



MARKER I

Barryville's Main Street

1. Life on the Canal: Standing on this spot in 1850, you would have seen canal boats carrying passengers and cargo through Lock 69 of the D&H Canal. On the towpath, children as young as 7 years old led the mule teams that pulled the boats on a 108-mile-long trip from Honesdale, PA to Kingston, NY.

Barryville grew up around the D&H Canal, which served as the hamlet's 19th century "Main Street." Hotels, boarding houses, stores, stables, sawmills, grist mills, boat repair yards and houses of ill repute sprang up to take care of the men, women and children who worked on the canal, and many of the Irish workmen and German stoneworkers who built the canal settled here.

The coal transported from Pennsylvania's Moosic Mountains to the metropolitan markets of New York by way of the D&H Canal powered the Industrial Revolution and helped transform life in America. Much of Route 97, constructed in 1930, is built on the bed of the canal.



2. Carriage House Restaurant: This famous eatery dates back to the 1920s when it was known as Clouse's. During the middle years of the 20th century, as Reber's, it became widely known for its German cuisine and fanciful Bavarian appearance. The concrete lions are replicas of the great stone lions that once flanked the entrance. Under new owners, the refurbished local landmark features fine Hungarian specialties.

AUTOMOBILE AGE

MARKER II

One Room Schoolhouse

3. Barryville Schoolhouse: Built in 1867, this classic one-room schoolhouse is one of the oldest buildings in the area. Some residents of the Town of Highland remember going to kindergarten here in the 1950s. The school house has been re-purposed as the town justice court and polling place.

CANAL ERA



DRIVING TOUR

Across the Barryville-Shohola Bridge, on Route 434, on the left.

18. The Red Caboose Museum: 19th Century railroad memorabilia, Native American artifacts, a Civil War display and baseball lore and artifacts are housed in this diminutive museum, which also features a model train that children can operate. Open Saturdays and Sundays, Memorial Day through Labor Day.

South (towards Port Jervis) approximately 1.6 miles on Route 97.

19. Corwin Farm/National Park Service Station: This fine example of a Vernacular Greek Revival farmhouse was built around 1840. The 4.5 acre property is now operated by the National Park Service and the house is not open to the public, but visitors can view the beautiful laid-stone foundations of the canal-era barn and a remnant of a D&H Canal lock.

North (towards Minisink Ford) along Route 97.

20. Great Shohola Train Wreck: On the Erie Railroad tracks, just opposite the Cedar Rapids restaurant, a train carrying 833 Confederate prisoners of war and 128 Union army guards collided head-on with a coal train on July 15, 1864. Fifty-one prisoners and 17 guards were killed. They were buried in mass graves along the tracks until 1911, when the remains were relocated to Woodlawn National Cemetery in Elmira, NY, where a single stone monument is engraved with their names, Union names facing north and Confederate names south.

21. D&H Canal: Several remaining sections of the canal have been restored to some extent, and this section, maintained by the National Park Service, is a good example. Canal stonework is clearly visible for much of the way along Route 97.

22. Bald Eagle Viewing Area: Near Minisink Ford, Highland Renaissance volunteers have joined forces with The Eagle Institute and the Delaware Highlands Conservancy to create a viewing shelter where visitors can observe American Bald Eagles and learn about the remarkable range of native wildlife along the Delaware River.

23. Minisink Battlefield: On this desolate hilltop on July 22, 1779, a small group of Colonial Militia was routed by a band of Tories and Mohawks under the command of Joseph Brant. The remains of the dead were left strewn on the battlefield for over 40 years until they were finally retrieved and afforded a proper burial in Goshen in 1822.

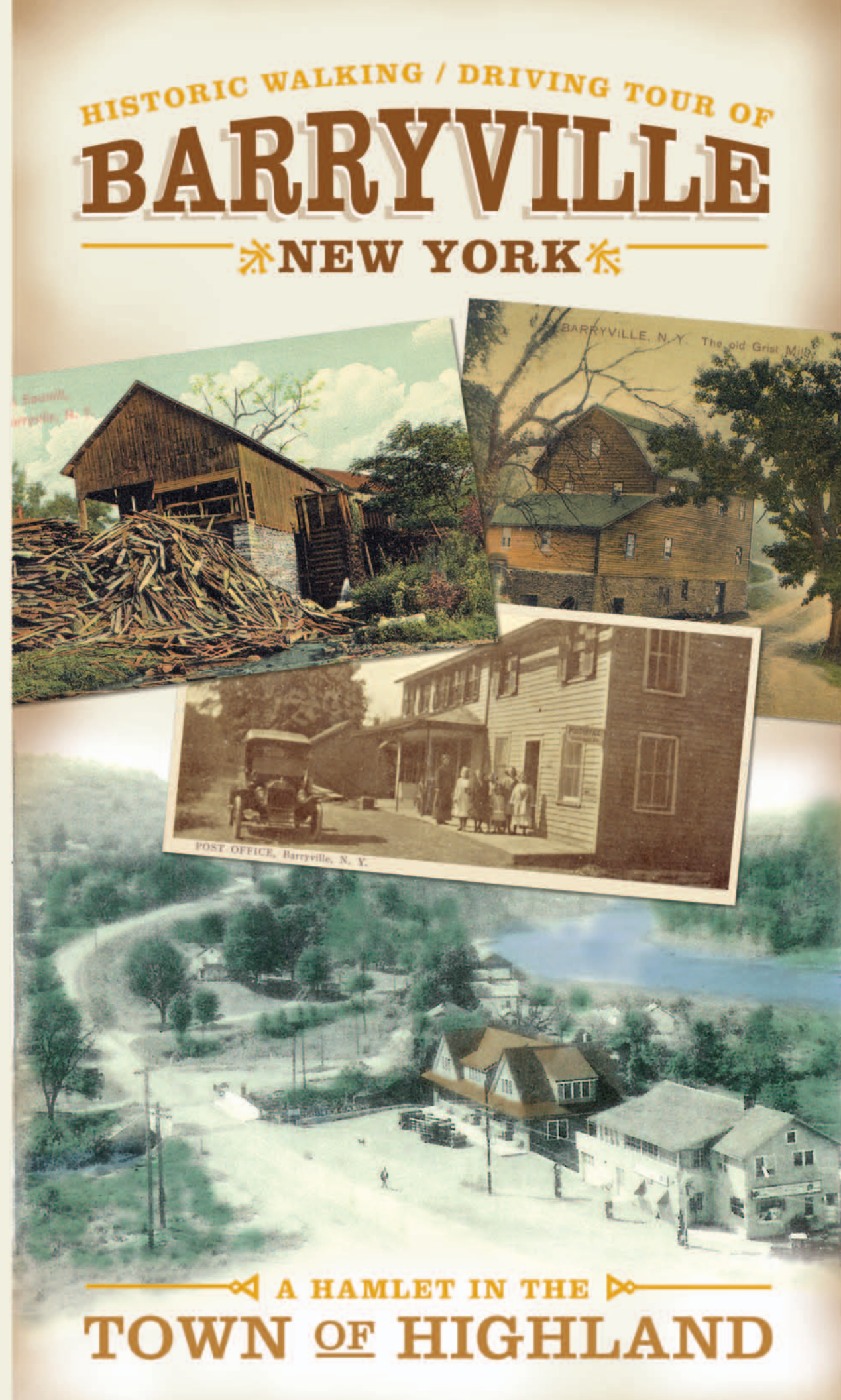
24. Delaware Aqueduct/Roebling Bridge: Engineering legend John A. Roebling pioneered the use of the wire rope suspension technology (which he later used in the Brooklyn Bridge) in designing this structure, which opened in 1848. Following the abandonment of the D&H Canal in 1898, it was converted to a vehicular bridge, and has been restored and is maintained by the National Park Service.

25. Zane Grey Museum, Lackawaxen, PA: Just across the Delaware Aqueduct/Roebling Bridge. The famed western novelist (1872-1939), author of *Riders of the Purple Sage* and *The Last of the Plainsmen*, lived and wrote in this house from 1905 to 1918. The house is now operated as a museum by the National Park Service. Grey's first published work was a 1902 article entitled "A Day on the Delaware."

Nearby is the grave of the Unknown Soldier of the Revolutionary War, a fallen militia man killed at the Battle of Minisink, whose remains were discovered in 1847. The grave is a Pennsylvania Historic Site and is cared for by the Ecker-Haupt Post of the VFW.

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Welcome to Barryville

A Delaware River hamlet founded in 1831, whose landscape bears witness to centuries of American history, including Native American habitation, Colonial frontier life, a groundbreaking feat of engineering and, some say, the Northeast's first vacation destination.



Nearby, the hamlet of Minisink Ford is the site of a tragic Revolutionary War battle. Barryville is even the final resting place for two Confederate soldiers who died in the aftermath of the Great Shohola Train Wreck in 1864.

One of five hamlets that make up the present day Town of Highland, Barryville has preserved a sense of small town life and closeness to nature, while surviving dramatic changes in economic fortune over the space of nearly two centuries.

Barryville's story is intertwined with three transformational developments in transportation technology — canal, railroad, and automobile — that brought waves of change to this area.

First came the Delaware and Hudson (D&H) Canal, one of the engineering marvels of its time. In operation from 1828 to 1898, the canal brought a wave of prosperity. In the late 19th century the canal was supplanted by the Erie Railroad, and the Upper Delaware region was reborn as a resort destination with gracious Victorian hotels and boarding houses. Within a few decades, these were displaced by a new type of roadside architecture — the motor courts, gas stations, night spots and roadside restaurants that sprang up as touring by car transformed the American vacation.

Today, the Upper Delaware Valley is cherished by residents and visitors for its rustic charm and extraordinary natural beauty — especially as a habitat for the American Bald Eagle. The man-made landscape has changed, but if you look carefully, you will find clues to a rich history.

Take the Tour

Follow the roman numerals to major stopping points in the tour. Marker I is located near the gazebo on the south east corner of Route 55 and Route 97. Each marker connects with numbered entries in the text.

Please respect private property as you enjoy the tour.



MARKER III
River Road

The Delaware River is the longest free-flowing river east of the Mississippi. The Native American tribe of Algonquins known as Lenape, or “original people,” were the first to visit the Delaware River valley, perhaps as far back as 11,000 years ago. They called the river “Lenapewiattuck” and fished its waters for shad, which they caught in great quantity. They also were great trout fishermen, and used the bark of the walnut tree to make a paste they would mix in the riffles of the streams that fed into the river. When the trout took this treated water into their gills, it stupefied them and they floated to the surface where they were easily collected. The town of Shohola directly across the river takes its name from a Lenape word meaning “place of peace.”

4. Clouse’s Casino/Riviera Theater: Likely the oldest house on River Road, this three-story Greek Revival farmhouse was built in 1840 as one of several early homesteads in the area. A later addition served first as Clouse’s Casino, a popular place for dining and dancing (not gambling), and in the 1950s and ‘60s as the Riviera Movie Theater. The addition collapsed under an unusually heavy snowfall and was torn down a few years ago. The house is now divided into apartments. One of the farm’s barns was for a number of years Frank’s Diner and is now Until Next Time Antiques; the nearby cottage once served as a butcher shop. *Private.*

CANAL ERA, RAILROAD ERA,
AUTOMOBILE AGE

MARKER IV
Small Town Life

5. Barryville/Shohola Ferry: Native Americans established a crossing here, which was also used by waves of settlers bound for Pennsylvania’s Wyoming Valley in the late 18th century. By the end of the 18th century a crude rope-guided ferry similar to the one pictured was in operation. It remained the only way to reach Shohola (and the Erie Railroad) until a suspension bridge (stop 11) was built in 1856. The ferry was re-activated whenever the suspension bridge was closed for repairs.

PRE-REVOLUTIONARY through CANAL ERA

Tour Map

Marker locations I-VI are shown to the right.

Stops 1-17 are within walking distance; visit stops 18-25 by car.

River Road is approximately 1¼ mile long. Private homes along River Road are not open to the public.



6. Barryville United Methodist Church: The 1902 church on this site burned in 1930 and was rebuilt in 1931. The original 2-story parsonage was torn down in the 1970s, and only the stone steps remain. In the early years Barryville’s Methodists were led by circuit-riding ministers who traveled on horseback to serve several congregations. To the right stood a general store or “mercantile,” and two lots south of that a Baptist church stood from 1859 until around 1910.

RAILROAD ERA, AUTOMOBILE AGE

7. Stone Dyke: The dry stone wall lining the river bank along the south end of River Road was built to protect adjacent properties from flooding after the devastating “Great Pumpkin Flood” of October 1903 and an even worse flood the following spring. It is virtually unchanged in the 100 years since. (Please do not climb down!)

8. River Road Houses: Many of the buildings along River Road date back to the late 19th and early 20th centuries, and reflect the two styles of architecture most common in the United States at that time: Queen Anne and Italianate. Most of the houses are plain in style with little original ornamentation. The abundance of bluestone in the area is evident in the walkways, and much of the ornamental stonework was done by German stone masons descended from those who helped build the D&H Canal. The larger, more detailed homes, including the Queen Anne-style Victorians toward the middle of the block, are generally of later date than the simpler homes. *Private.*

CANAL through RESORT ERA

9. Red Men Hall: America’s oldest fraternity traces its origins to 1765. Originally known as the Sons of Liberty, these patriots hid their identities and worked underground to establish freedom in the Colonies. They patterned themselves after the great Iroquois Confederacy and its democratic governing body. In 1773, Sons of Liberty disguised as Mohawk Indians dumped 342 chests of English tea into Boston Harbor in an event known as the Boston Tea Party. After the War of 1812, the Sons of Liberty changed their name to the Society of Red Men, later known as the Improved Order of Red Men. Barryville’s chapter, Canope Tribe No. 127, was formed in 1888 and named after a legendary local Native American. No trace remains of Red Men Hall, which dated back to at least 1894 and was still standing when the tribe disbanded in 1954, with only seven members. *Private.*

CANAL ERA



MARKER V
Resorts and Boarding Houses

10. The Spring House: The Spring House is a good example of the Sullivan County Clapboard style married with simple Victorian design. The rambling building began its life in the mid-19th century as a farmhouse, and grew addition by addition, opening as a boarding house in 1899. Proprietor George Layman offered guests “an excellent waterfront, well-shaded lawns, and everything conducive to health and comfort.” More than 30 such establishments were operating in Barryville by the end of the 19th century. The building has been meticulously restored by new owners.

RESORT ERA

11. Barryville/Shohola Suspension Bridge: The stone abutments on either side of the river are remnants of a bridge built in 1856 by local contractor Chauncey Thomas. His design was based on hand written notes from famed bridge engineer John A. Roebling, who completed the Delaware Aqueduct on the D&H Canal just a few years earlier. The house at number 48 was for many years the home of the Gardner family, who operated the bridge and collected tolls. The bridge suffered a number of collapses until a center pier was added in 1866, and was used until 1941, when a new bridge was completed down river. That bridge was replaced in 2006.

CANAL ERA through AUTOMOBILE AGE

12. Erie Railroad: On the opposite river bank are the tracks of the Erie and once stood the Shohola depot. The Erie was built in 1848 and the tracks are still used by freight trains today.

RESORT ERA



13. American Bald Eagles: In recent years, the American Bald Eagle has made a spectacular comeback on the shores of the Delaware River. Across the river, two dead trees are used as an eagle perch. Stand quietly for a few minutes and you might see one.

14. The River Market: Originally Eckhart’s Store, the present building replaced an earlier store that was located near the entrance to the Barryville-Shohola Bridge. Known for years as Oelker’s the building has been refurbished as a modern interpretation of a traditional general store. Just across Mail Road to the south, a section of canal wall is remarkably well preserved.

AUTOMOBILE AGE

MARKER VI
An Icon of the Automobile Age

15. The Information Station: One of the first filling stations in the area, this circa 1927 structure is a beautifully preserved example of vintage roadside architecture.

Originally known as Comstock’s Amoco, the eclectic little station combines elements of Spanish Colonial (stucco exterior walls and original, faux terra cotta hipped roof), classical (formal frieze and fluted corner pilasters) and Arts and Crafts (leaded, diamond-patterned sash windows.) Because these original features are intact, the building has enormous charm and presence despite its diminutive size, and its significance lies in its style as well as its role in the early automobile age, the heyday of the Catskill’s colorful history as a resort destination.

Gas stations in particular served a unique role in rural communities, as a gathering place where folks went (in the absence of television, radio or a local newspaper) to find out what was going on in their town, and where visitors stopped first to get directions, information about places to stay and things to do in the area. The station has been refurbished by community volunteers with the help of grants from Sullivan Renaissance and the Sullivan County Legislature’s EDAP Program.

AUTOMOBILE AGE

16. Congregational Church: On the hilltop across Route 97 is the Congregational Church, built in the 1880s. The original church on this site burned down in 1876. The small graveyard on this property is the resting place of brothers John and Michael Johnson, two of the 51 Confederate soldiers killed in the infamous Shohola Train Wreck of July 15, 1864. *Private.*

CANAL ERA

17. Hickory Haven: On the cliff-top behind the Information Station is Hickory Haven which, like the Carriage House, was originally a German-themed establishment. Individual cabins bore names like “Hamburg” and “Berlin.” This is the type of motor court accommodation that replaced resorts like The Spring House as the era of motor touring caught on in the 1920s.

AUTOMOBILE AGE



Proprietor Eddie Wilson pumping gas circa 1940.

