



Deerpark Diary

Town of Deerpark Museum, 1863 School House

Town of Deerpark Historian, P. O. Box 621, Huguenot, New York 12746

Website—1863schoolhouse.org Phone: 845-856-2702

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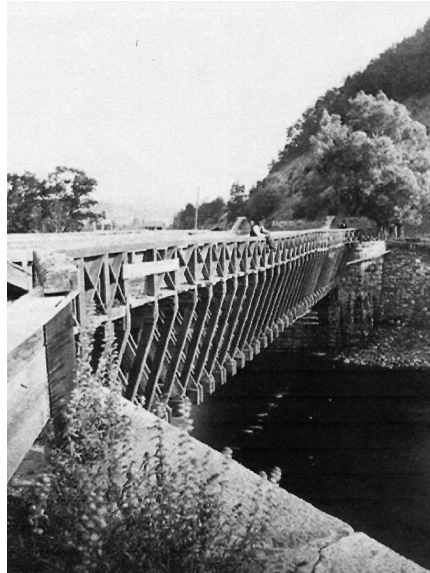
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Then and Now

In the last issue of Deerpark Diary a number of "Then and Now" stories sparked an interest in continuing this theme. The Town of Deerpark Museum has many volumes of old photos used for research projects. It is interesting to look at the photos and try to place the subjects into today's world with current photos. The Hawk's Nest Road, Delaware and Hudson Canal made great transportation changes in Deerpark. Additional articles about people and places have been added to this issue.

Neversink Aqueduct Then

In 1847 John Roebling started preparation of a preliminary estimate of the Neversink Aqueduct. He estimated the cost of a one-span aqueduct at \$25,000 and a two-span structure cost at \$18,500. The 170', center to center, single span proposal was authorized in December 1848.



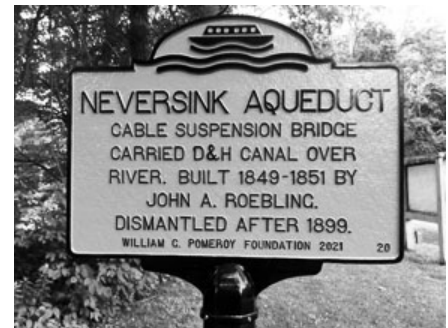
D & H Canal Neversink Aqueduct

Work on the new suspension aqueduct was started in June, 1849, one hundred feet downstream from the old aqueduct. The new bridge was suspended by two 9 1/2 inch cables, consisting of 3,024 wires each. The aqueduct was completed January 1851.

There were locks at both ends of the aqueduct. As boats approached the aqueduct, Lock #52 raised/lowered boats ten feet at Roses Point and Lock #51, known as the Pie Lock, raised/ lowered boats eight feet at Hoag Road. This section of the canal closed in 1898

According to the Tri-State Union, March 13, 1902, "J. E. Ashworth & Son, of Westbrookville, have purchased of the Erie Railroad Co. the old aque-

duct across the Neversink River at Rose's Point. The Messrs. Ashworth have eight men engaged in taking down the structure. Mr. J. E. Ashworth informs The Union that he expects to receive from the aqueduct 100,000 feet of good timber and 50 tons of iron."



Now

Today only the abutments are visible. They have been incorporated into the Orange County D & H Canal Park. In 1969 this section of the closed canal was designated as a National Historic Landmark. A historic marker commemorates the historic significance of the aqueduct and the canal.



*Neversink Aqueduct Abutment
Along the Neversink River*

Electric Hydro-Power Plant Then

After the operation of this section of the Delaware and Hudson Canal ended, the New York State Legislature passed a special act calling for its abandonment in 1900. The abandoned dam and related operations presented an ideal opportunity for a hydropower plant.

In 1902 the Neversink Light and Power Company built a hydropower plant which was headed by Dr. Henry C. MacBrair. He had purchased the rights to the water in the Neversink River, the feeder canal, and a one-mile section of the D & H Canal.



Hydroelectric Power Plant

The Henry Floy Company of New York City was the contractor for building the power plant and making the necessary modification to the existing facilities. A second dam was built across the Neversink River to improve water flow into the feeder. The walls of the former boat basin were raised eight feet to create a power pool. Heavy oaken flood gates controlled the west side of the canal back into the Neversink River.

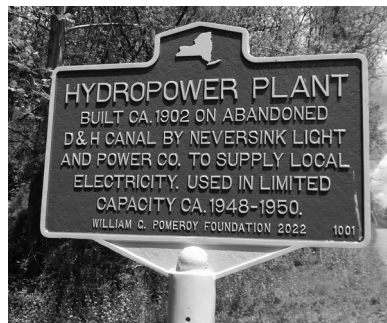
Electricity from this power plant supplied electricity to Deerpark, Port Jervis, Middle-

town, and Monticello for fifty years. The original company was purchased by the Orange County Power Company and Neversink Valley Water Company in 1909. Subsequently it was owned by The Rockland Light and Power Co. which later merged to form Orange and Rockland Utilities. The plant closed ca. 1950.



Now

All of the internal electricity producing equipment was removed from the building. Today the superstructure of the building, located in the Orange County D & H Canal Park, is visible, however inaccessible to visitors. A historic marker on the site provides the history of the plant.



The hydropower plant was acquired by the Orange County Citizens Foundation. The Foundation was founded in 1971 and its major initial project was “to acquire a large tract of land, including a one—mile sections of the D & H Canal near Cuddebackville in the Town of Deerpark, to

be developed as a county park”. Between 1971 and 1978, the Orange County Citizens Foundation acquired 249 acres which created the Orange County D & H Canal Park.

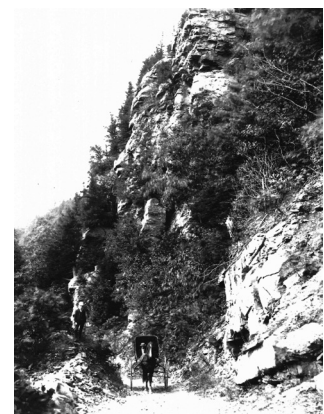
The December 2005 *Deerpark Diary* has extensive articles about the history of the hydropower plant . (Available on the 1863schoolhouse.org website.)

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Hawk’s Nest Then

In 1874 the Delaware and Hudson Canal Company closed the tow path along the Delaware River and below the Hawk’s Nest Mountain to vehicular traffic. Prior to that date residents from Mongaup had a short trip to Bolton Basin (today’s Sparrowbush). The closing of the tow path created a road trip that was nine miles instead of the three mile tow path route.

On August 22, 1874 Mongaup citizens demanded a road from Mongaup to Bolton Basin over the hills running parallel to the D & H Canal. On September 5, 1874 fourteen freeholders decided a road was necessary. James M. Allerton surveyed and laid out plans for the Hawk’s Nest Road.



Road construction began in 1876 with J. R. Patterson and Joseph Van Inwegen, Commissioners of Highways, in charge of construction. Twenty-four Sparrowbush men were hired at \$1.00 per day. The total cost of the road was \$4,000.00 (today's funding—approximately \$120,000.00).

In 1877 the road was passable for travel, however it was only a single lane. There was much discussion when two travelers met going in opposite directions as to which vehicle had to back up. In 1902 because of complaints about the road, improvements were made so that two vehicles could pass each other. Orange County took over maintenance from Deerpark in 1916.

October 14, 1931 there was an announcement that the old single road would be the permanent route between Mongaup and Sparrowbush. Road construction began in 1932 on Route 3-A (present-day Route 97) and was completed in 1936. It officially opened on August 30, 1939.

Now

Today, the Hawk's Nest Road is a fantastic winding road along the cliff side of Hawk's Nest Mountain with breathtaking views overlooking the Delaware River.



In 2015 it was designated as the Number One scenic drive in New York State and Number Two in the entire nation according to *USA Today*. Thousands of tourists, especially motorcyclists, enjoy the ride on the Hawk's Nest Road, especially in the summer and autumn.



It has frequently been used in TV commercials and advertisements (especially ads for automobiles such as Porsche, BMW, Saab, Cadillac and Honda).

In 2016 the Hawk's Nest had a brief, but important role in the hit 3D movie *Dr. Strange* when he has the car accident. It has also been featured in the film "Teenage Mutant Ninja Turtles".

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H. G. Cashdollar Then

Harry Cashdollar, a 1953 Port Jervis High School graduate "hails from Huguenot". His yearbook write-up gives a quick story of his early life in our area.

Harry Cashdollar "SPENDTHRIFT"

Hails from Huguenot . . . masked genius . . . quite conservative . . . Freckles . . . Huguenot Hot Rod . . . silent type . . . always ready for a good argument . . . joker . . . good at math . . . "better late than never" . . . friendly . . . likes machine shop . . . smart . . . good guy . . . car crazy . . . "Silent Harry" . . . Huguenot's little demon.



Port Jervis H. S. Yearbook

According to his obituary, he was a very modest man who came from an ordinary working class family, but who achieved extraordinary accomplishments. After graduating from high school, he joined the U. S. Marines and then continued his education at Tullane University with a B. S. in Physics, followed by a M. S. in Control Theory and Physics from U. C. L. A.



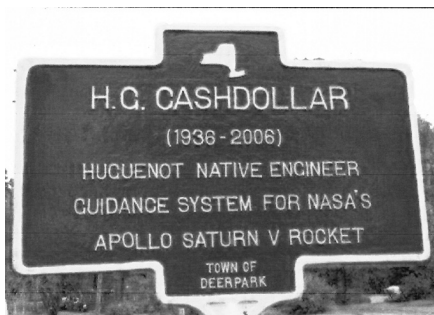
Apollo 11 Launch

He played a major role for our country's memorable Apollo space program as a Senior Engineer and Group Leader of the NASA Saturn V Rocket Program. The Saturn V was a rocket NASA built to send people to the moon. It was the most powerful rocket that had ever flown successfully. The first Saturn V, with Apollo 4 was launched in 1967 without a crew. With each additional launching space explorations progressed until the Saturn V launched the historic Apollo 11 moon landing. The Saturn Rocket V made it possible for astronauts to land on the moon on Apollo 12, 14,

15, 16, and 17. The last Saturn V, launched the Skylab space station into Earth's orbit in 1973.

Now

In 2006, the Town of Deerpark honored Harry Cash-dollar by renaming a street in Huguenot "Cashdollar Drive" and installing a New York State historic marker along the side of the road. A special commemorative program, attended by Deerpark Town officials, family, and friends, was held on that date.



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**Summer Museum
Free Programs
25 Grange Road
Huguenot, NY**

**Dairy Program
Sunday June 2, 2024 at 3:00**



Alex Prizgintas will present a program "Orange County Dairies and their Milk Bottles" at the Town of Deerpark Museum

25 Grange Road, Huguenot, NY.

Milk and its related dairy products hold a nostalgic place in many of our hearts, yet there was a time when pure, healthy milk was rare except on farms. That all changed a little over one hundred-fifty years ago.

Join Alex Prizgintas as he uncovers Orange County's role in the consumer use of milk. Individuals instrumental in this creamy saga, from Erie Railroad station agent Thaddeus Selleck who first shipped milk by rail in 1842 to milk can pioneer Jacob Vail and the early milk bottle user Alexander Campbell. The results of their efforts gave birth to the golden age of local agriculture that fueled over 4,000 farms of all kinds by 1884 and kept dairy farms prospering in the mid-twentieth century. Alex will showcase some of the dairy farms that once populated the Town of Deerpark and Mount Hope regions.

**Queen Esther's Revenge
Sunday July 21, 2024 at 3:00**

Frank Salvati will present a program about Queen Esther of the Senecas at the Town of Deerpark Museum, Grange Road, Huguenot.

Historically, records portray men as Chieftains in Indian society; however women also served in that capacity. Esther Montour, half French/half Seneca, was one of the women Chieftains. Senecas used kinship to organize their society. Extended families, linked through their maternal lines, lived in communal longhouses, giving women equal status.

The Seneca are the largest

of the original Six Nations of Iroquois (Haudenasaunee) Confederacy. Being westernmost of the Six Nations, the Seneca are known as the "Keeper of the Western Door". During the American Revolution they were allied with the British. Because the Seneca were remote from colonial contact; secure in game and corn, they could field 1,000 warriors, equaling the combined strength of the rest of the Iroquois Confederacy.

Queen Esther's son, Gencho, joined the warriors and fought against the Americans. During one of the battles he was killed. When she received the news that her son had been killed by the Americans, Queen Esther vowed, "They will never forget what they have done to me because they will never forget what I'm going to do to them."



Join Frank Salvati to learn how Queen Esther carried out her revenge.

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**Replaces the old "Deerpark
Museum" page.**