



# Deerpark Diary

Town of Deerpark 1863 School House Museum

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

845-856-2702—www.1863schoolhouse.org

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## World War I

This year, 2014, signifies the 100th anniversary of the beginning of the great global conflict known as World War I. The causes were many and the struggle involved every corner of the world. Old rivalries and intense distrust between multi-ethnic groups, yearning for autonomy, were part of a roiling pot of protest throughout Europe. The powder keg was ignited on June 28, 1914, when the Archduke Ferdinand, heir to the throne of Austria-Hungary, was assassinated in Sarajevo, Bosnia. Austria, believing the murder was plotted in Serbia, declared war on July 28th. Russia protested and mobilized her forces. Germany declared war against Russia on August 1. After invading Belgium on August 3, Germany declared war against France. England joined with Russia and France on Aug. 4.

Of the other European countries, Belgium was forced

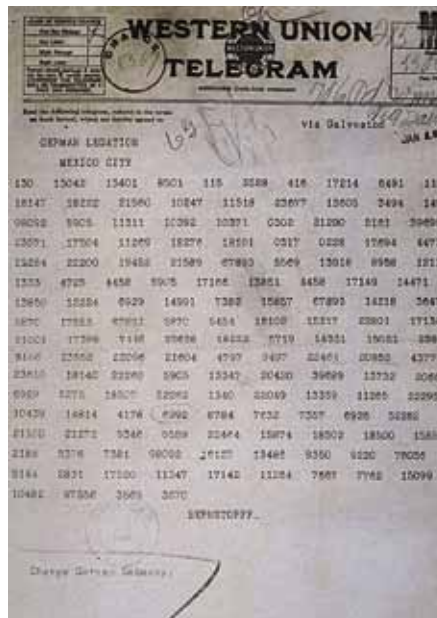
into war to defend her neutrality. Montenegro threw her lot in with Serbia. Italy, Japan, Portugal and finally Rumania joined the Allies, while Turkey and Bulgaria took the side of Austria and Germany.

The United States attempted to remain neutral. In February of 1917, Germany declared unrestricted submarine warfare on all ships entering British coastal waters and sank the passenger ship "The Lusitania." The Zimmermann Note (a diplomatic proposal from Germany to Mexico), which disclosed a plot to provoke Mexico to war against the U.S, led to the severing of diplomatic relations with Germany.

half years in combat, a relatively shorter time than their British and French counterparts. American "doughboys" played pivotal roles in offensives that finally overpowered the German Army in 1918.



France  
World War I Anti-artillery Unit



Zimmermann Telegraph intercepted and decoded by British intelligence, 1917

On April 6, 1917, war was declared. Millions of American men registered for the draft. U.S. troops spent over one and a

World War I signified a ferocity in warfare that had never been seen before with the introduction of new mechanized instruments of destruction: gunboats; cruisers; tanks; submarines; airplanes and airships. Automobiles could bring in supplies faster and motorcycles were more efficient in bearing dispatches. The horrors of trench warfare turned France into a huge no-man's land as clouds of poisonous mustard gas and the discharge of liquid fire scorched the soldiers and earth alike.

In Deerpark, European regional names such as the Balkans, Serbia, Herzegovina, Austria-Hungary, Bosnia, Romania, Montenegro, Macedonia, Bulgaria and Anatolia must have sounded

quite far away and foreign. Now, young people were being asked to go overseas to fight in these exotic sounding places. Deerpark men were asked to fight against Germany, a land that was the home of their fathers and grandfathers.

Emerson Landwehr, born here in Deerpark in 1894 to a German immigrant father, was working for the P.J. Electric Co., when he registered for the draft in 1917. He had been in the National Guard at Whitman, NY, in the medical corp. He was deployed to Europe in June of 1918 until March of 1919. Merville Jenks was born in Cleveland, Ohio. His grandfather immigrated to the U.S. The family moved to Huguenot, where his father Charles, owned the Huguenot Airport and a popular farm stand on Rt. 209. Merville, an Erie trainman, served as a Seaman 2nd Class out of the Brooklyn Naval Yards and at the end of the war had served on a sub-chaser. Lester Predmore, whose father ran a hotel in Cuddebackville, was in the Students Army Corp from 1914-1917.



*C.W. Hagan—World War I Uniform*

Just recently, members of the Hagen Family from Ca-hoonzie, donated a collection of items owned by Charles W. Hagen. We now have photos, uniforms and military items that had belonged to Charles when he served in the National Guard and was deployed to Texas when troubles broke out with Mexico just before WWI. He later served in France. These articles will be on display at our upcoming Open House.



## **Deerpark Transportation Corridor**

### **Land Transportation**

Indians, oxcarts, horse wagons, canal boats, trains, automobiles, eighteen wheelers—what do these have in common? They all traveled along the same route through the Town of Deerpark. This issue of the Deerpark Diary explores the transportation heritage in the Town of Deerpark which dates back to the original inhabitants of our river valley.

### **Old Mine Road**

Although there are no written records, it is believed that the origin of the Old Mine Road was an Indian trail before the Europeans came to America. According to records, the “Old Mine Road” is the first one hundred mile long roadway built in America. The name originated from its use as a road to transport copper sometime during the 1600s from the Pahaquarry Mines in New Jersey to the Hudson River. In the 1690s the early



*Early Settlers—Traveled with oxen*

Dutch and Huguenot families traveled this route from Kingston to settle in this valley. Since that time the road has had many names: the Huguenot Road; the Kingston Road; US6; and US6N. On November 11, 1926 this route was officially approved as US Route 209. This road marks the corridor through which other means of transportation have developed.



*Early 20th Century Travel*

### **D&H Canal**

The Delaware and Hudson Canal paralleled the route of the Old Mine Road. It was built through sparsely settled land. Amazingly, the construction of the 108 mile canal, along with its 108 locks, took less than three years, using hand tools, wheel barrows, black powder and strong backs.

Because the demand for coal alone was not enough to support the operation of the canal, lumber, firewood, tanner's bark, leather and hides, barrel staves

and hoop-poles, ship timbers, slate and other products were transported by the boats. Bluestone was quarried in many areas of Deerpark and shipped on the canal to the Hudson River and from there to New York City for sidewalks. As technology improved and coal was more widely used, it became the primary cargo transported on the canal.



*D & H Canal Repair Boat*

In 1828, when the canal opened, it was the most modern form of transportation. It took about ten days to travel the full length from Honesdale to Kingston. Days were long and hard. Many barges were family operated. The father was the tiller, the mother helped with other chores and the children walked along the towpath with the mule or horse towing the boat.

### **Railroads**

In the late 1800s and early 1900s the Monticello and Port Jervis Railroad followed a similar route as the old Mine Road and the Canal. The railroad started up on January 12, 1871. This was a twenty-four mile "short-line" owned jointly by the Town of Deerpark, Town of Thompson and Forestburgh. The railroad struggled from the very beginning and went through numerous



*P.J.&M. Railway  
Roses Point, Cuddebackville*

bankruptcies and sales. In 1875 it was reorganized as the Port Jervis and Monticello Railroad. In 1886 it was reorganized as the Port Jervis, Monticello and New York Railroad. In 1899 A. E. Godeffroy bought the P.J. & M. & N.Y. and ran it until 1905 when it became part of the O & W. The railroad ceased entirely at midnight, March 19, 1957.



*O & W Repair Crew  
Oakland Valley*

### **River Transportation**

The Town of Deerpark is defined by four rivers: the Delaware River; the Neversink River; the Monguap River and the Basha Kill. The first inhabitants of our valley used dugouts and canoes for the easiest mode of travel along its waterways. Indian villages were established in the river valleys.

Since water is vital for survival, the first Europeans also settled along the river banks. They used the rivers as an easy means of travel and to transport goods. In

later years the rivers were used for commercial purposes.

### **Rafting**

Daniel Skinner had spent time in Philadelphia where hundreds of tall-masted ships were being built. He knew that the virgin forests along the Delaware could supply the timber necessary for the boat building industry. In 1765 he fashioned large timbers together to form the first log raft. He fastened an oar at each end of the raft and with the help of a man named Cudosh successfully shipped the cargo down the Delaware River to Philadelphia.

Word of his success spread quickly. Logging camps and lumber mills sprang up all along the Delaware River. In the Sparrowbush area, during the winter, logs were cut and stacked at Jerry's Eddy and Caskey's Eddy. In the spring the logs were lashed together to make rafts to float to the boat building yards in Philadelphia.



*Rafting Logs  
Delaware River*

Loggers tried to raft timbers down the Neversink River, but the river was too rough. So the loggers marked their timbers, floated them down the river and collected them where the Neversink became navigable, built their rafts and floated them down to Philadelphia.

As time passed other forms of transportation came on the scene.



*Trolley  
from Port Jervis to Sparrowbush*

Trolleys and buses transported people to and from work. Even an airport was built in Huguenot. Recreational rafting and canoeing on the rivers are enjoyed by visitors and residents. Eighteen-wheelers bring goods to our area from all over the world. Transportation has been important to our valley from its earliest days.



*Biplane  
Huguenot Airport*

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### Open House

The Town of Deerpark Museum will have an Open House on Saturday, September 28th from 11:00am-4:00pm at the 1863 Huguenot Schoolhouse, 25 Grange Road, Huguenot, NY and the Neversink Valley Grange Build-

ing, adjacent to the Huguenot 1863 Schoolhouse.

This year marks the beginning of World War I. Memorabilia, photos and uniforms donated to the Museum by members of the Hagan family who have resided in Deerpark since the 1840s, along with an historic time line of the War, will be on display at the Schoolhouse.



*American Major piloting an observation  
balloon near the front—1918*

This year's theme in the Grange Building is transportation. The Town of Deerpark has been the crossroads for the Old Mine Road, the oldest 100 miles road in America, river transportation for the logging industry, the Delaware and Hudson Canal, the Port Jervis & Monticello Railroad (later the O & W RR), the Erie RR and Interstate 84. On display will be a stage coach, D & H Canal artifacts, antique cars and motorcycles, railroad memorabilia, and model railroads. The National Parks Service will have an outdoor D & H Canal exhibit with docents in canal era dress. There will be exhibits about the various modes of transportation from the area.

For information, call 845-754-8070 or 845-856-2702.

## Museum Programs

### History is People and their stories.

This spring members of the Town of Deerpark Museum have been interviewing members of the community about their lives and their memories from the past. A questionnaire is given to each participant to complete prior to scheduling an interview.

The interviews are recorded digitally on audio and video and saved in the Historian's Office so that future generations will be able to learn about life here in the area during the 20th century.

The stories are diverse covering many subjects—railroads, resorts, one-room schools, farming, past and on-going businesses, sporting events, wartime memories (WW II, Korea, Viet Nam) and many more topics of local interest.

If you are interested in participating, please call Norma Schadt or Lynn Burns at the Historian's Office—856-2702.

### Mark Your Calendars John Roebling & Bridges History Program

On Sunday, October 19th, 3:00, Bill Clark and Norma Schadt will present a program about local bridges and John Roebling, master bridge builder, at the Huguenot 1863 Schoolhouse, 25 Grange Road, Huguenot. Original Roebling cable from the 1840 Neversink River bridge will be on display. Free program and refreshments. For information, please call 845-754-8070 or 845-856-2702.