rockers (depicted on the back cover and shaded for the hike in this pamphlet) are available for each hike. Upon completing the first hike you may also purchase the round center patch.
4. Qualifications for the trail medal is to hike, in full, any five of the Minsi Trails Council, B.S.A., Historic Trails. Trail medals may also be purchased at the Minsi Trails Council Scout Shop.

TRAIL USE GUIDELINES

1. The Scout Oath and Scout Law apply at all times
2. Safety is a major concern. Use proper hiking methods, precautions and common sense (see Scouts BSA Handbook for additional information). Individuals need to check weather and safety conditions prior to hiking the trails. Note that some trails are in hunting areas, please check local hunting dates. Additionally, leaders should be familiar with the [Guide to Safe Scouting \(GSS\)](#) as well as course SCO_800 Hazardous Weather Training, available at my.scouting.org. The BSA also has the S.A.F.E. program which provides a concise checklist for running safe activities: <https://www.scouting.org/health-and-safety/safe/>
3. No trespassing on private property. Respect the rights of others.
4. All the hikes have been prepared as day long hikes. Toilet and overnight facilities have not been provided.
5. Knowledge of basic compass, map reading and hiking procedures is necessary.
6. Scouts are encouraged to be in uniform and carry their current registration cards.
7. Two responsible adults (21 years or older) are necessary for any group of hikers younger than 21. If the group exceeds ten youths, it is recommended that there be an additional adult for every additional five youths. These adults must be current with BSA Youth Protection Training and Pennsylvania ACT 15 requirements. If female youth are hiking at least 1 female leader must be in attendance on the hike as well per BSA guidelines.
8. Trail lunches and a garbage bag to be carried out should be taken with you.
9. Most of the hikes note museums and buildings which may be visited. The hikes, due to time constraints, do not lend themselves to visitations during a hike. Should you want to visit any of the museums or buildings noted, please make arrangements with the appropriate groups prior to your visit.
10. The Historic Trails Committee has attempted to provide areas where parking should be sufficient at both the beginning and end of each trail. Be sure you have sufficient and safe transportation at both the beginning and end of the trails.

THE QUARRIES TRAIL

(Approximately 13 miles)

The quarrying of slate is regarded as Pennsylvania's oldest mineral industry. The first slate produced in the United States was quarried in York County, Pennsylvania in 1734. The second slate quarry to be worked, in Northampton County, is believed to have opened around 1805.

The Northampton County slate belt was only twenty two miles long, and was the greatest slate producing region in Pennsylvania. It produced the best blackboard slate in the world. This was due to the smoothness, uniformity, permanence, and attractiveness of its deposits. The quarrying of slate in Northampton County had its early beginnings in this area in Slateford.

On this hike you will be visiting one of these early quarries, and former slate production and processing sites. You will walk near the vicinity of the Williams' Quarry (believed to be the first quarry in this area). You will be in the vicinity of the first white settlement in this area and will walk alongside the creek that supported not only slate quarries, but also grist and saw mills. Long before this time, however, the banks of these creeks were home to Native Americans.

The first American Indians to set foot in this area did so during the final retreat of the Wisconsin Glacier. Little is known about them. However, archeological findings reveal that the first really successful and populous Amerinds (American Indians) probably lived here between 5000 and 1750 B.C. Archeological findings further indicate a lively exchange of populations, culture and technologies among the peoples of different regions. The Native Americans appear to have lived mostly along rivers. Their settlements were almost always along the shores of streams such as the Slateford and Jacoby Creeks.

When the white man arrived in the seventeenth century, the Lenni Lenape or Delaware Indians inhabited this region. They called themselves Lenni Lenape, the "Original People". The English called them Delaware because they lived along the Delaware River. The Indians lived in towns, had developed a system of social restraints, made good pottery, farmed the land along the river, carved artistic ornaments, and had routed paths suitable for distant travel.

Around 1730, migration from Europe to this part of Northampton County had begun when three brothers, Peter, Charles, and Abraham LaBar followed the Delaware River north from Philadelphia past the area of white

SPONSORS

COLONIAL TRAIL - Kiwanis Club of Allentown
DURHAM TRAIL - Hellertown Lions Club
GATEWAY TO THE POCONOS
INDUSTRIAL TRAIL
MORAVIAN TRAIL - Rotary Club of Bethlehem
NAZARETH TRAIL
QUARRIES TRAIL
SULLIVAN WILDERNESS TRAIL - Kiwanis Club of Stroudsburg
TOWPATH TRAIL
UNCAS TRAIL - Rotary Club of Easton

We wish to thank the following individuals and organizations for their support in launching this Historic Trails Program.

B.S.A. Troop 10, Advent Moravian Church, Bethlehem, PA
B.S.A. Troop 14, St. Matthews Evan. Lutheran Church, Bethlehem, PA
B.S.A. Troop 18, Rosemont Lutheran Church, Bethlehem, PA
B.S.A. Troop 86, United Methodist Church, Stroudsburg, PA
Mr. Craig Bartholomew
Mrs. Patricia Bodes
Mr. Luther W. Bond III, *Eagle Scout, BSA Troop 14, Bethlehem. PA*
Mr. Joe Randolph Brown
Mr. Bernard L. Cohen
Mrs. Elsie Conn
Mr. Daniel W. Damhosl
Mr. Jeremiah B. Downes
Mr. Walter C. Emery, *Historian of Portland*
Mrs. Rosemarie Esher
Mr. & Mrs. Franklin D. Fenstermacher
Mrs. Patricia Fenstermacher
Dr. Daniel K. Gilbert, *former Executive Director of Historic Bethlehem*
Mr. Phillip Hunsberger
Mrs. Evelyn Huth
Mrs. Pamela Kolb
Mr. Louis F. Larsen
Mrs. Janet Mishkin, *Historian, Monroe County Historical Society*
Rev. Charles Owen
Mr. H. Gordon Payrow, *former Mayor of Bethlehem. PA*
Mrs. Joyce Pharo, *Director of Moravian Museum*
Donna & Carl Raub
Dr. Richard Richardson, Jr.
Lynn & Ken Rogers

1968-1975 HISTORIC TRAILS COMMITTEE

Gerald C. Still - Trails Coordinator
Gordon Conn - Asst. Trails Coordinator
James L. Turnbach
John Maxwell - Council Executive
Charles C. Kropp - Asst. Trails Coordinator
Frank J. Bauer
Charles Derr
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Paul R. Davis, Jr.- Council Executive.
Walter F. Williams - Council Chairman
Richard C. Bennett - Program Director

settlements. They surveyed the country and decided to build a cabin “three quarters of a mile from the river on an elevated spot”. It is believed that the original cabin was located in the hills of present day Slateford. The brothers also made friends with their only neighbors, the Native Americans, and treated them fairly.

It was around this time in history when land purchases were taking place between the Indians and the white settlers that the infamous Walking Purchase of 1737 occurred. The settlers used an underhanded method that claimed much more territory than the Indians had been led to expect. This land purchase changed the mood between the Indians and the colonists and forced the Indians out of their living areas and their favorite hunting grounds. By the end of the eighteenth century they had completely moved out of the Delaware River Valley. One of the “walkers” of the land purchase of 1737, was Edward Marshall. He later lived in Portland.

START OF TRAIL

- **The trail starts at the National Park Drive parking area.**
- **Exit the parking lot at the southern end and turn right onto National Park Drive, proceed 0.2 of a mile SWW until you reach the gate marked Residence. Per the National Park Service, you are allowed to walk up the road through the gate, as this is part of the National Park.**



- **Take a bearing of 300 degrees and continue through the gate on the double road for approximately 0.15 of a mile to a narrow unpaved road on the right (opposite a corn bin).**
- **The house and outbuildings in the area are private property, so please be respectful.**

Special thanks to Scouts BSA Troops 2019 & 5209, Easton, PA for their assistance in this 2023 refresh of The Quarries Trail.

- Follow the unpaved road and keep bearing to the left for approximately 0.3 of a mile to ...



Slateford Farm

Slateford Farm

In 1790 this tract of land was purchased by Samuel Pipher, an independent farmer of German descent. For 70 years the Pipher family tended this land. It is believed that Samuel Pipher built the little cabin (*on the right as you enter the clearing*) around 1800. Samuel's son Peter built the spring house (1827) and the large farmhouse or *Main House* in 1833 (incorporating the latest "Federal style" design in some of the detail). The other outbuildings - the wood shed, and the slate shanty were added by later owners.

From 1868 to 1873, the *New York and Delaware Slate Company* owned the property, quarrying slate for roofing shingles, blackboards, tombstones and sidewalks. Following the quarrying operations, the property was owned by absentee landlords and occupied by tenant farmers for the next hundred years.

The farm has been part of the National Park Service since 1972 when the tract was named "Slateford Farm" out of respect for local history. (*Please note: The Main House is open in the summer except during renovations. The Park Service recommends that visitors exploring the surrounding grounds away from the main buildings wear brightly colored clothing during hunting season - late September through December.*)

- **Find the information marker on Slate Production. Take a bearing of 85 degrees and follow the trail to the old slate quarry.**
- **Return to the front porch of the Main House, take a bearing of 230 degrees, walk past an old barn/garage foundation and follow this**

MINSI TRAILS COUNCIL HISTORIC TRAILS COMMITTEE

2022-2023 HISTORIC TRAILS COMMITTEE

Matthew M. Woodruff - Trails Coordinator
 Arnold F. Traupman - Activities Committee Chairperson
 Darren S. Woodruff
 Richard D. Christ - Council Executive

1998 -1999 HISTORIC TRAILS COMMITTEE

Gerald S. Still - Trails Coordinator
 Harry M. Bodes
 Barbara L. Brown
 Nicholas N. Brown
 Ed Erickson
 Wayne E. Gross
 James Haycock
 Elwood Johnson

1975 -1993 HISTORIC TRAILS COMMITTEE

Gerald C. Still - Trails Coordinator
 Harry M. Bodes - Asst. Trails Coordinator
 W. Gordon Conn - Asst. Trails Coordinator
 Gerard Bassett
 Wayne Gross
 James Haycock
 Elwood Johnson
 Charles C. Kropp
 Lance Metz
 Richard Peters
 James L. Turnbach
 Clement Banys - Council Executive
 Charles Chase - Director. Support Service
 B. Daniel Dillard - Program Director
 Martin Walsh - Program Director

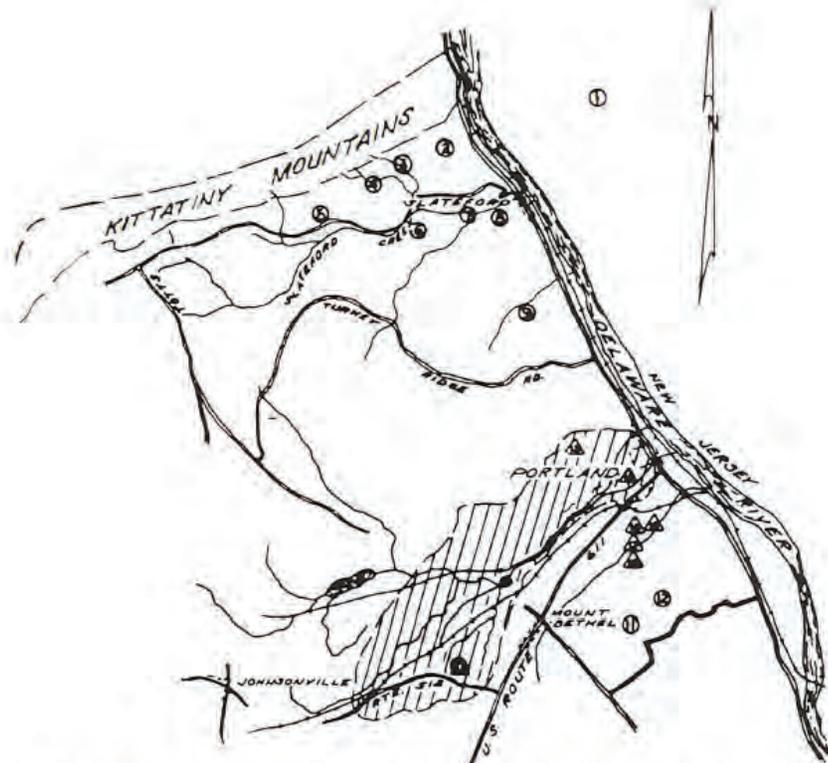
unpaved road, bearing to the left at the fork of the road, for 0.3 of a mile back to the paved double road. Please note: As you pass the barn foundation begin to count off 125 feet, you may like to check out the hand pump and fountain on the right side of the road.

- Turn left and return to the gate (approximately 0.3 of a mile).
- At the gate turn right onto National Park Drive and proceed in a northwesterly direction for about 3.0 miles then turn left onto Totts Gap Road. Note: The three LaBar brothers originally cut the road through Totts Gap so they could carry their grain by pack horse to the mill in Stroudsburg.
- Remain on Totts Gap Rd. for approx. 1.0 mile. At the fork of the road bear left onto Million Dollar Highway.

The Million Dollar Highway was a government project of the early 1900's connecting Mount Bethel and Totts Gap. It was no cost to the local people. They said, it was worth "a million dollars" to have a real road, and that it would have probably also cost a million dollars to build, thus the name "Million Dollar Highway."

- Walk approximately 2.5 miles to the railroad tracks on the right (Please note: These Norfolk Southern tracks are in active use every day). On the left is the:

Mount Bethel Fens Preserve. In this calcareous fens or wetland preserve can be found unique plant life such as Nodding Lady's Tresses, Grass of Parnaces, and unusual rushes and sedges because of the underlying rock of high lime content.



- | | |
|------------------------------|---------------------|
| 1. OLD JERSEY (EVANS) QUARRY | 13. SHUMAKER QUARRY |
| 2. UNKNOWN (NAME) | 14. KELLER QUARRY |
| 3. WASHINGTON BROWN QUARRY | 15. MILLER QUARRY |
| 4. UNKNOWN (NAME) | 16. " " |
| 5. EMERY PIPHER QUARRY | 17. " " |
| 6. SNOWDON (PENNYN) QUARRY | 18. " " |
| 7. WILLIAMS QUARRY | |
| 8. FRYE QUARRY | |
| 9. NORTHARDON QUARRY | |
| 10. MT. BETHEL QUARRY | |
| 11. PHILLIPS QUARRY | |
| 12. MILLER QUARRY | |

GEOLOGIC MAP
PORTLAND, PA. & VICINITY

- SLATE QUARRY
- △ LIME QUARRY
- GLACIAL SAND & GRAVEL



Mount Bethel Fens Preserve

- Continue on Jacoby Creek Road for 0.7 of a mile to a stop sign. Take an immediate left across the bridge onto Middle Village Road and then a right turn onto Boulder Drive continuing 0.4 of a mile to the Portland stop sign.

The little creek that winds across both sides of the road is Jacoby Creek (formerly Jacobus Creek). This gentle, little creek was a natural source of water power for the early mills. At one time it powered two sawmills, four grist mills, three slate factories and one foundry.

- At the stop sign turn right onto the State Street bridge

On the right, in the creek and on the far bank are the remains of the **J. Emery Grist Mill (1778)**. Stand in the middle of the bridge to look at the remains of the old grist mill. If you look closely you will spot the stairs leading down to the remains of the foundation.



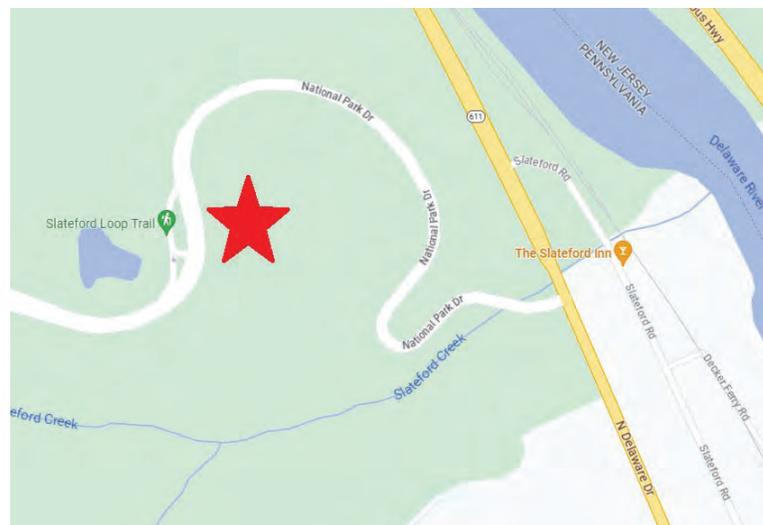
J. Emery Grist Mill Ruins

On the downstream side of the present bridge was formerly located a dam for operating a saw mill. It was destroyed during a heavy rain in the late 1880's.

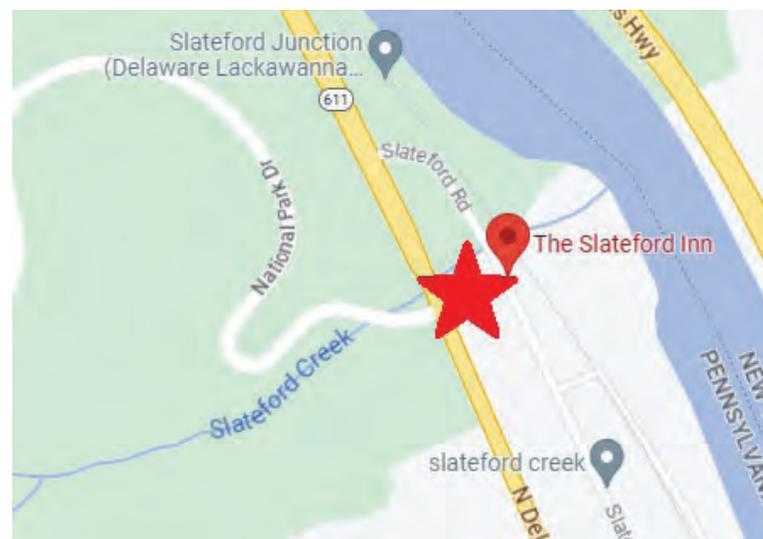
- Cross to the other side of the street on the bridge and look back at Jacoby Street at a reading of 25 degrees look for the...

Oldest House in Portland which was a stagecoach stop and tavern and dates to early 1800's. It is house number 206.

Approximately 13 miles

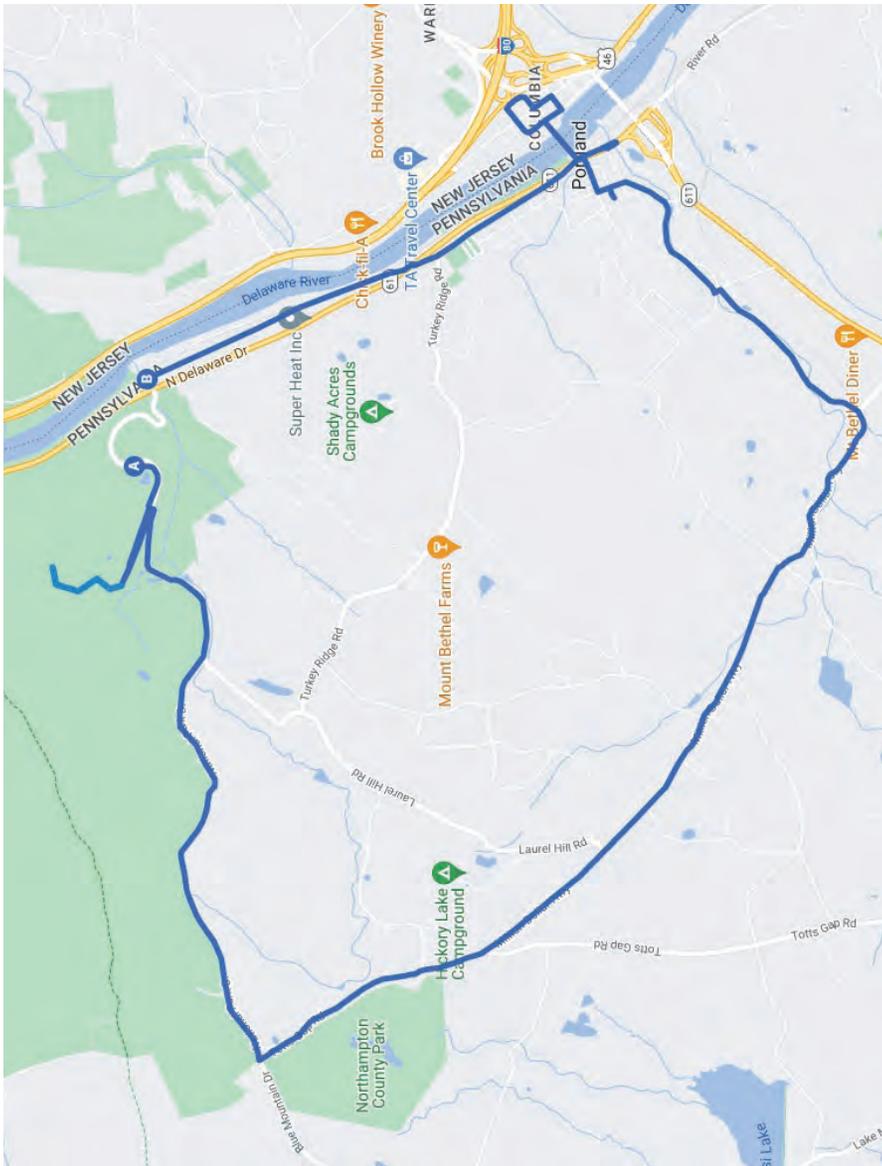


Start of Trail - 1300 National Park Dr. Bangor, PA 18013



End of Trail - 667 Slateford Rd, Mt. Bethel, PA 18343

THE QUARRIES TRAIL



Oldest House in Portland

Portland (incorporated as a borough in 1876)

In the late 1700's the area that is now Portland was known as Dill's Ferry, so named for Henry Dill who ran a ferry and owned a log tavern. On an 1851 map, what is now Portland was also known as New Market and Hibbertown.

The town was once a booming industrial area, quarrying and processing limestone and slate, and the lumber that came down the Delaware River. In the 1800's Portland was the junction point of three railroad lines. Not only did they transport lumber, slate and coal, but by 1882, twelve passenger trains stopped daily at the Delaware, Lackawanna and Western railroad station. Boasting a slate quarry, cigar factory, saw mills, a grist mill, lime quarries, and two tanneries, Portland's commerce faded with the close of the quarries in the 1930's.

- **Turn left in an easterly direction onto State Street, and walk two blocks to Pennsylvania Ave. Proceed up the hill and turn left at Division St and continue to...**

Old Portland School House

The date on the Portland School cornerstone is _____. The school-house now serves as Portland's municipal building.



Old Portland Schoolhouse

- **Return to Pennsylvania Ave. and turn left up the hill and continue to Main Street. Turn right and walk down the hill towards look on the right for the Schoolhouse of the 1860's (Uphill from the Methodist Church - now Refiner's Fire Ministry)... and then proceed diagonally across the street to...**



Town Hall and Lock-up

The Town Hall (1877) and the **Lock-up** (look for the jail on the lower side of the building)

- **At the bottom of the hill (Route 611) turn right.**

At the southwest corner of Main and Route 611 stands the former Portland House (1890) and what was Frederick Duckloe & Bros. Furniture, begun in 1857. Renowned for its excellent Windsor chairs, and its manufacture of re-

Start of The Quarries Trail: Prior to the closure of Route 611 due to landslides, the trail started and ended at the National Park Drive parking area.

Currently, in 2023, with a portion of National Park Drive closed due to the landslide conditions, the trail still begins at the parking area. However, to get to it, you must approach from the west. From 611, turn left onto Turkey Ridge Road, and then right onto Laurel Hill Road, and then right onto National Park Drive (a stone road in that section). Proceed over the bridge and when you get to the open clearing continue towards the right. You will eventually come to some concrete barricades, but on the left is an entrance sign for the parking lot on the left. 1300 National Park Dr. Bangor, PA 18013.



End of The Quarries Trail: Again, due to landslides, the end of the trail has been relocated temporarily to the area near the Slateford Inn. There is plenty of street parking available here, along with a parking lot.

To view an online version of the map on the following page please [click here](#).

You may also open the online map using this QR Code:



Please note: There are some limitations with Google maps. While the online map is fairly accurate, it only can trace roads / mapped walking paths. Use it as a guide, but it's not 100% accurate.

Slate

The first slate quarry in the Portland / Slateford area and the second in the United States was the Williams Quarry. It is believed to have been established as early as 1805. The industry started in the early 1800's.

The Slateford quarries consisted of eight soft slate quarries. These quarries were all located within one mile of Slateford. The slate was shipped from Slateford by either raft, boat or railroad. Products of this type of slate included roofing slate, blackboard, electrical slate, sanitary and structural materials.

The Portland Group of quarries consisted of four hard slate quarries. Products of these were roofing slate, grave vaults, slate flagging, fence posts and school slates. From this area the industry then moved toward Bangor and Pen Argyl during the next fifty years, as well as, the Flicksville and Belfast areas.

During the latter part of the 1800's, Pennsylvania (more specifically the "slatebelt" of Northampton County) became the leading producer of slate in the nation, a distinction held until the 1900's.

Limestone

The earliest use of limestone found in this area was for building stone and for lime. The first settlers opened small quarries where they obtained the stone for their own use. The farmers would quarry and burn lime for mortar or for fertilizing the fields. The limestone in this area was also used for crushed stone and construction.

Commercial lime operations started in Portland as early as 1830 (located in the southern end of the borough). For many years the lime produced in Portland was shipped to the anthracite region (Scranton). The operations were closed about 1921-1922.

Glacial Sand and Gravel

Workable deposits of glacial sands and gravels are comparatively few in Northampton County except in the vicinity of the Delaware River. The most extensive are the kame deposits along the Jacoby Creek west and north of Mount Bethel. It is here that thick, poorly stratified and sorted deposits of sand, gravel, cobbles and boulders occur. The final products are used for road construction and building materials.

productions for museums, including Independence Hall and the Smithsonian).

- **Start walking to the end of the block.**

*As you are walking note the site of the **Fulmer's and Wise's Tanneries**, on the right started in 1861 (now an empty lot) - "Although it gave employment to many, it was not only unsightly but it gave off an unpleasant odor".*

- **At the end of the block continue 0.1 of a mile in southerly direction at approx. 160 degrees to the intersection of PA 611 and Hester Street...**

HISTORIC MARKER

"Edward Marshall, measurer of the notorious Walking Purchase of 1713, lived in this area from _____ to _____. He later returned to _____ County."

Look across the street (Route 611)... along the Jacoby Creek was the site of one of a number of former sawmills (now Portland Steel).

- **Turn around and head north (at approx. 330 degrees) to the Portland / Columbia footbridge (across from Duckloe Bros. Furniture Showroom).**

On the right before the bridge are the railroad tracks of the former Delaware, Lackawanna and Western Railroad (1865) nicknamed "Delay, Linger and Wait". These railroad tracks, now owned by the Norfolk Southern, are in active service. Every day tank cars of chemicals make a round trip from East Stroudsburg to Portland. The former depot known as Columbia Station has been converted into storefronts, many of which are under renovation.



Portland Covered Bridge - 1855

HISTORIC PLAQUE

“The present footbridge is the site of the Portland Covered Bridge. The last of the covered bridges that once spanned the Delaware River was erected _____ and was destroyed by the flood of _____.”

Portland Covered Bridge (now the Portland / Columbia footbridge)

The bridge, of the Burr Truss type, believed to be the longest existing span of its kind in the United States, was 775 feet long, 18 feet wide, and cost about \$40,000 to construct. One of the primary uses of the toll bridge in the early days was the movement of livestock to Portland railyards from New Jersey. No more than 15 head of cattle, sheep or pigs were permitted to cross at one time, for the running could cause the bridge to sway dangerously. One of the most interesting examples of livestock passage occurred when a circus crossed the bridge. The elephant came to the entrance, backed off, and swam across the river.



Portland Covered Bridge

With the advent of the automobile, travel increased to such an extent, that the bridge was termed a “gold mine”. The toll rates were: 25 cents one way and 40 cents round trip for touring cars, and 2 cents each way for pedestrians and horseback riders. For the farmer driving animals across the bridge the fare was, 20 cents one way and 40 cents round trip for a double team. Wheelbarrows and express wagons were charged 4 cents each way. A man, wife and family crossed for 50 cents a month, while storekeepers and coalmen passed for 20 cents a round trip. The only thing that crossed the bridge free was a baby carriage.

- **Using the footbridge, cross over the Delaware River into the village of Columbia, New Jersey.**



Ruins of Slateford Union Church

Adjacent to the ruins stands a former School House (1899) (now a private residence), and next to that, the original *Kittatinny Slate* company store, also known as the *Sigafuss store and post office* (1845) (now a private residence).

- **Proceed 0.1 of a mile further, and look for...**

The **Decker Ferry Rd.** which leads to the river was the former site of the Decker’s Ferry Landing. It was built to ferry slate from Evans’ Quarry in New Jersey to the railroad on the Pennsylvania side.

- **Continue 0.1 of a mile to...**

The site of the original Slateford Hotel of the 1860’s (now the Slateford Inn) which was gutted by fire in the 1980’s. The present inn was built on the old hotel foundation.

Across the street from the Slateford Hotel (at what is now an empty lot on the west side of the street) is the site of the **Kittatinny Slate Factory**, a three-story building capable of producing 240,000 slates a year.

Also note on the right, the railroad bridge that spans the Slateford Creek. About one half mile up the creek is the Williams Quarry site, believed to be the oldest quarry in the area.

On the far side of the railroad bed in the vicinity of what is now Route 611 was located the original school house.

END OF TRAIL

the next twenty years Slateford had acquired Decker's Ferry, a Delaware, Lackawanna & Western railroad depot (Slateford Station), about twenty more residences, a blacksmith shop, a school house (located across from what was to be the Slateford Hotel), a saloon, a post office and a store.

By the late 1870's Slateford had grown even more. It now also had the Union Church and cemetery, the Slateford Hotel, a confectionery store and a lock-up (jail). Two sets of Delaware, Lackawanna & Western railroad tracks ran through Slateford, one track, at what is now Route 611, the other, alongside the Delaware River. This track, owned by Norfolk Southern, is still in operation. It is believed that the LaBar brothers' original cabin was located somewhere in the hills west of Slateford.

- **From Route 611 follow the old highway (Slateford Rd.) for 0.3 of a mile to the...**



Railroad Cut-off Bridge

Delaware, Lackawanna & Western Railroad Cut-off Bridge This bridge, constructed in 1911 with its seven handsome arches was the largest concrete bridge in the world, at the time.

- **After walking 0.5 of a mile more, look on the left (after house #534) for...**

The ruins of the old **Union Church** (*called Union because it was built by three denominations in the 1870's*). Behind the ruins are a few remaining tombstones.



Portland / Columbia Footbridge

Columbia

Formerly a settlement known as Kirkbride, it received its present name of Columbia when a group of Germans under the leadership of Francis Mayerhoff immigrated to this area in 1812 with the intention of manufacturing glass. Mr. Mayerhoff paid \$20,000 for the Columbia frontage "that had a commanding view of the Delaware River". Within a year Mayerhoff had not only put the glassworks and tempering ovens into operation and established a stamping mill for pulverizing clay, but had also laid out the town of Columbia and bought the ferry operating on the Pennsylvania shore.

The glassworks which produced primarily window glass, enjoyed a quick prosperity. By 1817, Columbia had a post office, a grocery store, a tavern, and four hotels.

In time, however, the local sand proved to be unsatisfactory and by 1825, Mayerhoff lost his fortune in Columbia and was forced to suspend glassblowing. After that, the business changed hands a number of times. By the 1870's the Columbia Glassworks was no longer standing and the present private dwelling was located on the property. The construction of Highway I-80 in the 1950's reduced Columbia to its present size.

- **Take a right turn onto Washington St. and walk about 200 feet to a metal fence.**

Evidence suggest that the ***Columbia Glassworks*** was located in this village block.

- **Facing the river shore you can see a small cove.**

This cove was used as a landing point for the Durham boats which hauled sand and supplies used for glass-making. (Note: These were the Durham boats used to ferry Washington's troops in 1776. You can learn more about the Durham boats by hiking *The Durham Trail* - another one of the historic trail hikes.)

- **Continue on Washington St.**
- **Turn left onto Locust St. and proceed 1 block in a northeast direction.**
- **Turn left onto Decatur St. and at the SE corner of Green and Decatur Streets...**

Note the **“Stone House” or Parsonage** which is the oldest building in the village.



Oldest House in Columbia

- **Turn right onto Green St.**

The Civil War cemetery and the former **Methodist Episcopal Church** built in 1840.



Former Methodist Episcopal Church - 1840

- **Continue onto Church St. and follow that around until it becomes Columbia St.**
- **Cross over Decatur Street (Columbia St. becomes Washington St.)**

Facing the river... you will see the former landing of Dill's Ferry which connected with Portland.

- **Proceed eastward about 225 feet down the block towards the foot-bridge...**

On the north side of the street is the site of the early Columbia Hotel (now a rest home).

- **Return to the footbridge and cross back over the river to Portland.**
- **Cross Route 611 and continue north uphill on Delaware Ave. (the former State Highway) for 0.5 of a mile On the west side of the street before the cemetery look for...**

HISTORIC MARKER

“Portland was named by _____ of Portland, Maine.

- **Proceed for 0.25 of a mile and cross Route 611 to...**

HISTORIC MARKER

“Some of the quarries and slate factories in this vicinity were operated until _____”.

Slateford

The village of Slateford, (sometimes referred to as *Slate Port*), is situated on what were the premises of the *Kittatinny Slate Company* (originally the Pennsylvania Slate Company, incorporated in 1808).

At that time the company owned 227 acres of land immediately below the Delaware Water Gap, bordering the Delaware River for about 3/4 of a mile. It was here that James M. Porter, president of the company, built six or eight houses for the workmen, a superintendent's house, a barn, a store house, a wagon house and a slate factory. This was the beginning of Slateford.

In the mid-1840's, slate was being extensively quarried in the hills behind Slateford, which caused the village to grow considerably so that within