

ALONG THE CORRIDOR

A NEWSLETTER FROM THE DELAWARE AND LEHIGH NATIONAL HERITAGE CORRIDOR

Winter 2000 Vol. 6, No. 1

CANAL WALK BRINGS NEW HOPE TO BUCKS COUNTY

Despite the emergence of New Hope as a tourist destination over the past several years, the once bustling Delaware Canal remains an underutilized resource in the borough. Plans to institute a New Hope Canal Walk along the towpath as it makes its way through the borough are being outlined in a special purpose study funded by a Pennsylvania Heritage Park Program grant. The Canal Walk will integrate the towpath and canal with the borough's historic sites and commercial businesses. The Canal Walk will also strengthen the D&L Trail through the southern portion of the Corridor.

The study is being conducted by Urban Research & Development Corp. of Bethlehem and managed by representatives of New Hope Borough, Friends of the Delaware Canal, the New Hope Historical Society, the New Hope Chamber of Commerce and Borough Council.

Envisioned to feature the main towpath and a series of connecting loops, the walk will have a positive impact on the borough's thriving tourism industry. Not only will the walk provide a recreational opportunity, but it also will enable the story of the Delaware Canal, its importance to New Hope's development and its role in America's Industrial Revolution to unfold. Links to the borough's many historic sites, the Locktender's House, Parry Mansion, Logan Inn, New Hope & Ivyland Railroad Station and Warehouse Building will be easily accessible.

continued on page 5



The Locktender's House in New Hope is located along the towpath in the borough.

Allen Sachse

Named
Executive
Director



Allen Sachse became executive director of the Delaware & Lehigh National Heritage Corridor on Oct. 25, 1999. Sachse was hired to replace the late Gerald Bastoni. His appointment was made by Donald Bernhard, chair of the Corridor Commission.

Sachse joins the Corridor staff after a 30-year career as Eastern Pennsylvania heritage parks and recreation supervisor for the Pennsylvania Department of Conservation and Natural Resources (DCNR) and its predecessor, the Department of Community Affairs (DCA). While with DCA, Sachse worked with communities from Easton to Jim Thorpe to acquire and rehabilitate the Lehigh Canal and towpath for outdoor recreation. During his career with DCNR, Sachse was responsible for providing field service to community groups working to preserve eastern Pennsylvania's rich natural and cultural resources. Under the leadership and guidance of Sachse and his colleagues, the Pennsylvania Heritage Parks Program was developed.

"Although the Corridor was not officially designated until 1988, my involvement with Corridor-related projects began along the Lehigh Canal in the early 1970s," he says.

If a single project served as a turning point for the preservation of the canals, Sachse believes it was the 1978 study of the Lehigh Canal Trail. The study was conducted in partnership with DCA, the Pennsylvania Historical

continued on page 5

Upper Susquehanna-Lackawanna designated an American Heritage

On Feb. 4, 1997, President Clinton in his State of the Union Address announced the formation of the American Heritage Rivers Program. Clinton developed the program to aid riverfront communities in their struggle for economic revitalization and pollution cleanup. The program's goals stem from Clinton acknowledging that communities are once again looking to rivers as instruments of revitalization. Designated rivers are those with important cultural, historical, economic and environmental value and needs.

Days after the President's address, a committee spearheaded by Rep. Paul Kanjorski, his staff and the late Gerald Bastoni began work on the nomination for the Upper Susquehanna-Lackawanna Watershed. The committee consisted of government officials, economic development organizations, environmental protection groups and concerned citizens. In July 1998, the Upper Susquehanna-Lackawanna Watershed was officially designated an American Heritage River. The designation was impressive considering approximately 126 nominations were received and only 14 areas were chosen.

The watershed begins along the Lackawanna River in the north near Scranton, Lackawanna County. It then flows to the confluence of the Lackawanna and Susquehanna rivers in Pittston. From there, it continues as the Susquehanna flows through Wilkes-Barre in Luzerne County, the northern tip of the D&L National Heritage Corridor. The region comprises nine counties and nearly 200 municipalities.

What does the designation mean for the watershed? President Clinton and Vice President Gore have instructed federal agencies to give top funding priority to projects within the 14 designated areas.



The Delaware & Lehigh National Heritage Corridor welcomes Alex Rogers to the team.

Alex Rogers, river navigator, is responsible for overseeing the day-to-day operations of economic and clean-up initiatives within the watershed. The funding for the river navigator position, support staff and other overhead comes from a \$132,500 grant from the Natural Resources and Conservation Service of the U.S. Department of Agriculture. The grant was given to the Pennsylvania Geographic Information Systems (GIS) Consortium, a non-profit organization at Wilkes University and King's College in Wilkes-Barre. (GIS is a comprehensive environmental database for the region.) The consortium was formed to encourage use of GIS in the watershed region.

Rogers is no stranger to Northeastern Pennsylvania. Before a Washington, D.C. law career with emphasis on white-collar criminal defense, commercial disputes, congressional and corporate internal investigations and securities law, Rogers served as Representative Kanjorski's economic development director from 1987-1990. Presently, he lives in

Kingston, Luzerne County, with his wife, Pamela, and daughter, Hannah.

"The region has several important attributes coinciding with the program's goals and objectives," he says. "The area has unique historical significance, including anthracite coal, and at the same time, faces serious challenges such as flood control and the damage caused by acid mine drainage.

"Areas affected by our local watershed stretch beyond the boundaries of Northeastern Pennsylvania. Pollution in our area affects the remainder of the Susquehanna as it winds south into central Pennsylvania and continues into the Chesapeake Bay," Rogers adds.

Although Rogers will oversee the day-to-day operations, the steering committee will make the final decisions. Rogers is quick to add that the steering committee is made up of a good cross-section of leaders from the nine counties.

The watershed's first priority according to Rogers is the completion of a comprehensive

AN AMERICAN

Watershed

River

study of the watershed and its ecosystem. A GIS database will provide a valuable data source identifying the watershed's most serious environmental problems. Once the multipurpose GIS database is established, it will be used as a point of reference. For example, if a new highway exit ramp is proposed, the database will provide the information necessary to evaluate the environmental effects of the ramp.

A second priority is the restoration of abandoned mine sites. In this region, there are more than 100,000 acres of abandoned mine sites. A regional-based program will be formed to take possession of these sites and develop the land for productive use such as recreation.

Recent Corridor projects in this region have been successful in working toward many of the goals outlined in the American Heritage River Program. Seventy-six Corridor waysides pertaining to the history of the Wyoming Valley and the Susquehanna River and the area's nature and landscape are being placed along the Susquehanna's river levees. In addition, the Corridor partnered with Leadership Wilkes-Barre to establish a historic walk, "Walk Wilkes-Barre." The walk takes visitors to several historic structures all within close proximity of the Susquehanna. Rogers is excited about partnering with the Corridor on future projects. Asked about a future Corridor Landing along the river in Wilkes-Barre Rogers states, "The landing is most definitely the type of project we would like to see implemented. I am looking forward to coordinating future projects and seeing how they will all weave together."

For more information, visit the Upper Susquehanna/Lackawanna Watershed Web site at www.paheritagetriver.org

HERITAGE RIVER

Who were the Molly Maguires? Some claim the Mollies were a violent, secret society made up mostly of coal miners who terrorized the coal fields of Northeastern Pennsylvania. On June 21, 1877, four Mollies charged with murder were hanged in Mauch Chunk (Jim Thorpe), and an additional six were hanged in Pottsville. This day became known as the "Day of the Rope," or "Black Thursday." By October 1879, a total of 20 men were executed for violent crimes associated with the alleged Molly Maguires.

For more than 100 years, accounts of the Mollies have been disputed. Coal mine owners, coal and iron police, the Catholic Church and the Mollies all tell different versions of one of labor's most notorious struggles. Others doubt the Mollies existed. Those who doubt the Mollies existence believe the crimes and hangings were part of a ploy used by the coal industry to discourage attempts at organized labor.

The story of the unsolved history of the Molly Maguires is shared by the Corridor and the neighboring Schuylkill River Heritage Corridor. For the first time, with a grant from the Pennsylvania Department of Conservation and Natural Resources through the Pennsylvania Heritage Parks Program, the two heritage areas will link together to uncover the mystery surrounding the infamous Mollies through a driving tour.

The tour, entitled "Unsolved History: The Molly Maguire Files," starts at the Old Mauch Chunk Landing in Jim Thorpe or at the Quality Hotel in downtown Pottsville. It weaves through Summit Hill, Lansford, Tamaqua, Tuscarora, St. Clair, Shenandoah, Girardville, Wiggins Patch and Mahanoy City, highlighting events from the period.

The Gecko Group Inc. of West Chester and Carol Benenson & Associates of Wynnewood are responsible for the research and design of the brochure and tape. Interpretive



MOLLIE



The Old Jail Museum in Jim Thorpe is part of the Molly Maguire Auto Tour.

Solutions of Pleasantville, N.Y., is completing the tape script.

Visitors will purchase an audiotape and brochure packet. The tour, expected to take approximately four hours, will depend upon the number of visitor stops and side trips selected.

"Were they victims or villains? The brochure and tape present facts, list players and provide a timeline. Most importantly, the tour will offer many sides of the story. Traveling from one site to the next, listeners will form their own opinions on the incidents

T I M S

r

ans?



is a featured stop on the Molly

Maguires

as presented," says Sue Pridemore, chief of visitor services for the Corridor staff.

The auto tour, though reporting on the murder and mayhem often associated with the Mollies, will also offer windows to the life of coal miners, their families and mining techniques. The area's landscape will also come to life.

"We know there is a lot of interest in the Molly Maguires. In recent years, the story gained new nationwide momentum, similar to that evoked in the 1970s when the movie was released. The tour will certainly draw visitors

to both Corridor regions," says Dennis DeMara, D&L Corridor commissioner and director of Carbon County Parks and Recreation, who is serving as the project manager for the auto tour's development. "Leading visitors through the downtown areas of these communities goes hand-in-hand with economic revitalization efforts," DeMara says.

Micah Gursky, aid to state Rep. David Argall, Schuylkill County, and a member of the board of Tamaqua 2004 Partnership, has been active on the project's steering committee since its inception. The committee's first decision was that the best way to tell the Molly Maguire story was through an auto tour. "It is a period story that must be told in a comprehensive way. Getting visitors into their vehicles and guiding them through these coal region communities is the best way to present the big picture," Gursky says.

"Both heritage areas will benefit from the shared tourism," Gursky says, adding that the tour may encourage a visitor to Jim Thorpe to venture deeper into the coal region to Tamaqua or Pottsville or prompt a visitor to the Yuengling Brewery in Pottsville to make his way into Jim Thorpe. "Although these small communities alone may not be tourist destinations, all of the communities making up the coal region are a destination. The tour accentuates the entire region," Gursky says.

Visitors will be encouraged to take side trips to sites not on the tour loop. Sites such as the No. 9 Mine Museum in Lansford and Eckley Miners' Village near Hazleton will benefit from increased visitation. Although these sites may not be directly related to the Molly Maguire story or within the two-county region, they help place the story in its proper context.

The final brochure text is currently under review. If everything stays on track, the tour will be in place by spring 2000. ♦

Commissioner Profile:

Susan H. Taylor



Community involvement is second nature to Susan H. Taylor. Her enthusiasm, energy and compassion for history reflects her commitment to keeping the

Corridor's heritage intact. Becoming involved with the Commission was a natural extension of her position as executive director of Friends of the Delaware Canal. At first, Taylor's involvement was limited to the Yardley Borough area. Fellow Commissioner Betty Ordemann introduced Taylor to the Commission and encouraged her to attend a few meetings. She was impressed with the heritage parks and sites she visited.

"I had no idea what a treat these 'road trips' would be," Taylor says. "The meeting places were beautiful and fascinating. The compelling dreams and projects-in-progress were shared by local host organizations and were absolutely inspiring. They changed the Corridor initiative from something in which I should be participating in to something that I definitely wanted to be a part of."

Taylor became a commissioner in 1996. Her interest in the Corridor has blossomed into a mission to preserve its heritage and enhance the area for future generations. Although she views all projects as significant, the Corridor Landing at the train station in Jim Thorpe and the Waterworks project in Morrisville are two of her favorites. "I think the Jim Thorpe Train Station/Landing is impressive because the project conveys the Corridor message well and reaches an important community landmark. The Waterworks project, which promises to transform a neglected part of historic Morrisville into a gem along the Delaware Canal and River, is already showing signs of being a catalyst for increased community involvement and pride," Taylor says. Each project envisioned, initiated, advanced or completed brings Taylor a real sense of satisfaction as she sees the 150-mile Corridor puzzle being completed.

Taylor brings relevant experience from the public and private sectors through her vigorous involvement in historical, conservation, restoration and planning committees. In addition to her role as Friends of the Delaware's executive director, she is vice-chair of the Yardley Borough Planning Commission and the Historical Architectural Review Board, chair of the Delaware Canal State Park Advisory Committee and a member of the Delaware River Greenway Board.

Taylor has seen the Delaware & Lehigh National Heritage Corridor grow to be a heritage area abundant with projects that enhance communities and restore history. She would like to see the Corridor provide more technical assistance and broker funding to strengthen its partners. One of her personal goals is "to see the establishment of a Landing in Bucks County soon so that both local residents and out-of-towners can be enticed to visit the many attractions from Bristol to Wilkes-Barre and share in the Corridor's too-good-to-be-missed stories." ♦

New Hope continued from front page

"Many borough residents and visitors do not realize the canal and towpath exist. This lack of awareness spurred the idea for the Canal Walk," says New Hope Borough Manager Victoria Keller. "Signage will emphasize historic markers along the canal as well as links to the Delaware River."

As part of the Corridor's 160-mile D&L Trail from Wilkes-Barre to Bristol, the Canal Walk will showcase the Corridor's outdoor exhibit signs, or waysides. Informational signs pertaining to local history, historic sites, natural history and canal structures will be placed along the towpath. A self-guided walking tour brochure referencing access points, historic sites, canal structures and public facilities is under consideration.

After the feasibility study is complete, the arduous process of implementing the walk and making structural improvements will begin. Some of the improvements include the addition of pedestrian access points, the construction of sidewalks and parking areas, the installation of public rest rooms and the resurfacing of the towpath. In addition, historic canal structures are in need of repair.

Susan Taylor, executive director of the Friends of the Delaware Canal, is looking forward to increased visitation at the locktender's house along the towpath. "The Canal Walk invites visitors to wander off the well-visited Main Street area and venture onto side streets and other historic sites."

Keller adds, "On some weekends, the borough has more than 100,000 visitors. Encouraging visitors to use the towpath to walk from one location to the next will help limit vehicular traffic in the borough." ♦

Sachse continued from front page

and Museum Commission, the Heritage Conservation and Recreation Service and, most importantly, Carbon, Lehigh and Northampton counties. As a result, strong regional partnerships formed and the concept of a National Heritage Corridor evolved.

Asked about his interest in the executive director position, Sachse states, "I always enjoyed the enthusiasm of the communities and volunteer groups working to improve and interpret the historic transportation system. I could not pass up the opportunity to be a part of that enthusiasm."

"The Corridor Commission is pleased to have someone who cares so much about the goals and objectives of the Corridor," Bernhard says. "His many years of developing and main-

taining similar projects are a definite plus. The strong relationships Allen has formed with Corridor partners over the years will really help him to hit the ground running."

Sachse already has the wheels in motion for issues he sees as priorities for the Corridor. Plans to further convert the historic transportation system into a public trail are in the making. In addition, Sachse is working with local land trusts on conservation and stewardship issues.

Sachse holds a Bachelor of Science degree in recreation and park administration from Pennsylvania State University. He lives in Moscow, Pa., with his wife, Debra, who is a teacher. They have two sons: Craig is an architect in Wilkes-Barre, and Brett is a third-year medical student. ♦

What's New?

Elissa Marsden joined the Delaware & Lehigh National Heritage Corridor as Heritage Development Specialist.

Coming Soon:

- Land Acquisition Announcement
- National Alliance of Heritage Areas will be visiting the Delaware & Lehigh National Heritage Corridor in mid April.
- Heritage Partnership Conference in Reading, April 12-14. For more information call: 717-234-2310.
- In the near future, the Delaware & Lehigh National Heritage Corridor will be moving from the Public Safety Building to the main tower in City Hall. The only change in our address will be the room number; it will change to room B-507. We expect the telephone numbers to remain the same. More information to follow.

Delaware and Lehigh National Heritage Corridor Commission
10 East Church Street, Room A-208
Bethlehem, PA 18018

BULK RATE
US POSTAGE
PAID
BETHLEHEM, PA
PERMIT NO. 210

The Delaware and Lehigh National Heritage Corridor and State Heritage Park is a joint effort of private groups and interested citizens, county and municipal governments, the Commonwealth of Pennsylvania and the federal government to conserve cultural and natural resources and provide appropriate development opportunities for the future.

For further information, to be added to the mailing list or to correct your address, please write to the above address or call 610-861-9345.



A Federal, State and Local Partnership

The Commission's staff includes:

Allen Sachse
Executive Director

Sue M. Pridemore
Chief of Visitor Service

Denise G. Holub
Chief Financial Officer/Grants Administrator

Elissa G. Marsden
Heritage Development Specialist

Rayne R. Berger
Executive Secretary

Shannon Mulligan Williams
Writer

Jennifer Hay
Copy Editor

Special Thanks to:
Rayne Berger and Alex Rogers

Design by:
Lisa Magyarics Design
Lisa Magyarics, Creative Director/Designer



Members of the No. 9 Mine Steering Committee meet monthly to develop their plan for the future of the No. 9 Mine and Museum. Interpretive Solutions of Pleasantville, N.Y., will be the consultant completing the plan. The No. 9 Mine is located in Lansford, Carbon County. Funding for the project comes from a Pennsylvania Heritage Parks Program grant.