

# MINSI TRAILS COUNCIL

BOY SCOUTS OF AMERICA



SPONSORED BY:  
THE ROTARY CLUB OF EASTON



# THE UNCAS TRAIL



**Bethlehem Steel Blast Furnaces - 2023**



**View of Lock 42 - 2023**

# MINSI TRAILS COUNCIL

BOY SCOUTS OF AMERICA



Minsi Trails Council. BSA  
PO Box 20624  
Lehigh Valley, PA 18002-0624  
(610) 264-8551

## HISTORIC TRAILS PROGRAM

7/1/2023 Edition



## 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.  
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Mr. Edward D. Riebman  
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 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](http://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 UNCAS TRAIL

(Approximately 13 miles)

There is a grave of an Indian in the Old Moravian burying ground at Bethlehem. On the tombstone is the inscription "In Memory of Tschoop, a Mohican Indian". Legend tells us that this Indian was also known as Uncas and that James Fenimore Cooper, hearing of his exemplary career immortalized him in the "Last of the Mohicans". It is from this legend that the Order of the Arrow, the Brotherhood of Scout Honor Campers, chose Uncas as their main character in their ceremonies and rituals.

The Uncas Trail is a Bicentennial Project of the Witauchsoman Lodge #44, Order of the Arrow and extends from Uncas' grave to historic Easton. If you desire, you may then continue by canoe down the Delaware River to the former Treasure Island Scout Camp where in 1915 the Order of the Arrow was founded by Dr. E. Urner Goodman and Carroll A. Edson. This trail takes you from Bethlehem along the canal to Easton. It is in Easton at the Forks of the Delaware that the Indians held their Pow Wows and conferences. It is also in Easton that one of the first public readings of the Declaration of Independence took place. At Lafayette College, also in Easton, the National Scout Fraternity, Alpha Phi Omega, was founded in 1924 (*This is not on the trail*).

## Start of Trail

- **The trail starts in downtown Bethlehem on West Market Street, between Main and New Streets**

Immediately east of 55 West Market Street is an old cemetery. This Moravian cemetery known as God's Acre was used as a burial place from 1742 to 1910. Before entering the cemetery look for:

## HISTORIC MARKER

The site was selected and consecrated by Count von Zinzendorf. Only flat gravestones were permitted. Here are the graves of persons of \_\_\_\_\_ nationalities and races.

- **Enter the cemetery by the gate on the northwest corner.**
- **Proceed south along the paved path to the first paved path heading east. Go east to the seventh marker on the north side of the path. Here is the grave stone marked as follows:**

## 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  
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Mrs. Patricia Bodes  
Mr. Luther W. Bond III, *Eagle Scout, BSA Troop 14, Bethlehem. PA*  
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Mr. Walter C. Emery, *Historian of Portland*  
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Mrs. Patricia Fenstermacher  
Dr. Daniel K. Gilbert, *former Executive Director of Historic Bethlehem*  
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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  
Charles C. Kropp - Asst. Trails Coordinator  
Frank J. Bauer  
Charles Derr  
William Hissam. Jr.  
Lance Metz  
Paul R. Davis, Jr.- Council Executive.  
Walter F. Williams - Council Chairman  
Richard C. Bennett - Program Director



**Tschoop Grave Marker**

***“In memory of Tschoop, a Mohican Indian who, on April 16, 1742 received the name of \_\_\_\_\_. One of the first fruits of the Mission of Shekomeko and a remarkable instance of the power of Divine Grace, whereby he became a distinguished teacher among his nation. He departed this life in full assurance of faith at Bethlehem, August 21, 1746. There shall he one fold and one shepherd. John x:16 “***

Neither relics nor legends indicate that what is now Northampton County was inhabited by human beings more than a thousand years ago, or about 700 years before the white man appeared here. Around 1000 A.D. an invasion of the land that is now Eastern Pennsylvania took place from the far west. The people that spear-headed this invasion were the Lenni Lenape or Delaware Indians. The main body of the Lenni Lenape nation that moved into the Delaware Valley consisted of three groups or clans. The Munsee, or Wolf Clan controlled the Delaware Valley north of the Blue Mountains. The Unalachtigo, or Turkey Clan, sometimes identified as the Nanticokes, occupied the land around Delaware Bay. The Unami, or Turtle Clan, the core of the Lenape nation, whose chief was regarded as king of the Lenapes, occupied the region between the other two tribes.

The totem symbol of the Unamis, the turtle or tortoise, had a special religious meaning. It was regarded as the symbol of life, of the earth, and of the origin of things. The name Lenni Lenape is said to mean the “real” or “original” people. Indeed many tribes and nations of the whole Algonquin race of American Indians, to which the Lenape belonged, regarded them as grandfathers of the race. It is said that no less than 40 tribes held the Lenape in this high regard.

Special thanks to Scouts BSA Troops 143 and 158, Hackettstown, NJ for their assistance in this 2023 refresh of the Uncas Trail.

Practically all of the Algonquin nation, under general leadership of the Unami, kept peace with each other. The Munsees who inhabited the Delaware Valley north of the Blue Mountains were the most warlike of the Lenape tribes. They did not follow the Unami's peaceful mode of life.

The Munsees had their own special wolf sub-clan. These were called the Minsi, from whence comes the name Minisink, the "Place of the Minsi." Minisink was thus the name given to the lands on both sides of the Delaware River north of the water-gap, 10 to 15 miles north of Easton. The Munsee tribe became one of the most hostile of all Indian groups against the white man. The shameful Walking Purchase of 1734 cheated the Munsees out of their Minisink lands. That affair left them bitterly hostile toward all the English.

- **Return through the gate to West Market Street. On W. Market St. turn immediately left and proceed for 180 feet to a:**

#### **HISTORIC MARKER**

John Heckewelder was a famed Indian Missionary and interpretive author of works on \_\_\_\_\_.

- **Proceed south along the narrow Heckewelder Plaza to where it intersects with what is West Church Street.**
- **Cross W. Church St. and go west to Main Street Follow Main St. west (bearing left) past Moravian University and cross the bridge over the Monocacy Creek. Cross Spring and W. Lehigh Street, staying on the left side of the street proceed south (180 degrees) to a bridge (River St Bridge)**

*Along the way to the left is a Victorian building originally built by the Central Railroad Company of New Jersey (now the Wooden Match Grill). The Bethlehem station was originally built by the Lehigh and Susquehanna Railroad (L&S) in 1868, and the CNJ leased the L&S in 1871 to compete with the Lehigh Valley Railroad (whose tracks ran on the southern side of the river) and whose station is now owned by St. Luke's Hospital.*

## **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**

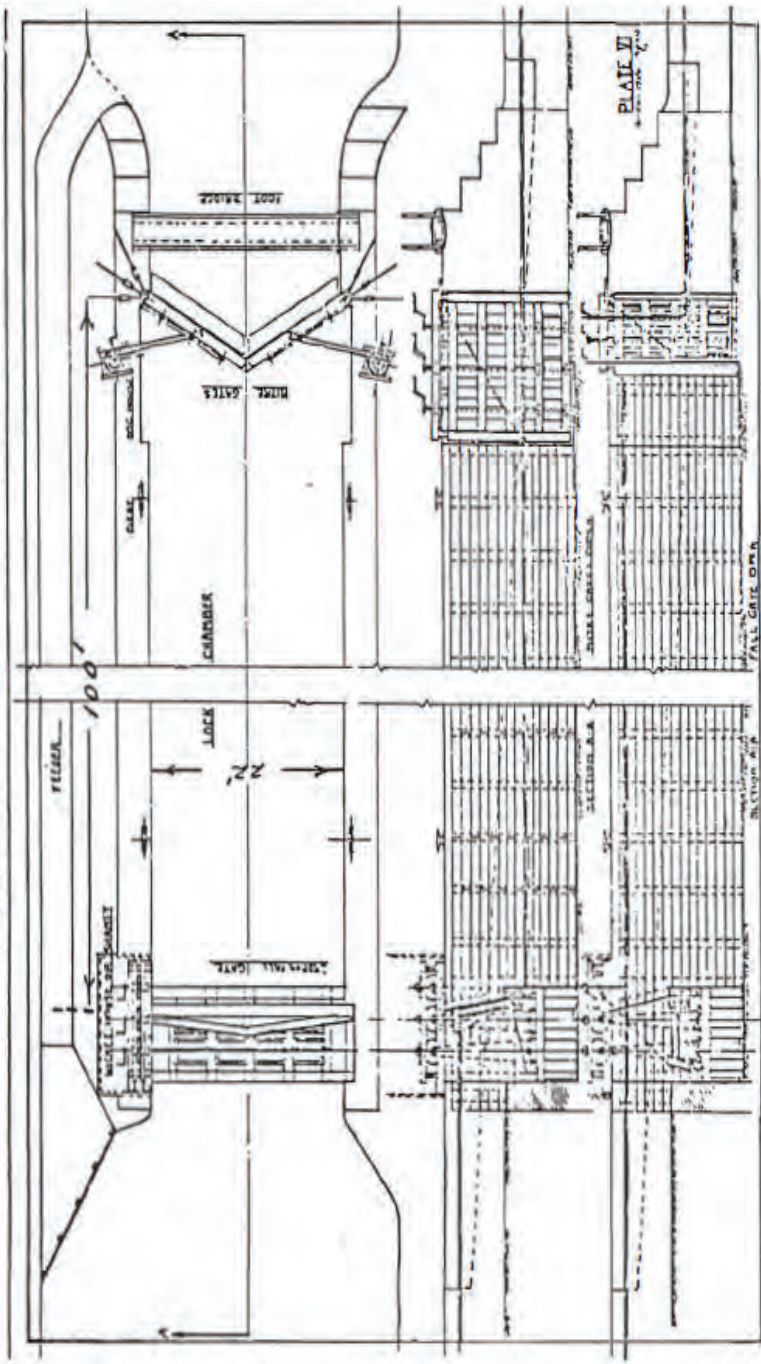
Gerald S. Still - Trails Coordinator  
Harry M. Bodes  
Barbara L. Brown  
Nicholas N. Brown  
Ed Erickson  
Wayne E. Gross  
James Haycock  
Elwood Johnson  
James L. Turnbach  
John Maxwell - Council Executive

### **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



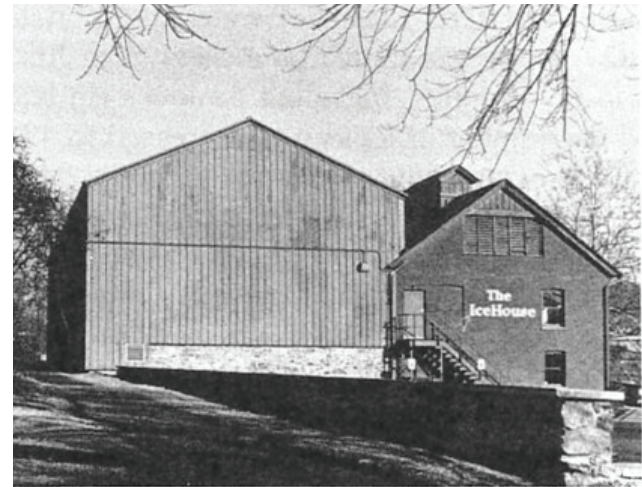
TYPICAL LEHIGH CANAL LIFT & OUTLET LOCK



The Depot - 1856

- Continue across the bridge, you are now crossing the Lehigh Canal. Continue down the steps onto a path heading east at a reading of 100 degrees.

Note the building on your right was an old icehouse, now a theater. To the far right paralleling the canal is the Lehigh River.



Ice House - 1832

During the time of Uncas, the Lehigh Canal was not yet even thought of, let alone used. The Lehigh River used to be called the West Branch of the Delaware and also Lechau-wekink (Indian meaning "there are forks in the stream").

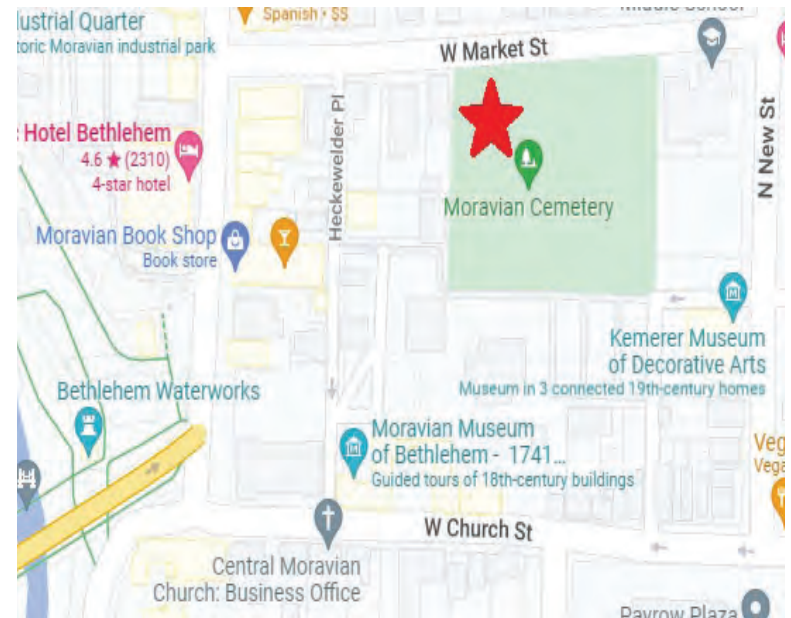
It was up and down this river and others that Uncas and his people traveled to the Moravian settlement to help with the farming or to show his friendship in other ways.

In 1731, a miller named Philip Ginder was hunting for a millstone about 30 miles northwest of Allentown. He found a stone for his mill but also some hard black rock. He found that it would burn. It was anthracite (hard coal), or called stone coal during the colonial period. The next year Jacob Weiss formed the Lehigh Coal Mine Company and purchased coal land. Next he needed a market and some method to get it there. In 1806, 200 to 300 bushels of this anthracite coal were shipped to Philadelphia on a log raft measuring about 16'x20'. This was floated down the Lehigh and Delaware Rivers. No one was interested in this new product. The War of 1812 suddenly brought about a sudden interest in coal since England cut off our supply of coal. Pennsylvania acted again to improve the navigation on the Lehigh River. In 1820, Josiah White shipped 365 tons of coal to Philadelphia. The shipments increased and the next year 1,073 tons went to market. In 1825, 28,393 tons went to market on this Lehigh River navigation system.

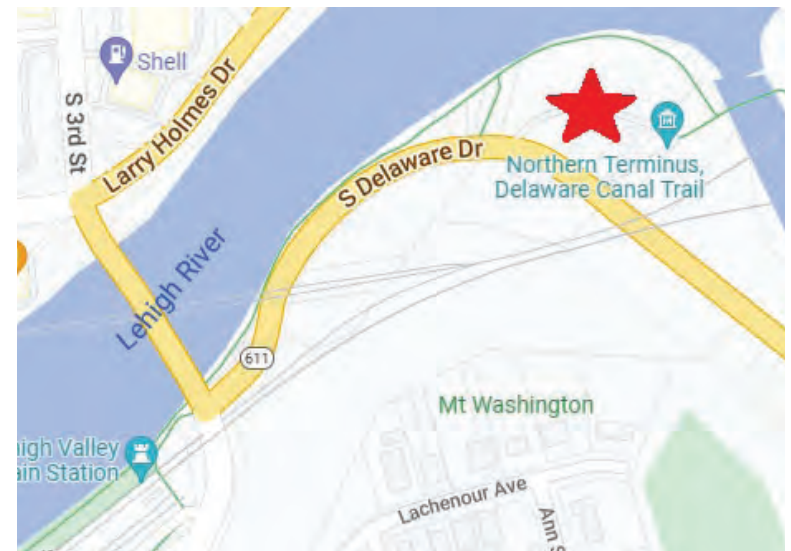
Up until this time, the coal was shipped on rafts. The men could construct a raft in 45 minutes. Since navigation was downstream only, the rafts were sold for dwelling lumber in Philadelphia - and the men had to walk or ride back to the coal mines above Allentown. Because of increased demand for products from this area, a faster and safer means of water transportation was needed. In the summer of 1827, work was started on a canal from Jim Thorpe to Easton. The distance was to be 46 miles, including 52 locks (in later years when the canal was improved the number of locks was decreased to 49) and dropping 353 feet. The earth moving equipment was simple - scoops pulled by a horse or mule, picks, shovels, and wheelbarrow. In less than 2 years the canal was finished and opened for navigation. The estimated costs came to less than \$800,000. Three years later, in 1832, the connecting Delaware Canal from Easton to Philadelphia was completed. In 1831 a connection was made at Easton to cross the Delaware and enter the Morris Canal in Phillipsburg and proceed to Jersey City and New York City. In 1833, one year after both canals were completed and used together, the coal tonnage rose to 123,000 tons. In 1855; 1,275,050 tons of coal were shipped. The lock lifts varied from two to thirteen feet.

As of 1847 canal mileage in the United States was as follows: Pennsylvania ranking first with 978 miles, New York - 943, Ohio - 864, Indiana - 206, Maryland - 180, Virginia - 178, New Jersey - 148, Illinois - 114, Massachusetts - 101, and others total 4,089 miles. There were 20 states with canals. The canal mileage after 1847 continued to increase with Pennsylvania always ahead, completing over 1,000 miles of canals.

## Approximately 13 miles

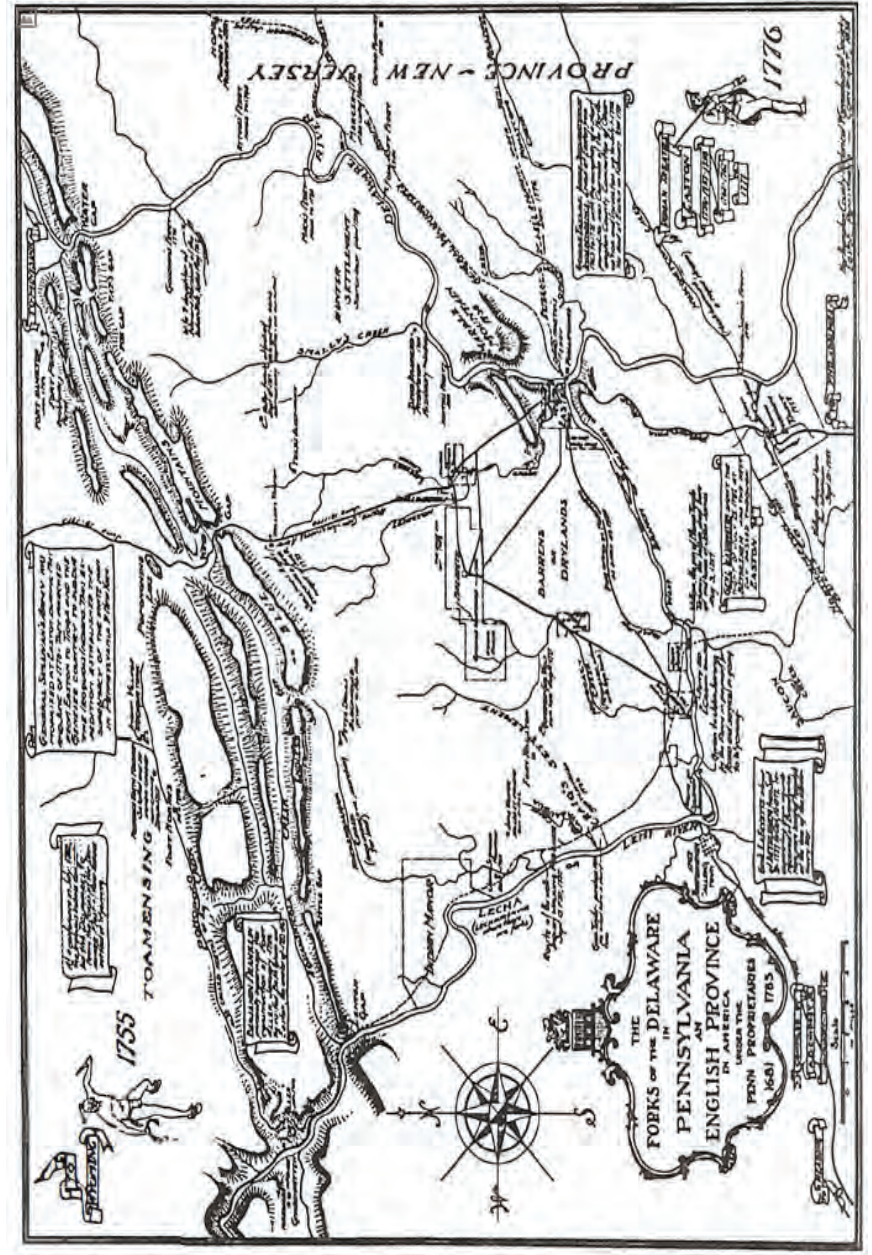
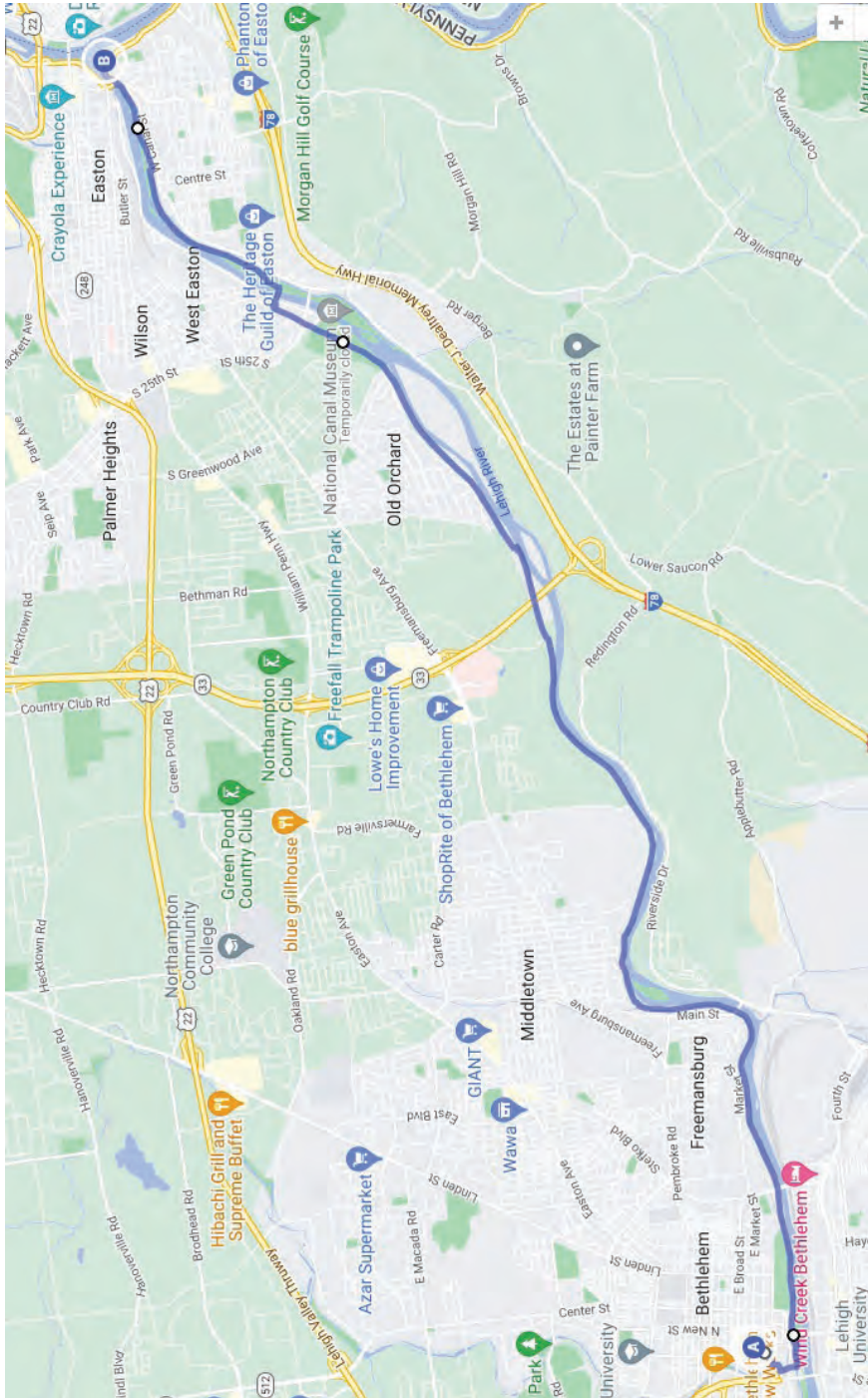


**Start of Trail - 55 W. Market St, Bethlehem PA 18015**



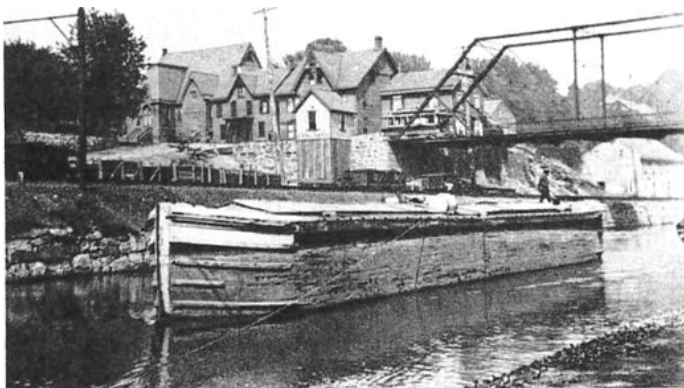
**End of Trail - 220 S. Delaware Dr, Easton PA 18042**

# THE UNCAS TRAIL



Boat crews usually consisted of generally two people, the captain and mule driver. Often this was a family operation - the children being the mule drivers, generally starting at age 6. Often when a boy reached the age of 15, he might have his own boat and team of 1,2 or 3 mules, generally there would be 2 mules. The boating season was from the end of March until early in December when the canal froze over.

After 1855, the Lehigh Valley Railroad started cutting into the canal's business. However, it was not until 1932, 103 years after it opened, that the canal officially closed down. Even until the mid-1950's, portions of the canal were still used.



**Canal Boat Near Lock #42  
New St. Bridge, Bethlehem**

The first Lock encountered is No. 42 in Bethlehem. This is where the canal crossed over the Monocacy Creek in an aqueduct. *Because of flood control, this aqueduct has been changed. This used to be a typical lock which was 100ft. long and 22ft, wide.*

- **Continue downstream, under the Fahy (the old New St) Bridge.**

The second bridge you go under is the Minsi Trail Bridge. This was the route that the Indians used traveling north. This was called Minsi because it lead to the Minisink Valley - from Port Jervis to the Hudson River at Kingston, N.Y. This was shortened to Minsi.

**Start of Uncas Trail:** In Bethlehem, on West Market St. (between Main St. and New St.) is the old Moravian cemetery on the south side of W. Market St. - 55 W. Market.

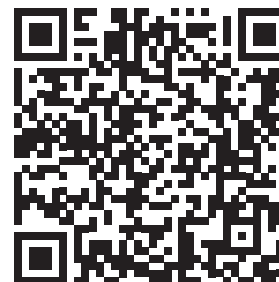
For parking - street parking may be available at the cemetery, otherwise continue east on W. Market St, make a right on N New St, make a right on W Church St and onto Main St. and continue SW to parking area under bridge (Spring Street Parking Lot).

**End of Uncas Trail:** In Easton take Route 611 south to Delaware Canal Park Lock #24 at confluence of Lehigh and Delaware River.

There is a parking lot at the park. 220 S. Delaware Dr.

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.*

**Turn right and you will see an old steel girder bridge.** (*This is the old Glendon Bridge that leads to Glendon and Hugh Moore Park*).

- **Cross this bridge and immediately turn east, downward into a parking area (do not cross the second bridge). Continue east through the parking area** *which is the remains of the old "Glendon iron Works". Note the cinder pits or dumps.*
- **Follow the path downstream to Lock No. 47.** *This is Abbot Street Lock. This is the lock just before the overhead R.R. bridge.*
- **At this point cross over a bridge to Lock No. 47 and continue along the towpath which is still between the river and the canal.**
- **Bear left toward canal immediately after going under the railroad bridge. You will come to Lock No. 48.** *This is the outlet lock where the canal enters into the Lehigh River. Here also, you will see the ruins of a toll house office vault.*
- **Continue east on the path along the river edge which passes under a city street bridge to where the Lehigh River meets the Delaware River (approximately 0.5 of a mile).**

At the confluence of the two rivers look north across the Lehigh. Here was one of the main meeting places of the Lenni Lenape Indians. To the east - across the Delaware River on the far side of a R.R. bridge (at 100 degrees) in Phillipsburg you can see the entrance to the Morris Canal. In 1831 a connection was made at Easton to cross the Delaware River and enter the Morris Canal and proceed on to Jersey City and New York City.

South of the Lehigh River on the west bank of the Delaware River look for the first lock of the Delaware Canal, Lock # 24. Note: Here is a small community park and parking area.

## END OF TRAIL.

*This concludes the hiking requirements for the Uncas Trail and its related patch segments. Another interesting historic trail begins nearby where the Uncas trail ends. Information regarding the Towpath Trail is located in a separate booklet with its own patch segment.*

After crossing under the Minsi Trail Bridge, you come to Lock No. 43. There is a feeder to maintain water level of the canal by this lock.

- **Continue downstream for approximately 1.0 mile to the Borough of Freemansburg.**

After you pass Freemansburg, the canal is no longer completely filled with water. As you pass this point the water entering the canal is from the Nancy Run Creek. Across the creek is a yellowish brown two story building. This was the store for the grist mill that was on the river side of the canal. You can see the ruins of the mill to the right of the path. On the same side beyond the ruins is the reconstructed Mule Barn. Here also is **Lock No. 44** and a stone **lock-tenders house** which dates from 1826.



**Lehigh Canal Lock #44 - Freemansburg - 1826**

- **Continue approximately 1.0 mile further downstream** (*There may be some wash-outs along the way, be careful crossing them*)

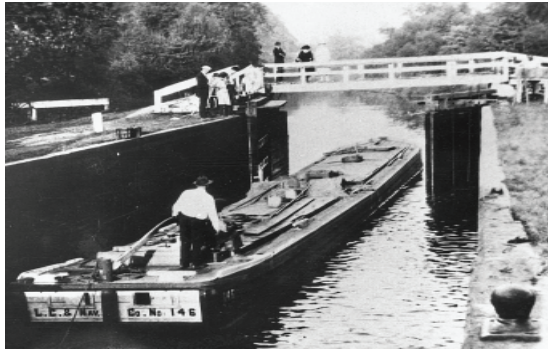
Along the way you will come to a stop gate. This is one of two in the canal system. Look hard for this. The gate lies on the bottom and is raised only in case of emergency - such as a flood. Further down look for a culvert from the river under the canal to a trough or head race on the left side of the canal berm.

- **Further along the trail {approximately 2.0 miles} you will come to Lock No. 45.** (*The walls of the 1826 lock house are visible*).

After 1850, drop gates were installed on the upstream end of the lock, and mitre gates on the downstream end of the lock.

The boats cleared the locks at the rate of one every ten minutes. The working hours of a gate-keeper were from 4 AM to 10 PM. The normal pay for a lock-keeper could be as much as \$100 per month.

- **Continue approximately 1.0 mile to Lock No. 46**



**Canal Boat at Lock # 46**

The canal ends here on the north side of the river. On the downstream side of the lock is a back water channel around Oberly Island. The lock used to be known as Hopes Lock or Gesler Lock. The lock-keeper's house is located directly north of the railroad track - through the overpass. This wooden house was built about 1850. As of 1975, the children of the last lock-keeper still lived here.

- **Further on, where the towpath stops, go up the bank to the left to the old railroad bed and continue downstream.**

At this point the mules would cross on the cribbing to the Chain Dam Island (or Island Park). The mules continued on a towpath on the south side of the island until the southern channel widened. They would then cross on a change bridge (or donkey bridge) to the southern shore. Here is where the canal started again. Since there is no safe method of crossing the river like the mules used to do, we have to follow the abandoned railroad bed.

- **In approximately 2.0 miles you will pass a chain dam and modern fish "passageway" (ladder for shad). At this point, look across the river. The red house is a lock-keeper house, built in 1860.**

- **Continue straight on the old railroad bed, now a path, and bike route through what is Riverview Park, and follow the path straight east, under a bridge till the path ends at a road (Glendon Hill Road).**



Both of these images from the National Canal Museum Collection - <https://canals.org/>