

Upper Delaware

Scenic &
Recreational River



1985

Welcome to the Upper Delaware

A SPECIAL KIND OF RIVER

The Upper Delaware is a very special river, not only because of the beauty and purity of its free flowing stream but also because of the cultural/environmental flavor of the land around it and the unique management plan designed to protect it.

When Congress passed the law creating the Upper Delaware Scenic and Recreational River, a new kind of area — one based on co-operation rather than federal ownership — was envisioned. Most of the land would continue to be privately owned. Management of the valley was to be the joint responsibility of local, state, regional and federal agencies.

Although the plan now calls for the National Park Service (N.P.S.) to own minimal acreage within the approximately 79,000 acre corridor, the N.P.S. does provide services beyond the limits of its own property lines.

Park rangers enforce the law on the river and cooperate with local authorities on the land adjacent to the river. They respond to visitors in distress providing help ranging from first aid to search and rescue.

Park rangers are also stationed at information kiosks located at public boating access sites on both the Pennsylvania and New York shores to answer questions and distribute information to the public. They are on duty at the N.P.S. Information Center/Bookstore, a facility operated in cooperation with Eastern National Park and Monument Association, in the Arts Center Building on Main Street in Narrowsburg. The rangers present programs at public boating accesses, at campgrounds, on the river and at other local sites. These programs are free of charge and open to the public (some require advance reservations). They include canoeing skills and fishing clinics, walking tours of historic areas, guided canoe trips, safety lectures and audiovisual presentations.

In addition, the N.P.S. on the Upper Delaware is involved in such diverse activities as the river ice monitoring program, training sessions for local emergency services agencies and the sponsorship of traveling art exhibitions.

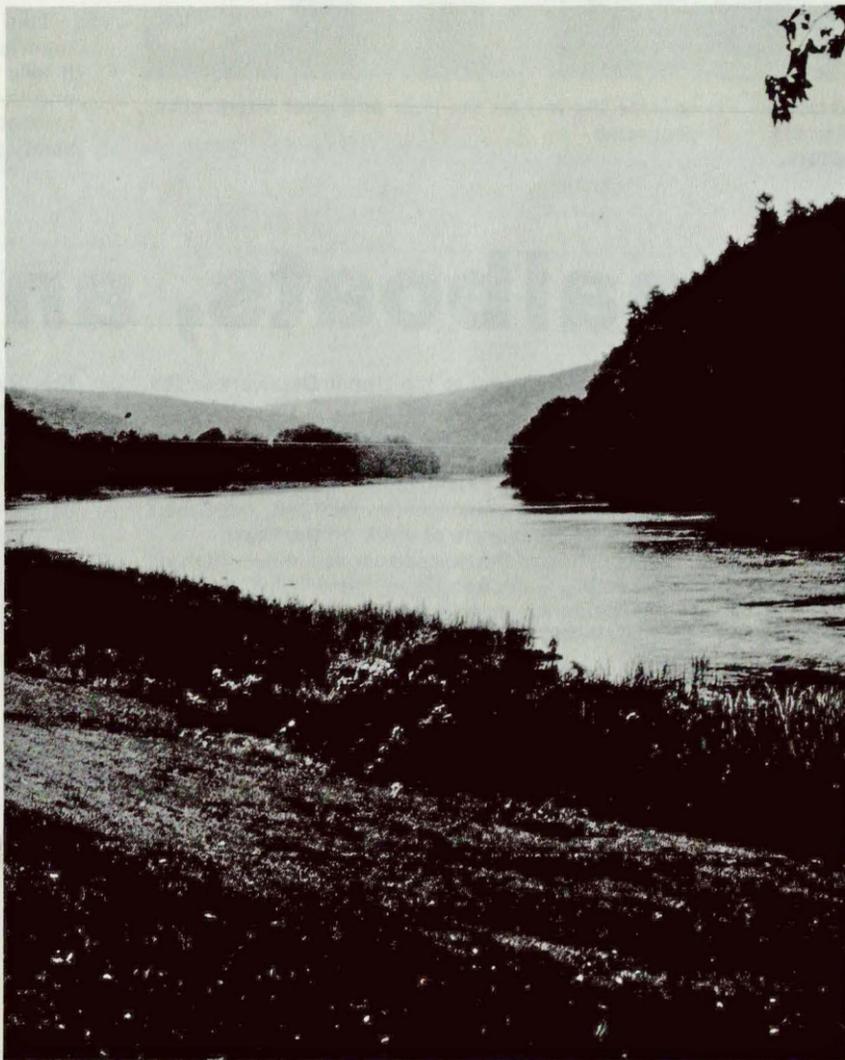
N.P.S. OFFICES

National Park Service Headquarters
P.O. Box C, Narrowsburg,
NY 12764 717-729-7135

N.P.S. North District Office
Cochecton, NY 914-932-8218

N.P.S. South District Office
Shohola, PA 717-559-7527

N.P.S. Information Center
Narrowsburg, NY 914-252-3947



TAKE TO THE ROAD

Although the best way to see the Upper Delaware is from a boat on the river, there are a number of land routes available for those who prefer four wheels to two paddles.

Route 97, on the New York side of the Delaware, is a well maintained two-lane highway, which passes through the river towns of Hancock, Long Eddy, Hankins, Callicoon, Old Cochecton, Narrowsburg, Barryville, Pond Eddy, Sparrow Bush and Port Jervis. Coping with such engineering challenges as the rock cut south of Narrowsburg and the valley spans over the Callicoon and Basket Creeks, its' opening seemed a long awaited dream come true to local people.

But it was never intended purely for commercial use of local residents. The Souvenir Program for Opening Day, August 30, 1939, made it clear that the road was designed with river watchers in mind:

"The greater portion of the highway is built on new ground, very little of the road traversing old roads. The river for the most part is in full view of the motorist and at those sections where the river is not visible it was an impossibility to construct the road to keep it in full view."

On the Pennsylvania side, river roads are harder to find. No single route parallels the Delaware River. However, several sections of Pennsylvania road do offer intriguing glimpses of the river.

The northern portion of Route 191 from Hancock via Stockport to Equinunk is a smooth two-lane highway along the western shore of the river. Unlike the New York route, with its panoramic vistas, Route 191 offers a more intimate closeup look, often only a few feet above the shoreline. Below Equinunk, the route turns inland crossing the hills to Honesdale, Pennsylvania, and beyond. Pennsylvania Legislative Route 63127, from Lookout, connects 191 to the interstate bridge over the Delaware at Callicoon.

For the more adventurous river watcher, there is also the road south from Damascus, Pennsylvania, ending just across the river from Narrowsburg, New York. Alternately hanging precariously over the river and winding past the charming old houses of Damascus and Milanville, it is a treat for the wanderer with time to spare.

WHAT EVERYONE SHOULD KNOW

Main Street Business

All the settled areas in the valley are rural in character, most too small to be legally classified as villages. Nearly all of them have post office, gas station and general store facilities. Hancock, Callicoon and Narrowsburg have the most commercially developed Main Street areas. Port Jervis, Monticello and Honesdale are the nearest population centers. Visitors to the area should note that some businesses, including gas stations, are closed after 5:00 p.m. daily, and all day on Sundays and holidays.

Accommodations

All campgrounds, hotels, motels and restaurants in the river valley are privately owned. For detailed information, visitors should contact local chambers of commerce.

Transportation

Aside from limited, seasonal bus service into Narrowsburg, there is no public transportation in the valley. Most visitors arrive by car. From Hancock at the north to Port Jervis at the south, New York Route 97 follows the river valley. New York Route 17 (known locally as the Quickway) passes through Hancock as it cuts across southern New York State. For connection with the central part of the valley, leave Route 17 at Monticello and take 17B west to Callicoon. Route I-84, linking New England with Pennsylvania, passes through Port Jervis just to the south. Southern and western visitors may leave I-81 to Scranton and take Pennsylvania Route 6 to Honesdale. From Honesdale, either Pennsylvania Routes 191 or 652 lead to the valley.

Bridges

Within the Upper Delaware Scenic and Recreational Rivers, nine highway bridges cross between New York and Pennsylvania. They are located at Hancock, Lordville, Stalker (Kellams Bridge), Callicoon, Cochecton/Damascus, Skinners Falls, Narrowsburg, Barryville/Shohola and Pond Eddy. The Delaware Aqueduct — known locally as the Roebling Bridge — at Minisink Ford/Lackawaxen is currently open to pedestrian traffic only.

EDDIES AND RIFTS

Eddies and rifts are two terms uniquely connected with the Upper Delaware River. You may have identified a rift with a rock fissure or an eddy with a whirlpool. But, here along the Upper Delaware, there are other definitions —

Eddy: a long quiet section of the river between areas of rocky riffles or white water.

Rift: a shallow area of the river often characterized by rough water.

National Park Service summer programs on the Upper Delaware Scenic and Recreational River include cultural and natural history walks, canoeing demonstrations and guided canoe tours. All programs are free and open to the public. Some require advance reservations. For information, call (914) 252-3947.



National Park Service rangers, at land-based information stations and in roving vehicles and boats, provide information and assistance to visitors,

enforce the law on the river and offer interpretive programs.

Beware of snakes

If you don't know what they are, stay out of their way! That's the rule of thumb for dealing with local snakes.

Rattlesnakes, the most common of the poisonous snakes native to the region, can grow to as much as five feet in length. They are found most frequently in rocky areas, and are dangerous when aroused.

Copperheads are less common in this area but equally dangerous when encountered.

The list of harmless local snakes includes the common water snake, black snake, garter snake, ribbon snake, ringneck snake and green snake.

River Conditions Number

Before you venture out onto the river, find out what to expect by calling the River Conditions Information Line, provided by the Upper Delaware Scenic and Recreational River:

(914) 252-7100

This tape-recorded message, updated daily, reports on local weather and water conditions. It tells the air temperature, the water temperature, and the height of the river. The weekend weather forecast and hints on appropriate clothing and safety precautions are also included.

Canoes, canalboats, and trains

First, there was the river. Then the canal. Then the railroad.

The Upper Delaware's earliest settlers, Indians and frontiersmen, relied heavily upon the river for transport of goods and people. Lenape Indians had long used canoes on the river, a custom white settlers readily adopted. Some frontiersmen also used large Durham boats — the kind you see in pictures of Washington crossing the Delaware — to carry cargo as far up river as Stockport.

By the 1820's, canal fever had hit America and a canal seemed the answer for getting Pennsylvania's coal to markets in New York. In 1824, William and Maurice Wurts, Philadelphia merchants who owned land in the Carbondale area, shipped a load of Carbondale anthracite (an unfamiliar fuel, at the time) to New York City via Philadelphia for demonstration purposes. Within three months, enthusiastic merchants and government officials had formed the Delaware and Hudson Canal Company for the expressed purpose of creating a transportation route from the Pennsylvania anthracite mines to the consumers of New York City.

An intricate engineering project, the canal followed the Lackawaxen River from Honesdale, Pennsylvania, to the Delaware River. It then paralleled the Delaware downstream to Port Jervis, New York, and cut across country to Rondout on the Hudson River. Gravity railroad cars delivered the coal to canalboats at Honesdale, Pennsylvania. The Hudson River floated cargo boats their last miles to New York City. But the heart of the system was the canal and the heart of the canal was the Delaware section.

When the Delaware and Hudson opened to full use in 1828, boats loaded with coal left the canal bed at Lackawaxen, Pennsylvania, and used a rope ferry to pull them across the Delaware River. Since the river was already in use by raftsmen steering their massive timber rafts downriver to Trenton, New Jersey, the inevitable collisions, claims and brawls resulted. In 1847, the canal directors, tired of dealing with lawsuits by disgruntled raftsmen and disturbed by the high cost of removing silt from the river entrance of the canal, hired John August Roebling to "build the canal above the water." The resulting suspension aqueduct between Lackawaxen, Pennsylvania, and Minisink Ford, New York, (still in use as a bridge) was the prototype for Roebling's later Brooklyn Bridge.

In its heyday, during the 1850's, the Delaware and Hudson Canal transported a million tons of cargo a year. By the 1890's, increased operating costs and competition from the railroads spelled the beginning of the end for the canal. Section by section, the disintegrating canal was abandoned. Today's river wanderer can still see the Roebling Bridge at Minisink Ford, as well as ruins of stonework locks and overgrown towpaths at several locations on the New York side between Minisink Ford and Port Jervis.

EDIBLES

Upper Delaware woodlands and fields have their share of native edibles. Wild huckleberries, blackberries, strawberries, raspberries and blueberries can be picked and eaten in season.

But don't be tempted by thoughts of wild mushrooms. More often than not, what you find will be toadstools or poisonous mushrooms, and they can turn an innocent experiment into a fatality.

Be sure to obtain the landowner's permission before searching for delicacies on his or her property.

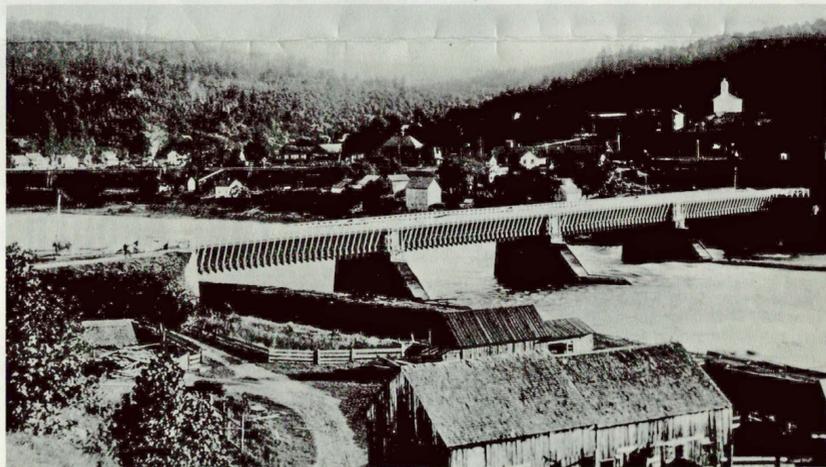
The railroad came to the Upper Delaware in the 1840's. Originally chartered in 1832, the New York and Erie Railroad Company built the first long railroad in the United States connecting the "Great Lakes to the Sea." Financial ruin of several railroad backers delayed construction. By 1846, 7,000 men and 3,000 horses were at work on the line.

The coming of the railroad caused major changes in the valley. Callicoon Depot (now Callicoon, New York) suddenly grew from a settlement of three or four scattered homes into a commercial center for the area. Cochecton, New York, once the center of Cushtunk and terminus of the Newburgh-Cochecton Turnpike, faded in importance when the

Erie Railroad chose to place its station away from the commercial center of town. Other communities up and down the valley hummed with local business and tourist trade.

Like the canal, the railroad eventually lost much of its dominance in the valley to a new transportation innovation — the automobile. But the railroad is still very much in evidence along the Upper Delaware. Under Conrail management, it can be seen hauling long trainloads of cargo from Port Jervis to Hancock, along the shoreline route that brought dignitaries from New York City to Lake Erie on opening day in 1851.

The Delaware Aqueduct



The Delaware Aqueduct at Minisink Ford/Lackawaxen is America's oldest wire rope suspension bridge. Forerunner of the Brooklyn Bridge, it was built in 1848 by John A. Roebling, originally serving as an aqueduct for the Delaware and

Hudson Canal Company. It was later converted to a road crossing. Now owned by the National Park Service, it is a registered National Historic Landmark.

TOURISM

Tourism was the most enduring of the industries begun in the 19th century. Soon after the railroad began bringing passengers into the valley, entrepreneurs realized its potential as a summer retreat for weary New Yorkers. Hotels sprang up in the villages, and farmers took in boarders, a custom which by the 1870's had developed into an important industry.

John Fletcher Kilgour, the bluestone magnate, developed Shohola Glen as a full-scale resort. At the height of its popularity, the resort had 26 hotels and boardinghouses and served 100,000 visitors a year. In 1904, the Erie railroad cut off services on its switchback line to the resort, and by 1907, the resort had closed.

Boardinghouses and hotels throughout the region lost much of their popularity during the depression of the 1930s, although some visitors continued to come to the area to hunt, fish, canoe and enjoy the scenery. By the 1970s, canoeing and camping had both developed into sizable commercial operations.

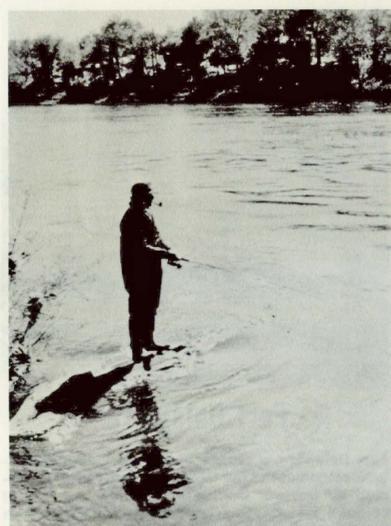
It's a bird

One of the most dramatic experiences available along the Upper Delaware is a glimpse of an American treasure, the bald eagle. A somewhat rarer sight than in days before DDT use, eagles still can be seen during the winter soaring above the river in search of food.

Other large birds of the river valley include the rare osprey, snowy egret and great blue heron. More common sights are the turkey vultures and any one of five varieties of hawk. Resident owls range in size from the great horned owl to the tiny screech owl.

Although there is not enough nesting cover for many varieties of water fowl, the merganser often make their home here. Other water birds seen along the river include the black, teal, mallard, golden eyed, buffle head and wood ducks, as well as migrating Canada geese.

Wild turkey, since stocking by state conservation departments has re-established them in the area, have become the primary local game bird. Flocks can be seen feeding in open fields throughout the area.



The Fish Story

For Indians, frontiersmen, serious sportsmen and casual worm soakers, the Upper Delaware has long been a favorite fishing stream.

Brown and rainbow trout, smallmouth bass and walleye are abundant, as are white suckers and American eels. Fallfish, while not considered a gourmet's delight, are good sport fish for those with light spinning or fly tackle.

During May and June, American shad may spawn in deep pools nearly anywhere along the River from Belvidere, New Jersey, to Hancock, New York. But the section of the Upper Delaware River between Barryville and Narrowsburg is the preferred spawning area, with ideal temperatures and streamflow conditions. Conservationists consider the return of growing numbers of shad a significant turning point in the clean-up and revitalization of the Delaware.

Licenses are required for all fishing in the river. A license from either New York or Pennsylvania is valid for boat fishing or for fishing from either shore.

VIPs

Along the Upper Delaware, VIPs are not only Very Important People, they are also participants in the Volunteers In Parks program of the National Park Service. Assisting the National Park Service staff with everything from office work to first aid, they play a major role in making the visitors' stay in the river valley enjoyable.

The majority of the Upper Delaware's VIPs are members of the National Canoe Safety Patrol. Involving canoeists from several canoe clubs, this organization of skilled volunteers offers assistance wherever personnel trained in canoe techniques, rescue work, first aid and Cardiopulmonary Resuscitation (CPR), might be needed. In addition to active patrol work, members instruct Red Cross training sessions, conduct informal riverside seminars and host campfire programs on water safety at area campgrounds.

Began in 1979 before the National Park Service opened its first office on the Upper Delaware, the National Canoe Safety Patrol now coordinates its efforts with park staff, under the umbrella of the VIP Program. Any qualified volunteer who is interested in the program should contact:

Richard Rhodes, Commodore
National Canoe Safety Patrol
3404 Iroquois Way
Ambler, PA 19002
Telephone: (215) 641-1747

Non-canoeing volunteers help with a variety of other park activities including interpretive programs (e.g., skills demonstrations, nature walks), clerical work and information distribution. Anyone wishing to volunteer for this kind of work should contact:

Interpretive Specialist
National Park Service
P.O. Box C
Narrowsburg, NY 12764
Telephone: (717) 729-7135

Variety is the Spice

From Point Mountain — that pyramid-shaped geological oddity that rises nearly 500 feet above where the Delaware's East and West Branches meet at Hancock — to Cherry Island — nestled below the rocky cliffs of Hawks Nest — the Upper Delaware offers a varied environmental experience. Wild and wooded sections alternate with small villages and isolated homes. Few signs of industrial development mar the landscape.

With a gradient of about 450 feet over the 73 mile stretch, Upper Delaware features include long placid eddies, plenty of swift water and several challenging rapids. When water conditions are favorable, the experienced canoeist can make the entire run without portage.

A Clear, Free-Flowing River

The main stream of the Delaware River is free-flowing from Hancock to the Atlantic Ocean. Of the 3,422 square miles the Upper Delaware drains, 2,144 square miles are undammed and uncontrolled.

The river's four major tributaries — the West Branch, the East Branch, the Lackawaxen River and the Mongaup River — are not quite so unrestricted. The New York City Board of Water Supply operates the Cannonsville Reservoir on the East Branch. A series of reservoirs have been developed on the Mongaup River by Orange and Rockland Utilities for hydroelectric power generation. Lake Wallenpaupack, operated by Pennsylvania Power and Light Company for hydroelectric power, discharges into the Lackawaxen River.

Although confined to the tributaries, these projects do have some impact on the main stream of the river. Releases from the New York City reservoirs

Eel Weirs

Should you see something that looks like a ski jump in the middle of the Delaware, don't be surprised. You are looking at an eel weir (or eel rack), an ancient but most efficient device for trapping the American eel.

The eel weir has two stone walls (called "wings"), one extending from the shoreline, the other from about mid-river, meeting to form a "V." These rock wings guide the eels to the weir, at the point of the "V." The weir itself is made up of slatted, wooden platforms, sideboards and supporting stakes. As eels approach the weir, they swim over the upstream platform and drop off the overhang at the end of the trap. There they remain, until removed by the eel rack's owner.

During the fall migration period, you may see the owner, at dawn or dusk, literally raking up his catch. A hundred to two hundred eels are often captured by the weir on a good day.

What are these slithery, wiggly, but distinctly tasty creatures? The American eel is born in the sea-weed choked Sargasso Sea, far out in the Atlantic. The three-inch "elvers" spend the first year of their lives swimming to the east coast of North America. The males remain in the brackish water of the river mouths. The females swim upstream to mature in fresh water lakes, ponds and streams. About seven years later, when the 2- or 3-foot long females have taken on a silvery sheen, they head back to the Sargasso Sea, to breed and die.

above Hancock, in particular, have a major effect on the amount of water in the river.

Not only is the Upper Delaware free-flowing, it also boasts clear, unpolluted water and challenging riffles.

The stream bottom is mainly composed of gravel and rubble, while in a few places, bedrock is exposed. Except during flooding, the water is generally clean and clear.

Although the average gradient is six feet per mile, there are some two-mile stretches where the drop ranges from 13 to 30 feet per mile. This creates white water rapids during periods of medium to high water levels.

Whatever the water level, there are more riffles than pools in the river. The riffle areas are generally two to eight feet deep. Pools and eddies are usually between a quarter and three-quarters of a mile in length, with the two deepest ones at Narrowsburg (113 feet deep) and Pond Eddy (45 feet deep).



Rafting the River

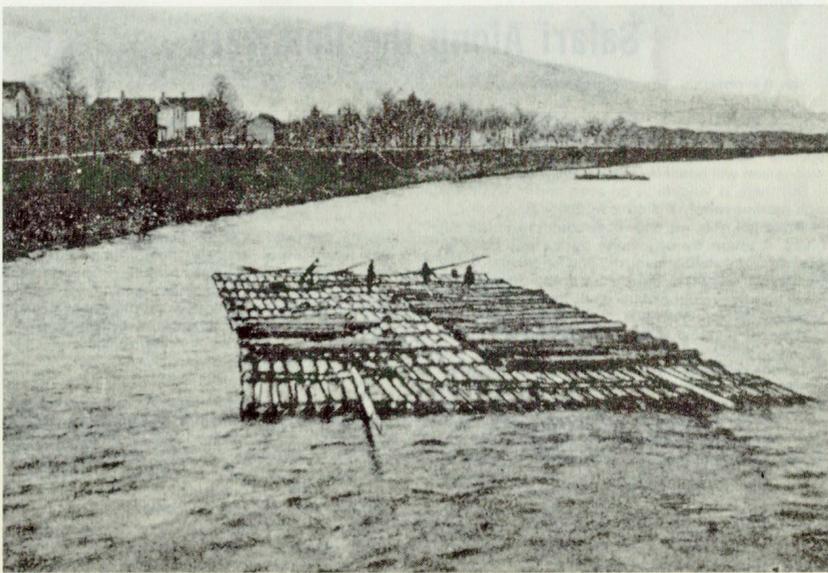
Early in the 1760's, a young frontiersman named Daniel Skinner lashed together pine logs the length of ships' spars and rode them down the Delaware River from near the mouth of the Callicoon Creek to Philadelphia. He earned \$60 in hard cash and the enduring title of "Lord High Admiral of the Delaware."

Skinner's simple method, repeated and refined over the next 150 years, transported millions of board feet for ship's masts, spars, wharves and buildings. By the time the industry hit its stride in the mid-1800's, the rafts were mammoth, often 25 feet wide and over 200 feet long, manned by four or five hands plus a steersman.

The raftsmen of those days were a rough, flamboyant lot. The tales they told, the folklore they left behind, were often incredible and sometimes true.

They spun yarns about Hersh Horton, who bumped into the new East Branch bridge and remarked that he had hit every other pier on the Delaware and thought he would try his luck with that one. Of Alexander Rutledge, who convinced an inexperienced contractor that his scrubby hemlock logs were "knot" pine, excusing himself by claiming later that he had clearly stated they were "not pine." Of Deacon Mitchell, who won a bet with his brother-in-law by racing his huge raft through the night and making 200 miles in less than two days. And of Zeel Ross, who lost his false teeth overboard and, according to legend, had them confiscated by a particularly greedy fish.

Eventually, all the useable timber was cut, the hills denuded. By the 1920's, the industry that had opened up the Upper Delaware was only a memory.



Settlers Along the Delaware

Joseph Skinner and Moses Thomas, leaders of the Delaware Company, knew something about Upper Delaware country before they came to live at the place called Cushetunk. According to legend, both Skinner and Thomas had hunted and trapped and traded with the Indians of the valley during the 1750's. They knew that vegetation was lush, that the river provided a natural highway, and that the resident Indians were friendly.

Encouraging their fellow Connecticut Yankees to join the new Delaware Company settlement to the west, they may have omitted mention of the isolation — 40 miles of wilderness between them and the nearest sizeable settlement — and the conflicting land claims.

They no doubt did mention that the land was wild, beautiful and waiting to be settled. For those first families — Tyler, Thomas, Skinner, Tracy, Adams,

Cochecton, New Jersey?

Charles II may have been a charming monarch but he was a terrible geographer. With cavalier disregard for latitude and longitude, he managed to grant overlapping land titles to Pennsylvania, New York, New Jersey and Connecticut.

New Jersey claimed lands as far upriver as Station Rock at Cochecton, lands also claimed by New York. Connecticut claimed lands west of the Delaware also claimed by Pennsylvania.

To add insult to injury, two separate Indian tribes — the Iroquois and the Lenape — claimed the right to sell and to make treaties concerning the same lands.

At first, the frontiersmen paid the colony and Indian tribe of their choice and didn't worry about counterclaims. But, as comparative civilization and the power of the courts closed in on them, many bewildered settlers found themselves paying for their lands a second and third time before gaining clear title.



Battleground

A park, with picnic areas and historic markers, has been created on the site of the Battle of Minisink. The battle, fought in July of 1779, resulted in overwhelming victory for Joseph Brant's Indian and Tory forces over the militiamen and volunteers of the area. Historic markers along Route 97 and information at the battleground offer details of the encounter.

Safari Along the Delaware

Yes, it is possible. That big grayish-brown cat you saw could have been a wildcat. But it isn't likely. Though native to Upper Delaware country, the wildcat is an extremely rare beast — on the endangered species list — and even the most experienced woodsman will admit he has not seen one in years. But there is wildlife to be seen and most of it is of a gentler variety than the wildcat.

White-tail deer are the most common of the big game. Though by no means tame, they can frequently be spotted grazing in open fields or drinking by the river edge at twilight. They are also inclined to jump blindly in front of cars, so be particularly careful when driving after dark.

Deer were not always so numerous along the Upper Delaware. George Harvey Snyder, an Equinunk native who has been a Deputy Pennsylvania Game Protector for 25 years, admits, "I was eight years old before I knew what a deer looked like." During those years, local herds were recovering from the large scale hunting of the last century. Conservation departments restocked the area and, with a habitat of low brush resulting from logging off of the hills, the deer made a dramatic comeback.

Beaver were also wiped out in the 1800's, then successfully re-established. Though not as common a sight today as deer, beaver are often seen along the banks of the stream or in muddy backwaters. If you sight their home — stumps of cut aspen and willows are clues that they are in the

Witter, Calkin and others — it was enough to have land hopes for the future.

Life was harsh, demanding and primitive. Women died in childbirth. Men were killed or maimed in hunting accidents. Infants died almost as often as they survived. Joseph Skinner was shot in the back, his murderer and motive never determined. Moses Thomas, Jedediah Willis and the entire population of Ten Mile River settlement were killed by an Indian raiding party.

The Revolutionary War brought new terrors to Cushetunk.

In an effort to force General Washington to divert troops to the frontier, the British ordered Mohawk leader Joseph Brant to attack isolated settlements. Brant raided the Upper Delaware in the campaign of 1778-79. The burning of Peenpack in New York, the overwhelming victory of Brant's Indians and Tories at the Battle of Minisink, the persistent rumors of brutality and massacre were enough to convince Cushetunk settlers that the isolated frontier was not the place to be. Nearly everyone returned to his or her home town in Connecticut or New Jersey, or moved temporarily to Goshen, Port Jervis or Kingston, New York.

After the war was over, many of the settlers came back to the Upper Delaware. They found their houses, barns and sawmills burned to the ground, their fields and crops destroyed. However, the land, the trees and the river were still there, and times were peaceful enough to rebuild and plan for the future.

The Gentle Lenape

Here along the Upper Delaware, the peaceful Lenape got along well with the white frontiersmen who settled on their hunting grounds. The land swindle known as the 1737 Walking Purchase led to a brief outbreak of Indian raids, but friendship was more common than hostility.

Deprived of their lands by treaty and chicanery, their numbers depleted by white man's diseases, most of the Lenape who survived moved west by the mid-1700's. By the time the Delaware Company settlers arrived at Cuchetunk in the 1750's, the white men found only a small band of mixed clans under the chieftan Minatto.

During the Revolution, the new settlers were terrorized by Indian raiders who sided with the British. But these were Mohawks from the north. By this time, the Lenape had moved on to Ohio, some going on to Canada to join the British, some joining Americans in the fight for independence.

By the time the War was over, nearly all Indians had gone from the Upper Delaware. But, occasionally, the old timers would remember the gentle Lenape who had been their friends.

They called themselves the Lenape. White men, through faulty translation or the desire to give them an English name, called them Delaware Indians.

In winter, most of the Lenape lived along the river in what is now New Jersey. But, with the coming of mild weather, some left their bark wigwams and headed for the Upper Delaware. There they spent the summer, camping out in caves, hunting the deer, elk and other meaty game.

They were descendants of the Algonquins. According to interpretation of Lenape oral pictograph legend, the tribe came from northeastern Asia. From there, they crossed a glassy sea (Bering Strait) to North America, passing through the region of caves (the Rockies) before stopping for a time in the land of Buffalo (Great Plains). On the move again, they came to the Great Water (Lake Superior), where part of the tribe split off and turned

area — don't disturb them, but do take a look. The beaver is an architectural and engineering master.

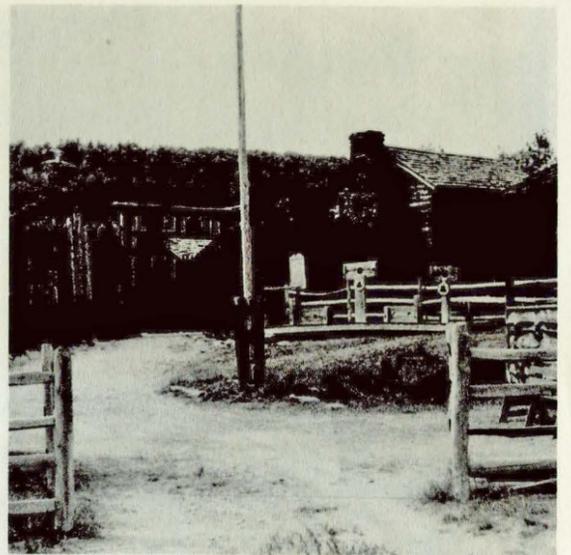
Another favorite riverside animal is the otter. Otter eat only fish and their swimming and diving antics are legendary.

The snapping turtle is another river denizen. His smaller cousins, the wood turtle and painted turtle, can be found in nearby woodlands.

The river and its banks are the feeding grounds for many other animals including muskrat and mink. You may see the groundhog (woodchuck) in nearby fields or as he pokes along the roadside. And there is also the audacious raccoon, who will gladly raid your food supply. While you are protecting your picnic basket and garbage pile from the raccoon, you might also keep a wary eye out for the black bear. "Garbage is caviar to him," says Mr. Snyder.

On the smaller, less threatening side, you may see an opossum or a fox. Chipmunks, gray squirrels and red squirrels are common sights. Flying squirrels and black squirrels are rarer. Cottontail rabbits seem to be everywhere. But, if you are really lucky, you may sight a snowshoe rabbit in his brownish summer coat or his white winter coat.

There are two native animals you may prefer to avoid: the striped skunk and the porcupine. Both are common woodland animals and quite harmless if left alone. However, close encounters are not recommended.



Fort Delaware

Fort Delaware, a replica of the stockaded Cushetunk settlement of the Delaware Company, is operated by Sullivan County as a living museum of colonial history. Staff people demonstrate such frontier skills as candlemaking and use of flintlock muskets. The Fort is located on Route 97 at Narrowsburg, New York, and is open every weekend in June and daily from July through Labor Day. Check with the Fort for the schedule of special events and crafts demonstrations.

northward. The others crossed the Naemissispu (Mississippi) and conquered the snakes (Iroquois). They then moved east, through the cornlands, finally settling above and below the strong falls (Trenton).

There were three clans of Lenape. The northernmost, Munsee (wolf) formed a buffer between their Unami (turtle) and Unalachtigo (turkey) brothers to the south and the warring Mohawks to the north.

IN AN EMERGENCY

MEDICAL SERVICES

- Grover Hermann Division (Callicoon) (914) 887-5530
- Community General Hospital (Harris) (914) 794-3300
- Wayne County Memorial Hospital (Honesdale) (717) 253-1300
- Delaware Medical Center (Narrowsburg) (914) 252-6677
- Mercy Community Hospital (Port Jervis) (914) 856-5351

AMBULANCE

- Hancock Rescue Squad (607) 637-4761
- Upper Delaware Volunteer Ambulance (Callicoon) (914) 887-5530
- Damascus Ambulance Corps (717) 224-4252
- Cochecton Ambulance Corps (914) 292-5151
- Tusten Volunteer Ambulance Service (Narrowsburg) (914) 252-3321
- American Legion Ambulance Service (Shohola/Barryville) (914) 557-6296
- Lumberland Fire Department (Pond Eddy) (914) 856-7515
- Ambulances serving the Sparrowbush/Port Jervis area (Port Jervis Police) (914) 856-5101 (5102) (Mercy Hospital) (914) 856-5351
- Milford Ambulance Service (Pike County) (717) 296-6111

POLICE

- New York State Police Deposit (607) 467-3215 Ferndale/Narrowsburg (914) 252-3212
- Pennsylvania State Police Cherry Ridge (717), 253-2130 253-2159 689-2066 Lords Valley (717) 775-7374 296-6451
- Sullivan County Sheriff (Monticello) (914) 794-7100
- Wayne County Sheriff (Honesdale) (717) 253-2641 or 253-5970 ext. 188
- Pike County Sheriff (Milford) (717) 296-6459

In several communities there is seasonal law enforcement coverage during the summer months. Consult your local telephone directory for numbers of these agencies.