

5. Classification

Ownership of Property
 (Check as many boxes as apply)

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property
 (Check only **one** box)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
81	16	buildings
0	0	district
5	0	site
8	0	structure
0	0	object
94	16	TOTAL

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC, single dwelling
- DOMESTIC, secondary structure
- DOMESTIC, hotel
- COMMERCE/TRADE, specialty store
- EDUCATION, school
- RELIGION, religious facility
- AGRICULTURE/SUBSISTENCE, animal facility
- INDUSTRY, manufacturing facility
- TRANSPORTATION, water related

Current Functions

(Enter categories from instructions)

- DOMESTIC, single dwelling
- DOMESTIC, secondary structure
- GOVERNMENT, fire station
- AGRICULTURE/SUBSISTENCE, animal facility
- INDUSTRY, manufacturing facility
- TRANSPORTATION, water related

7. Description

Architectural Classification

(Enter categories from instructions)

- MID-19TH CENTURY, Greek Revival
- MID-19TH CENTURY, Gothic Revival
- MID-19TH CENTURY, Italian Villa

Materials

(Enter categories from instructions)

- foundation: STONE
- walls: WOOD, weatherboard
- BRICK
- roof: ASPHALT
- other: SYNTHETICS, vinyl

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Alligerville Historic District is located in the Rondout Valley in the southeast corner of the Town of Rochester in Ulster County, New York. It comprises the hamlet that built up around Lock 21 (originally Lock 22) on the Delaware & Hudson Canal, which operated in the valley between 1828 and 1899. The historic district is bisected by the Rondout Creek and the course of the canal. This waterway ran along the southerly edge of the creek at the base of the Shawangunk Mountains, which rise sharply on that side of the valley. The topography on the northerly side of the creek slopes more gradually; this area developed earlier with farms and the hamlet gradually expanded into it in the vicinity of the bridge crossing. The bridge carried a regional route (now Co.Rt.6) traveling southeast over the mountains into New Paltz and towards the Hudson River. The road also served to bring local products to the canal, primarily agricultural goods from farms on the northerly side and cord wood, blue stone and mill stones from the mountain. The canal also brought goods to the hamlet, such as coal, building materials and store goods that were sold by local merchants. The current bridge, built in the 1963, is sited east of the original bridge (at first a wood-truss and later a metal-truss) from which the stone abutments remain. Lock 21 was largely dismantled after the canal ceased operation though portions of the stone structure are extant. The canal in this section was filled in and replaced with a road (Purcell Ln.); related canal enterprises, namely a lock house, dry dock, boat yard shops and stores, were largely removed. Residences associated with merchants and the owners of canal-related businesses have been preserved, as well as a number of small dwellings where boatmen, boat builders and laborers lived. Many of them reflect the Greek Revival style popular in the years the community was forming and a model of buildings erected by the canal company, while others built later display the Gothic and Italianate tastes that influenced architectural design throughout the Hudson Valley region. A hotel, a church and a schoolhouse also distinguish the community, in addition to three industrial sites. All combine to provide a distinctive example of a new town created from nothing by the appearance of the Delaware and Hudson Canal.

Narrative Description

When the Delaware & Hudson Canal was completed in 1828, Alligerville was one of a number of new towns that appeared at the coincidence of canal locks, which required tending, pre-existing land transportation routes and local industries, and ambitious entrepreneurs eager to capitalize on canal traffic (Figs.1 & 2). Lock 21 was constructed in a rather remote area between already-developed centers in Accord to the west and High Falls to the east. The topography of the Rondout Valley necessitated the location of a lock where the creek bent tightly around the base of the Shawangunk Mountains. The canal company built a lock house adjacent to the lock, from which the lock tender would control the action of the lock, and it built a dwelling for the tender. Neither the lock nor the tender's buildings have survived on the site, which was cleared of structures and filled in after the canal ceased operation (a portion of the stone lock wall is extant), although a "lock-tender's shanty" survives as an outbuilding on the Thomas S. Schoonmaker farm, a component of the historic district. Other features around the lock, such as a dry dock and boat yard, as well as stores and a shop depicted on an 1865 map of the canal, also have disappeared (Fig.9).

The stone abutments of an aqueduct that was constructed to carry the canal across the mouth of the Peterskill, a tributary of the Rondout, are visible at the westerly end of the district. The suspension aqueduct was one of four such structures designed by John A. Roebling when the canal was enlarged in 1848-1850 (Figs.8 & 9. These aqueduct sites have been designated National Historic Landmarks.) A foot bridge now spans the tow-path abutments, and the bridge now carrying Tow Path Road across the Peterskill was built over the canal abutments. A feeder channel was dug to divert water from the Peterskill into the canal. It was one of a number of water sources to maintain levels within the closed system of the canal. The Peterskill feeder emptied into a basin, a portion of the canal that was permitted to flood up to the hillside creating an inundated area where boats could lay over or wait for boats passing in the opposite direction (Fig.5). The basin was named for Peter B. Davis, who owned the property containing the Peterskill and who operated a forge where he manufactured agricultural cultivators, carriages and wagons. The industrial buildings have been lost, but Davis's two-story house survives at 448 Tow Path Road (Fig.8). Portions of the canal and most of the tow path are intact on either side of the remains of the Peterskill aqueduct.

Tow Path Road bent around the lock and its adjacent dry dock and boat yard on the hill side above (Figs.5 & 7). Where it resumes its course close to the canal east of the lock there is a small story-and-a-half wood frame dwelling with Greek Revival details characteristic of the of the scale and design of the housing that was built early in the canal era by merchant Matthew J. DeWitt (488 Tow Path Rd.). Farther along this road is a two-story wood frame building built into the hillside that contained the store of Thomas C. Harnden on the first level with living quarters for his family above (496 Tow Path Rd). Ira Brodhead's home and blacksmith shop was located on the lot adjoining on the west. This trade was vital to a canal town where iron parts of boats, tools and mule shoes were in constant need of repair. A present-day blacksmith operates out of a new shop on the east side of the store building.

Beginning east of the intersection of Tow Path Road and County Route 6 is a compound associated with the Harnden family, which was prominent in Alligerville's economic and cultural life. George Harnden was a boat builder and operated the boat yard and dry dock near the lock where he also had hay barns, yards stockpiling coal and cord wood, a stone dock and a hoop shop, along with stables for mules and other work animals. Harnden also owned over 100 acres on the hillside above (south of) the canal that extended east to the Peterskill that he had bought from blacksmith and wagon maker Peter B. Davis. In ca. 1859, Harnden and his wife, Catherine, built an elegant two-and-a-half-story brick house banked into the hillside overlooking the canal east of the bridge and the road leading up the mountain (237 Rose Hill Rd.). It was constructed incorporating many components designed in the Greek Revival manner, such as Classical entries with transoms and sidelights, windows with stone lintels and sills and porches with brick and wood pillars and Classically-styled lozenge screens along the balustrades. However, the massive entablatures along the roofs of the house and porch have tall friezes embellished with tight strings of ornate scroll-sawn brackets reflecting the growing popularity of picturesque decoration at mid-century.

Shortly after, having come of age and married, three of the Harndens' sons built houses on the opposite side of Rose Hill Road (also Co.Rt.6). Joseph Harnden and his brother, Edwin Harnden, built stylish Gothic Revival cottages appearing to have followed designs culled from published builders' patterns. Joseph's board-and-batten house with steep gable roof and label molds above the windows introduced a cosmopolitan taste to the hamlet (668 Co.Rt.6). Edwin's cross-wing house was equally innovative (652 Co.Rt.6), but the third brother, William H. Harnden, erected a house with a more conventional two-story center hall plan at the intersection of Tow Path Road (630 Co.Rt.6). The sons had entered their father's boat-building business and carried it on after his early death in 1866. Their fashionable houses created a family compound that represented Alligerville emerging as more than a just a canal stop.

The Harndens also contributed land for the construction of two churches, giving name to Church Hill Road, which ran along the east side of their home lot. The family attended services at the Reformed Church of the Clove, which was located between Alligerville and High Falls. By 1858 there were enough parishioners in Alligerville to warrant the construction of a brick chapel, which occurred in 1859 when George and Catherine Harnden conveyed a half-acre parcel to the church consistory (18 Church Ln.)¹ This building is similar enough in materials and design to the Harndens' house to suggest that the two buildings shared the same mason and were erected at the same time. The evident change in brick batches in the gables of both the house and the church seems more than coincidental. The church has arched windows flanking and surmounting a trabeated Classical entrance on the front façade, and a round Romanesque window distinguishes the gable. Large windows on the side have square heads with stone lintels and sills. A one-acre lot above the Harnden brick house was deeded to the Methodist Episcopal Society of Alligerville in 1858, of which son Joseph Harden was a founder. The building erected on the site soon after no longer exists.

During this time, George and Catherine Harnden had a number of house lots surveyed along land they had obtained on the east side of Church Hill Road and on Church Lane leading to the Reformed chapel. The first house was built on a lot the Harndens sold to Catherine's brother George Hoar, a ship carpenter, and his second wife, Harriet Mason in 1849 (26 Church Hill Rd.)² The story-and-a-half house has a five-bay front façade with a center entrance in the traditional manner. Within 10 years, the Hoars relocated to Ellenville, a larger canal town at the southern end of Ulster County where George's father, John B. Hoar, ran a boatyard, and the Alligerville house was sold to a Benjamin Wiggins, a ship builder, who owned the house for many years. Other houses were built soon after by blacksmiths Ira Brodhead (1851) and John D. Hoornbeck (1854) and boat carpenters Abram J. Steen (1859) and Benjamin B. Alliger (n.d.) on Church Lane (25, 15 (not extant), 10 & 19 Church Ln.). The C.H. Van Wagenen House at 20 Church Hill Road maintains the modest form of a canal worker's house, yet embellished with Gothic Revival-style front dormer and eave decoration.

The land on the east side of Church Hill Road had been associated with the Alliger family. The land history is vague regarding the original dimensions of these lands, but it is evident that Benjamin Alliger (1741-1791) owned a large farm in this section extending from the Rondout up the mountain. His sons John, Matthew and Elijah Alliger, inherited his real estate. It is recorded in local histories that Elijah Alliger (1787-1856) was a mason who worked on the construction of the canal and was the first person to establish commercial enterprises in the vicinity of Lock 21. These sources assert that it was for him that Alligerville was named, but it might just as well pertain to the entire family. The earliest known map of the hamlet (1854) depicts Church Hill Road crossing the canal and terminating at the Rondout (Fig.3). A store and other buildings are located on both sides of the canal with the name "E. Hasbrouck" associated with them. Edwin Hasbrouck had married Elijah and Annatje Alliger's daughter, Elizabeth, and by 1850 he was operating the store, dock and mill stone yard that Elijah had established earlier. The 1850 census also lists Edwin Hasbrouck with a tannery, which may be one or both of the buildings depicted along the creek on the 1854 map.

¹ Ulster County Deeds

² Ulster County Deeds, Book 73 Page 695.

The current parcel map shows boundary lines for two parallel tracts east of Church Hill Road running south from the Rondout and up the mountainside. Deed histories document that tract adjoining Church Hill Road had belonged to John Alliger and had been subdivided into lots by his executors following his death in 1817. George Harnden may have acquired his home lot from John Alliger's estate, but the record of Harnden's initial transaction has yet to be found. Thomas S. Schoonmaker, who owned a large farm on the north side of the Rondout, acquired all or part of Alliger's land, conveying Lots Nos. 1 & 2 "in the canal allotment" to Maria Van Wagenen, wife of Andries Van Wagenen, a canal agent in 1830.³ They built the large house banked into the hillside like the Harndens' on the east side of Church Hill Road (3 Church Ln.). Similar in scale and form to the brick house, its design features have been removed or concealed under vinyl siding.

If John Alliger owned the tract closest to Church Hill Road, then the next tract east would have belonged to Elijah and Anna Alliger. They were living elsewhere in the town until 1840 when they apparently relocated to Alligerville. In 1850 they were enumerated as dependents in Edwin and Elizabeth Hasbrouck's household. The following year, Elijah sold "all the southwestern part of my farm whereon the new buildings now stand on the edge of the hill" to his daughter, Elizabeth.⁴ The boundary description together with deed histories locates the property at 582 Berme Road. In 1857, after the Alligers' deaths, the Hasbroucks sold the house to Benjamin Aldrich and relocated to Illinois. The large two-and-a-half-story wood frame house banked into the hillside matches those erected in the same era as the Harnden and Van Wagenen houses, and it anchors the east end of the historic district. Benjamin Aldrich (1801-1872) was a shoemaker living on Lucas Turnpike in Kyserike prior to the sale. He was enumerated as a farmer in the 1860 census with his wife, Wyntje DeWitt, and their children.

A few small dwellings had materialized along the canal on the land Marie Van Wagenen was deeded by Thomas S. Schoonmaker in 1830. Two of them located on the south side of the canal were owned by Andries Van Wagenen and were rented to laborers employed in canal-related occupations (556 & 560 Berme Rd.). Two others located on what had been the north side of the canal, which has been filled and paved over by Berme Road in this section, had been subdivided and sold (567 & 577 Berme Rd.). The story-and-a-half dwelling at 567 Berme Road is the most architecturally distinctive of the four and retains the Greek Revival-style detail—pronounced roof-line frieze, symmetrical façade, Classical entry with transom—that associate them with the canal era. This house was later owned by William Stevens, an Irish-born boatman.

The north side of the Rondout Creek developed more slowly and less intensively than the canal side. At the time the canal was opened, this part of the historic district comprised part of the farm holding of Thomas S. Schoonmaker (1799-1886), whose land on the south side of the river, it appears, was conveyed to the Delaware & Hudson Canal Company for the project. In addition, Elijah Alliger's brother, Matthew, owned land on the west side of the Schoonmaker farm where he operated a grist mill powered by a raceway cut along the northern edge of the creek. Thomas S. Schoonmaker had inherited the farm from his father, Simon Schoonmaker, and he married Elizabeth Alliger, daughter of Elijah and Matthew Alliger's brother John, in 1823. They built a new story-and-a-half farmhouse ca. 1840 in the Greek Revival style, perhaps influenced by the modernization brought on by the canal (607 Co.Rt.6). The farmstead contains a large barn that was enlarged over time and a number of outbuildings, including a small building believed to be the lock tenders office moved from the canal. The property still maintains its agricultural setting and creek-side location, and it carries across the creek to include the south bank from the bridge east to Church Hill Road.

The house on Matthew Alliger's property clearly predates the canal and may have been built as early as 1795 when Matthew Alliger (1771-1836) married Elizabeth Vanwagenen, in whose family the property and the mill had originated (55 Creek Rd.). It is possible that the house incorporates a still earlier dwelling associated with Alliger's father-in-law Cornelius Van Wagenen. By 1840 the mill and its associated farm was owned by Matthew Alliger's son John, who had obtained his siblings' undivided interests in their father's real estate. Only the foundations of the mill remain, although the raceway and remnants of the diverting dam in the Rondout are extant. A historic barn, smokehouse, privy and other outbuildings further distinguish the property.

Thomas S. Schoonmaker owned a small dwelling between the Alliger house and the bridge that he evidently rented to one of his farm workers (40 Creek Rd.). It is Gothic Revival-style in design and similar in appearance to Joseph Harnden's house on the other side of the creek (668 Co.Rt.6), although the exterior materials have been altered. Appearing on the 1858 map, it was constructed slightly earlier than the Harnden residence. The property includes a small domestic barn and other outbuildings that contribute to its historic setting and significance. By 1875 the Schoonmakers owned another house farther out on the road leading north from Alligerville. The map labeled it "E. Schoonmaker," probably for Ebenezer Schoonmaker a distant relative of Thomas. This building, which was not depicted on maps dated 1854 and 1858, appears to survive, much altered, at 592 County Route 6.

³ Ulster County Deeds, Book 36 Page 382, 28 September 1830.

⁴ Ulster County Deeds, Book 85 Page 241, 22 December 1851. On the same day Elijah Alliger conveyed his home to his daughter in 1851, he deeded to his son, Cornelius, a portion of the same farm on both sides of the canal [Book 86 Page 499]. A house associated with him is depicted on the 1854 map, but it no longer exists.

Isaac Davis, a carpenter, lived in a story-and-a-half house with Greek Revival-style decoration that is the only other building depicted on the road from the bridge on the 1854 map of Alligerville (8 Creek Rd.). Davis conveyed the property to the Methodist Episcopal Society of Alligerville, probably around the time the church was erected in ca. 1859. Soon after (1868), Thomas S. Schoonmaker's son, Daniel, built a residence for himself, his sister, Sarah, and her family next door at 12 Creek Rd. The distinctive two-story cross-wing house in the Gothic Revival taste was likely built from published plans tweaked to provide a large bay window and arched windows on the front along with scroll-sawn verge boards and pinnacles at the roof line. The sophistication of the design indicates the status of the family and the growing cosmopolitanism of builders and clients in the once-remote area. Much of the fashionable millwork and ornamentation, manufactured in New York City and other urban centers, could have been transported to Alligerville by the canal.

Canal towns often had hotels where travelers by water and land could find accommodations. Hotels also were community centers with taverns and ballrooms for social events. George and Catherine Harnden had conveyed a lot above theirs to Friend Hoar, Catherine's brother, and there he kept an inn (this building is no longer extant). By 1875, local blacksmith John Forbes had opened a hotel on the north side of the Rondout (604 Co.Rt.6). The large two-story house form is characteristic of small hotels or inns. Accounts refer to a ballroom in the second story and a cross-gable wing, added later, is said to have housed the tavern room. John Forbes and his wife, Julia, passed the property and business on to their daughters, Belle and Jenny, who continued to operate the hotel well into the 20th century.

A fancy brick building was erected for the Union Free District No. 1 School on the north side of the creek in Alligerville in 1878 (4 Creek Rd.). The previous one-room schoolhouse, located farther up the north road, had burned down the previous year. Jesse Steen of New Paltz and John Hess of Kingston are recorded as the contractors. Steen, who advertised himself as "Contractor and Carpenter, Builder and Architect," erected another brick school in New Paltz in 1874.⁵ A two-bay garage for fire equipment was added in 1966 after the school closed and the local fire company took over the property.

During this post-Civil War period, more house lots were created on Creek Road and the county highway, probably by the Schoonmakers. Three nearly identical dwellings with steep front-gable facades were constructed (20 & 36 Creek Rd. and 582 Co.Rt.6). The Creek Road houses have pointed attic windows and ornate porches; while the roofline at #20 is decorated with brackets, the eaves at #38 have scroll-sawn verge boards. The gable end of the house at 582 County Route 6 is also distinguished by scroll-sawn verge boards, and it, as well as the house at 20 Creek Road, has label molds over the windows. A fourth front-gable house at 30 Creek Road is still more ornate including a shingled gable with a decorative screen in the gable, which suggests that it was built later in the period as Gothic Revival design evolved with the introduction of Queen Anne motifs. But this time, cross-gable pavilions began pushing out the side walls. This tendency also is evident in the fifth and last front-gable house at 586 County Route 6.

These later houses denote the moment when the area began to redevelop to accommodate the wave of summer tourists flowing into the Hudson Valley and Catskill regions as railroads made travel from the city easier and more economical. The Mohonk Mountain House, perched on the mountaintop above Alligerville, was a major attraction, with a portion of its clientele making its way up the north side of the Shawangunks through Alligerville. As with many surrounding communities, Alligerville enjoyed the spillover of tourists who could not afford the mountaintop experience. The hotel also was a major employer and helped sustain the Alligerville economy after the canal ceased operation. The picturesque decoration of these later houses was a talisman of the tourist trade. An American Four-Square type house added a modern element to the Gothic-inspired streetscape as the 20th century dawned (24 Creek Rd.).

As the tourist era progressed into the 20th century the construction of summer cottages increased in Alligerville and vicinity. The Rondout and the canal were attractive features and once the canal ceased operation, the land it occupied was subdivided and sold, much of it to summer residents. A colony of small unheated bungalows developed along the narrow shoreline between the towpath and the river west of Lock 21, with individual properties extending out along Tow Path Road and beyond the historic district (14 & 26 Purcell Rd., 28 Old Tow Path Rd. and 459 Tow Path Rd.). Cottages were built on the farm and mill site established by Peter B. Davis in the 1830s as his heirs sought ways to replace the failed canal economy with income from summer tourists (448 Tow Path Rd.). The same kind of development occurred along Berme Road on the east end of the district. This section has more permanent dwellings that were built as the personal automobile made getting back-and-forth from a second domicile in the country easier. In many cases, summer cottages turned into retirement homes for people who otherwise were tenants in the city (585 Berme Rd.).

It is an unfortunate but common occurrence that Lock 21 and the commercial development that organized around it has been largely obliterated. Once the canal ceased to function, the lock and its related commerce became obsolete. Aside from the stone wall once forming the south side of the lock and a remnant of the tow path, no canal features are discernible. One historic store has been preserved, and a second store, long-associated with Matthew DeWitt, occupying a barn-like building, was only recently destroyed by fire (Fig.11). The store moved across the filled-in canal into a metal building erected for that purpose and continued to operate until only recently (496 Tow Path Rd.). A dwelling built in the

⁵ William B. Rhoads, *Ulster County, New York, The Architectural History & Guide* (NY:Black dome Press, 2011), 188.

canal era survives on the west side of the abutments for the original bridge crossing the Rondout; a manufactured home has been added to the property (2 Old Tow Path Rd.). The construction of a new bridge downstream from the earlier one in 1963 has altered traffic patterns only slightly on the south side of the canal, but it necessitated the creation of a new road on the north side of the river. It is reputed that stone from Lock 21 was used for rip-rap flanking its concrete abutments. Berne Road was constructed over the canal ditch east of the new bridge but emerges intact at the eastern end of the historic district and carries through largely unimpeded to High Falls. The most recent addition to the hamlet is a concrete structure containing a blacksmith shop.

The Alligerville Historic District presents an authentic and significant representation of the new communities created along the course of the Delaware & Hudson Canal during its operation from 1828 to 1899. With only one building dating before the construction of the waterway, Alligerville is an artifact of the economic and cultural history of the canal and the town and the modernizing impact it had on rural communities in the Rondout Valley and beyond. While the loss of Lock 21 and its associated features, including the Roebling aqueduct bridging the Peterskill, have compromised the historical integrity of the canal, the community that it fostered and that developed around it is remarkably intact. The Delaware & Hudson Canal is a historic transportation structure of state-level significance, which already has been recognized in official eligibility determinations at various locations, and the canal is a component of listed and eligible historic districts in other hamlets and villages along its route. The National Park Service's designation of the Upper Delaware River on the New York-Pennsylvania border as a Scenic and Recreational River includes the D&H as a significant cultural component. Aside from the canal, nearly all of the dwellings identified in Alligerville on maps published 1854-1875 are extant and retain distinctive design characteristics that associate them with the canal era and its aftermath. The Greek Revival-style architecture introduced to these new canal towns is strongly represented, as well as the evidence of the evolution to more picturesque stylings—principally the Gothic Revival—as the century progressed, the community matured and summer tourism became a factor of the local economy. Only a very few historic buildings have been seriously compromised by alterations, and there are a small number of non-historic properties. The Alligerville Historic District possesses integrity of location, design, setting, materials, workmanship, feeling and association, which combine to support its eligibility for the National Register.

List of Properties contained in Alligerville Historic District

List derived from Ulster County Parcel Viewer (*italicized numbers are invented where none were cited*)

CB= contributing building; COB= contributing outbuilding; NCB= Non-contributing building; NCOB= non-contributing outbuilding; CS= contributing structure; CSite= contributing site; NHL= existing NHL designation

Parcel Number	Street Number	Street Name	Property Name (based in 1854, 1858 & 1875 maps)	Est. Year Built	Style	Area (acres)	Components	Canal Features?	Status
77.7-1-18	546	Berme Rd	John & Catrina Alliger House	ca. 1828	Greek Revival	2.30	Store 20 th C. poultry house Mobile home	Y	CB COB NCB
77.7-1-19	550	Berme Rd	John Alliger House Outbuilding	ca. 1850	none	0.50	Small barn		CB
77.7-1-20	556	Berme Rd	Van Wagenen Tenant House I & Barn	ca. 1858	Classical Revival	0.70	Single family dwelling Domestic barn		CB COB
77.7-1-21	560	Berme Rd	Van Wagenen Tenant House II	ca. 1858	Greek Revival	0.25	Single family dwelling		CB
77.7-1-22	567	Berme Rd	Yeaple-Stevens House & Barn	ca. 1858	Greek Revival	0.90	Single family dwelling Domestic barn	Y	CB COB
77.7-1-4	577	Berme Rd	Hoar-Young House	ca. 1858	Greek Revival	0.50	Single family dwelling	Y	CB
77.2-3-68	582	Berme Rd	Alliger-Aldrich House	ca. 1840	Greek Revival	57.00	Single family dwelling 5 multiple dwellings garage		CB NCOB (5) NCOB
77.7-1-3	585	Berme Rd	Adamiak Residence	ca. 1950	Colonial Revival	0.13	Single family dwelling	Y	CB
77.7-1-2	593	Berme Rd	Brennan House	ca. 1858	Greek Revival	1.03	Single family dwelling	Y	CB
77.7-1-7	20	Church Hill Rd	Abraham & Maria Van Wagenen House	ca. 1855	Gothic Revival	0.75	Single family dwelling Garage		CB NCOB
77.7-1-6	22	Church Hill Rd	Simon J. & Elma Lawrence House	1880	Classical Picturesque	1.50	Single family dwelling Garage		CB NCOB
77.7-1-12	26	Church Hill Rd	Hoar-Wiggins House	ca. 1849	Greek Revival	0.50	Single family dwelling		CB
77.7-1-10.2	41	Church Hill Rd	Harnden Mule Stable	ca. 1850	None	1.10	Single family dwelling		CB
77.7-1-17	3	Church Ln	Andries R. & Marie Van Wagenen House	ca. 1830	Greek Revival	0.50	Single family dwelling		CB

Parcel Number	Street Number	Street Name	Property Name (based in 1854, 1858 & 1875 maps)	Est. Year Built	Style	Area (acres)	Components	Canal Features?	Status
77.7-1-13	10	Church Ln	Abram & Julia Steen House	ca. 1859	Greek Revival	0.50	Single family dwelling Garage		CB NCOB
77.7-1-16	11	Church Ln	Markle Residence	ca. 1970	Colonial Revival	0.56	Single family dwelling		NCB
77.7-1-14	18	Church Ln	Reformed Dutch Church of the Clove Chapel	ca. 1858	Gothic Revival	0.50	Church		CB
77.7-1-15	19	Church Ln	Benjamin B. & Mary Alliger House & Barn	ca. 1855	Greek Revival	0.50	Single family dwelling Domestic barn		CB COB
77.7-1-5	25	Church Ln	Ira Brodhead House	ca. 1851 alt. 1960	Greek Revival	1.70	Single family dwelling		CB
77.2-2-13	582	County Rt. 6	Sylvester & Mary Schoonmaker House	ca. 1875	Gothic Revival	0.90	Single family dwelling Domestic barn (alt)		CB COB
77.2-2-14	586	County Rt. 6	Jacob & Celia B. Steen House	ca. 1883	Gothic Revival	0.75	Single family dwelling Domestic barn		CB COB
77.2-2-15	592	County Rt. 6	Ebenezer & Martha Schoonmaker House	ca. 1860	Greek Revival	2.58	Single family dwelling		CB
77.2-2-16	604	County Rt. 6	John Forbes Hotel	ca. 1868	Classical Revival	1.13	Hotel Domestic barn		CB COB
77.2-2-12.2	606	County Rt. 6	Alligerville Post Office	ca. 1920	Commercial	0.71	Post Office		CB
77.2-2-12.1	607	County Rt. 6	Thomas S. Schoonmaker Farm	1830	Greek Revival	32.20	Single family dwelling Agricultural barn Wagon house Poultry house Ice house Shed Lock Tender's Shanty	Y	CB CB COB COB COB COB CB
77.2-4-6.2	630	County Rt. 6 (Rose Hill Rd)	William H. & Martha Harnden House	ca. 1860	Classical Revival	3.30	Single family dwelling Garage		CB NCOB
77.2-4-4	652	County Rt. 6	Edwin & Hannah Harnden House	ca. 1870	Gothic Revival	1.00	Single family dwelling		CB
77.2-4-5	668	County Rt. 6	Joseph & Gertrude Harnden House	ca. 1862	Gothic Revival	1.40	Single family dwelling		CB
77.2-2-36	0	Creek Rd	Alligerville Bridge I Site	ca. 1830	None	---	North abutment	Y	CS

Parcel Number	Street Number	Street Name	Property Name (based in 1854, 1858 & 1875 maps)	Est. Year Built	Style	Area (acres)	South abutment Components	Canal Features?	CS Status
77.2-2-17	4	Creek Rd	Union Free District No. 1 School	1878 1966	Italianate	0.60	School (firehouse addition)		CB
77.2-2-18	8	Creek Rd	Isaac & Rebecca Davis House Methodist Episcopal Church of Alligerville Parsonage	ca. 1830	Greek Revival	0.50	Single Family Dwelling		CB
77.2-2-19	12	Creek Rd	Daniel Schoonmaker House	1868	Gothic Revival	1.41	Single Family Dwelling Domestic Barn		CB COB
77.2-2-20	20	Creek Rd	Mary Schoonmaker House	ca. 1900	Gothic Revival	0.35	Single Family Dwelling		CB
77.2-2-21	24	Creek Rd	Charles & Annie Kalkhof House	ca. 1912	Craftsman	1.10	Single Family Dwelling Domestic Barn		CB COB
77.2-2-22	30	Creek Rd	Sanford A. & Lottie M. Cross House	ca. 1898	Queen Anne	1.00	Single Family Dwelling Domestic Barn		CB COB
77.2-2-23	36	Creek Rd	Jeremiah & Lena Young House	ca. 1895	Gothic Revival	0.70	Single Family Dwelling Domestic Barn		CB COB
77.2-2-24	40	Creek Rd	Schoonmaker Tenant House I	ca. 1850	Gothic Revival	0.71	Single Family Dwelling Domestic Barn Shed Garage		CB COB COB NCOB
77.2-2-25	55	Creek Rd	Van Wagenen-Alliger Farmstead & Mill Site	ca. 1795	Federal	11.00	Single Family Dwelling Smoke house (stone) Privy Agricultural Barn Utility Building Sheds Garage Mill foundation, Dam & mill race		CB COB COB CB COB COB COB CSite CS
77.2-4-1	2	Old Tow Path Rd	Schoonmaker-Evans House	ca. 1850	Greek Revival	0.50	Single Family Dwelling Mobile Home	Y	CB NCB
77.2-4-53	28	Old Tow Path Rd (Purcell Ln)	Hall-Latinville Summer Cottages	ca.1935	Cottage	1.00	Single Family Dwelling Single Family Dwelling Aqueduct abutments Tow path	Y	CB CB NHL CS

Parcel Number	Street Number	Street Name	Property Name (based in 1854, 1858 & 1875 maps)	Est. Year Built	Style	Area (acres)	Components	Canal Features?	Status
77.2-4-56	14	Purcell Ln	Purcell Store & House	1987 ca. 1920	Commercial	0.72	Store Single Family Dwelling Garage	Y	NCB CB COB
77.2-4-55	16	Purcell Ln	Canal Outbuilding	ca. 1850	None	1.50	Outbuilding	Y	COB
77.2-4-54	26	Purcell Ln	Hall-Barrett Summer Cottage	ca. 1935	Cottage	1.98	Single Family Dwelling	Y	CB
77.7-1-10.11	237	Rose Hill Rd (Cty. Rt. 6)	George & Catherine Harnden House	ca. 1858	Italianate	9.70	Single Family Dwelling Stables Barn foundations M.E. Church Site	Y	CB COB CS CSite
77.2-4-49	448	Tow Path Rd	Peter B. Davis House & Shop Sites	ca. 1835	Greek Revival	5.90	Single Family Dwelling Domestic Barn Summer Cottages (2) Canal feeder & basin Mill raceway Shop site	Y	CB COB CB (2) CS CS CSite
77.2-4-50	459	Tow Path Rd	Jason & Ester Van Vliet House & cottages	ca. 1912	Colonial Revival	9.40	Single Family Dwelling Summer Cottages (2) Canal feeder & basin Tow path Mill site	Y	CB CB (2) CS CSite
77.2-4-58	488	Tow Path Rd	Ira Brodhead House & Blacksmith Shop Site Matthew J. DeWitt House	ca. 1830	Greek Revival	1.00	Single Family Dwelling Domestic Barn		CB COB
77.2-4-57	491	Tow Path Rd	Simon J. & Frances Roosa Hse Harnden Dry Dock Site	ca. 1882 ca. 1835	Classical Revival	0.25	Single Family Dwelling Dry Dock & Boat Yard	Y	CB CSite
77.2-4-2	496	Tow Path Rd	Alliger-Harnden House & Store	ca. 1830	Greek Revival	0.75	Store & Dwelling Blacksmith Shop		CB NCB

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

- ARCHITECTURE
- COMMERCE
- COMMUNITY PLANNING & DEVELOPMENT
- ENGINEERING
- TRANSPORTATION

Period of Significance

ca. 1795 - 1965

Significant Dates

- 1828
- 1899

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

NONE

Period of Significance (justification)

The Period of Significance of the Alligerville Historic District extends from ca. 1795, the estimated construction date of the only extant building constructed before the opening of the Delaware & Hudson Canal, and 1965 or about the time Lock 21 was dismantled and the canal was filled in. The earlier date represents the agricultural landscape and traditional community that had characterized the historic district and the town for a century or more before it was transformed by the construction of the canal. The later date brings the development of Alligerville through the years the canal was built and operated (1825-1899) and into the post-canal era when its economy relied on summer tourism and, at the end, second homes.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Alligerville Historic District is significant as a hamlet that was created and developed around a lock on the Delaware & Hudson Canal, one of the earliest canals completed in the United States. Built 1825-1828, the canal's main purpose was to transport anthracite coal from the Wyoming Fields in northeastern Pennsylvania to the Hudson River and thereon to markets and consumers in New York City. The canal functioned until 1899. Alligerville exists within the section of the canal following the course of the Rondout Creek to its confluence with the Hudson River at Kingston. The district meets National Register of Historic Places (NRHP) criteria A and C at a local level of significance; it is a historically significant entity in the Town of Rochester which shares direct and salient associations with the building and functioning of the canal. Portions of the canal have previously received National Historic Landmark (NHL) status and the entire remaining route has been determined eligible for NRHP listing. In Alligerville are the remains of the Peterskill aqueduct, a suspension bridge designed by John A. Roebling, this being among the resources previously designated as an NHL. The plan of the hamlet and the buildings within the historic district embody distinctive characteristics of a small, early canal town that grew and evolved into the late 19th century. It contains examples of model commercial and residential buildings introduced by the canal company and expressing the Greek Revival style popular in the period. These models influenced private development, but following design trends in the greater Hudson Valley region, this modest Classicism was supplanted by the asymmetrical and picturesque architecture of the Romantic Movement, particularly the Gothic and Italianate modes. While most of Alligerville's commercial properties were lost following the closing of the canal, nearly all the residential buildings identified on mid-19th-century maps have survived largely intact.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

The Alligerville Historic District is significant in at least five areas: engineering, community planning and development, transportation, commerce and architecture.

ENGINEERING. The Delaware & Hudson Canal represents a major and innovative example of historic civil engineering. Planning began in 1823, two years before the completion of America's first canal, the Erie Canal, in New York. Two brothers, William and Maurice Wurts—Philadelphia merchants who had acquired large tracts of coal fields in the Lackawanna Valley—hired Benjamin Wright, principal engineer of the Erie Canal, to survey a route from the coal fields in Carbondale to the Hudson River. Wright plotted a route along the Lackawaxen and Delaware rivers from Pennsylvania into New York and then along the Neversink and Rondout valleys to the Hudson. Construction began in 1825; the canal was 108 miles long and incorporated 108 locks, as well as other engineered components including water supply systems, aqueducts, weirs, dams and bridges. In addition to the canal, a gravity railroad was constructed to convey coal from the mines to the canal; this was a particularly early example of railroad engineering. The canal was deepened in 1842-1843 to handle larger boats, and it was both widened and deepened in 1850-1852, which necessitated rebuilding locks and aqueducts. For this stage engineer John A. Roebling designed four suspension aqueducts, one of them in Alligerville; he used this technology in the design of the Brooklyn Bridge more than a decade later. The site of the aqueduct in Alligerville, as well as the other three Roebling aqueducts, was designated a National Historic Landmark in the 1970s and the New York State Historic Preservation Office has determined the D&H Canal to be eligible for the National Register where it remains intact, especially with engineering features, such as locks, weirs, feeder canals, basins, etc.

COMMUNITY PLANNING & DEVELOPMENT. Before the canal was completed in 1828, Alligerville was part of a rural agricultural area known as Kyserike, which was populated by the progeny of some the Town of Rochester's earliest settlers, in particular the Van Wagenens, Schoonmakers, Davenports and Alligers. Cornelius Van Wagenen had established a small grist mill powered by the Rondout Creek by the end of the 18th century, which his son-in-law, Matthew Alliger, took over. The Delaware & Hudson Canal Company routed a canal along the south side of the Rondout and constructed a lock (Lock 21) roughly opposite Alliger's grist mill. Elijah Alliger, a stone mason, reputedly constructed locks and other canal structures in this section and built the first dock on the waterway to transport his mill stones. He is cited as having opened the first store at Lock 21, and local sources associate the name of the new canal community with him. The canal company erected buildings to operate a lock and provide a residence for a lock tender. The canal bridged the Peterskill where it entered the Rondout. Soon after the canal opened, a second mill site and forge were created on the Peterskill by Peter B. Davis, who made wagons and farm machinery. George Harnden, an English shipbuilder, began building boats at Lock 21 in the 1830s. Workers attracted to these various canal-related enterprises required housing that was built on lots provided by these early landholders. The buildings erected by the canal company were of uniform types and design along its entire route and reflected the then-current Greek Revival style. Commercial and residential buildings constructed by others were consistent in design, and these new canal towns achieved an orderly and modern appearance, particularly in contrast to the prevailing traditional architecture in old rural communities along the Rondout. Initially, new

buildings were strung out along the canal and roads intersecting it. Later, new streets and plats were created in response to growing demand for dwellings. As Alligerville expanded more commercial buildings appeared as well as hotels, churches and a school. In a matter of 25 years, the canal had fostered the creation and growth of an entirely new town.

TRANSPORTATION. The Delaware & Hudson Canal was conceived and built as a transportation system to convey coal from Pennsylvania to the Hudson River and, ultimately, New York City. Unlike the Erie Canal, it was owned and operated by a company for that sole purpose, and it functioned in that capacity from 1828 to 1899. However, the canal also provided transportation for freight originating in local centers. It was a substantial improvement over overland transportation. For example, Elijah Alliger began shipping his mill stones from his dock in Alligerville to customers throughout the region. Peter B. Davis transported the farm machinery he manufactured on the canal, and he likely received his raw materials via the canal. Local cement, blue stone, cord wood, hay and other agricultural products made their way to the Hudson on the canal, which made small lock towns like Alligerville significant transportation centers.

COMMERCE. As a canal transportation locus, Alligerville developed as a modest but active commercial center. With dozens of boats passing through the lock on a given day, the canal brought its own business to the hamlet. Two or more blacksmiths were kept busy with the maintenance needs of boats and the mules and horses that towed them. A boat yard and dry dock provided repairs when needed. Groceries and supply stores supplied canalers and their families with the food and personal goods they needed. Hotels and taverns served passengers using the canal for personal travel. All these services also supported the many boat builders, boatmen, dock workers and general laborers who populated the hamlet, as well as farm families living in the surrounding area.

ARCHITECTURE. As a new canal town appearing in a traditional rural community, Alligerville is a significant representation of the modern impulse in town planning and domestic architecture occurring in antebellum America. Like the new communities being created in western New York, where much of the development was facilitated by the Erie Canal, Alligerville built up rapidly with a range of industrial, commercial, residential and religious buildings reflecting up-to-date design and construction practices in the “modern” Classical idiom. The earliest buildings, particularly those introduced by the canal company, were neat and economical with Greek Revival-style features such as symmetrical fenestration, trabeated entrances and pronounced friezes along roof lines. A hierarchy of houses ranged from modest story-and-a-half worker dwellings with one or two principal rooms to the large two-story residences of landowners with more elaborate decoration. As occurred throughout the Hudson Valley, this strict Classicism was soon mitigated by more ornate Gothic and Italianate elements incorporated into the overall design.

Developmental history/additional historic context information (if appropriate)

THE TOWN OF ROCHESTER

The Town of Rochester in Ulster County, New York, was formally created in 1703 by a patent from the English Crown conveyed to trustees who were established citizens of the Dutch cultural community centered in Kingston, which was situated at the confluence of the Rondout Creek and the Hudson River. In this era, the demand for farms pushed settlement out from Kingston in all directions, and particularly west along the fertile valley of the Rondout, one of the region’s primary watersheds, where Rochester is located. The Shawangunk Mountains, an uplifted ridge of white conglomerate, frame the valley on its southerly side and the foothills of the Catskills rise in the north.

European settlement displaced a Native American culture that had existed in the region since the glaciers receded. In 1702 the Rondout Valley was occupied by the Delaware Indians or Lenni-Lenape, which were then known as the Esopus Indians or Delawares by the Dutch and English and as Algonquins by the French. English law required the trustees of the town to ensure that land be acquired from them by deeds, and settlers gradually drove them out, often by force. The newcomers benefited from much of the land already having been prepared for agriculture.

At the time the Rochester patent was granted in 1703, there already was a contingent of 40 or 50 families in the town, which up to that time was known as Mombaccus. When town trustees began parceling out land for settlement, much of their work entailed legitimizing existing landholdings. Among them were mills already in use. A thriving commercial agrarian community had developed by the end of the 18th century, with its principal product being wheat destined for New York’s lucrative international trade. The community supported a number of local industries and trades and fostered religious and social networks that reached back to Kingston, which remained the economic and cultural center.⁶

⁶ The foregoing history summarizes material contained in the historical overview in the report of a town-wide reconnaissance historic resource survey conducted by Harry Hansen in 2008 for the Town of Rochester Historic Preservation Commission. This report is published in its entirety on the Town of Rochester web site. For more detail go to http://www.townofrochester.ny.gov/Pages/RochesterNY_BCComm/hpc/RochesterReconSurvey2008.pdf.

The Rondout Creek was not navigable so a highway system was developed early with a highway through the valley as its spine. Known as the King's Highway, like so many early roads, it originated as an Indian path leading from the Hudson to the Delaware River. (It became known more colloquially—and romantically—as the Mine Road due to a persistent belief that precious metals were contained in the far-off hills, which has never been substantiated.) However, this obscure but long-traveled road became important when a route was needed to link the Delaware and Hudson rivers by a canal.

THE DELAWARE & HUDSON CANAL

Prior to the War of 1812, growing American cities, such as New York and Philadelphia, relied on bituminous coal from Great Britain. Embargoes and punitive measures resulting from these hostilities led to the development of native coal deposits in the hills of Pennsylvania. Once this source began to be developed, transportation improvements became necessary to get large volumes of this valuable fuel to urban markets. Canals emerged as the primary innovation for large-volume, long-distance freight transportation following the success of the Erie Canal, completed in 1825.

Coal was already being shipped into Philadelphia from the Lehigh Valley when two brothers, Maurice and William Wurts, dry goods merchants, began acquiring and mining coal fields in the Lackawanna Valley northwest of the city. They instead set their sights on New York City as their market. In 1823 the brothers engaged Benjamin Wright, the principal engineer for the Erie Canal, to conduct a survey and identify a route from their mines in Carbondale, Pennsylvania to the Hudson River.

Within a year Wright and his team had finished their survey and issued a report. A canal four feet deep and thirty-two feet wide, stretching 108 miles from Honesdale, Pennsylvania to Rondout, New York, was proposed for a cost estimated at \$1.2 million. The canal was planned to follow the Laxawaxen and Delaware rivers in Pennsylvania before crossing New York to the Hudson, and after considering an alternative that would tunnel under the Shawangunk Mountains and meet the river at Newburgh, it was decided to follow the Neversink and Rondout rivers and skirt the west side of the mountains, thereby meeting the Hudson at Rondout.

With the plans in hand, the Wurts sailed from Philadelphia to New York City with a load of anthracite coal for a demonstration for potential shareholders at the Tontine Coffee House in January 1825. (Anthracite was a harder and hotter-burning coal than the bituminous coal that had come from England.) Two months later, in the same place, the Delaware & Hudson Canal Company was formed with officers and a board of directors elected. New York City mayor Philip Hone was elected president and a total of \$74,207.59 was raised through stock subscriptions. With this meager capital, construction began almost immediately.⁷ By the spring, according to the Kingston *People's Advocate*, about 2,500 men and 200 teams were at work on the Rondout and Summit (Sullivan County) sections of the canal.⁸ The canal was functional in its entirety on the 1st of April 1828.

Increasing demand for coal and the productivity of the Carbondale mines led to the enlargement of the canal and its boats. This occurred in a number of stages in the 1840s. The initial effort commenced after the boating season during the winter of 1842-1843 and increased the depth of the canal by five feet by raising the berms. This action permitted boats of 40 ton capacity, twice their original size. In 1845 another enlargement program was initiated to increase the depth another five-and-a-half feet and the capacity of boats to 50 tons. A still more significant project was undertaken in 1848 and completed in 1850. The canal was both widened and deepened, with the sloping sides of the waterway cut back and lined with stone. Locks were enlarged and rebuilt to accommodate boats of 130-ton capacity. New aqueducts had to be built, including four new suspension structures, two of them in Ulster County, at High Falls and Alligerville. These aqueducts were designed by John A. Roebling, the engineer who went on to design the Brooklyn Bridge.

The canal era was relatively short-lived, as it was supplanted by the next wave of transportation technology, the railroad. Introduced about the same time canals were becoming operative, railroad infrastructure did not fully develop until after the Civil War. During this period, canal freight rates stagnated and did not keep pace with the costs of running boats and feeding mules.⁹ While other freight was shipped on the canal, transporting coal was its principal purpose, and each year more and more of the coal business was lost to the railroad, which could carry coal more cheaply and through the winter. Droughts and declining maintenance resulted in the lowering of the canal's water level, and the Society for the Prevention of Cruelty to Animals was cracking down on animal abuse. In 1881 the canal company proposed state legislation to allow it to replace the canal with a railroad.¹⁰

⁷ Manville B. Wakefield, *Coal Boats to Tidewater; The story of the Delaware & Hudson Canal* (1965, revised 1971), 4.

⁸ *Ibid.*, 5.

⁹ *Ibid.*, 197.

¹⁰ *Ibid.*

There was a steady decline of boat traffic and revenue during the final quarter of the 19th century. In 1890 the company was running 800 boats on the canal. At the start of the 1894 season, they laid off 120 boats and there had been talk in 1895 of abandoning the canal east of Summitville and transporting coal on the Ontario & Western Railroad from there. By 1898 there were only 387 boats in operation; the last coal boat departed Honesdale in November of that year.¹¹ The canal continued to operate two more seasons from Ellenville to tidewater and five more from High Falls because of the cement works. The Delaware Valley and Kingston Railway Company, chartered in 1900, replaced the canal in this section.¹²

THE DELAWARE & HUDSON CANAL IN ALLIGERVILLE

The canal was an engineered structure that required the sequence of locks to account for changes in topography and a water supply system to keep it filled. The placement of locks was determined by changes in elevation and certain watersheds were selected as “feeders.” Ironically, while the canal followed the Rondout Valley, this major water source was not used to feed the canal; rather, it was where extra water was drained. The canal was a closed system acting independently of the rivers it followed.

The locks required supervision by the company. Each one was tended to by a lock keeper, who was stationed in a lock house, and who resided in a lock keeper’s house with his family. Locks became the location of other support services, such as dry docks for repairs, liveries for stabling mules and horses and storing their hay and feed, blacksmiths for making and fixing mule shoes and boat hardware, stores for boat supplies and goods for boatmen and their families and, in some locations, hotels for travelers. Boat building took place in the vicinity locks, and merchants, manufacturers and farmers who relied on the canal brought products to communities along its route, e.g., coal, building supplies and dry and fancy goods once available only by overland transport.

With all this concentrated activity hamlets developed around the locks, typically locations where no development had previously existed. The canal created new local and regional economies that went well beyond its primary purpose of transporting coal, and new communities where there had been only farms and woodland before. The canal and its related enterprises employed numerous people. Their employers or local landowners often built small, modest dwellings for them. In larger places, street plans were subdivided with small house lots for more systematic development. These permanent residents created additional demand for products and services, as well as schools, churches and other social organizations.

Alligerville was one of these new canal towns, and there does not appear to have been any development along the banks of the Rondout in this section, excepting agricultural improvements, when the waterway was constructed. Once the canal was in operation, activity around Lock 21 focused on a boat yard and dry dock, a blacksmith shop, two or more stores, and docks and yards for blue stone and mill stones quarried on the nearby mountain. A road ran along the canal linking Alligerville with Port Jackson (Accord), a rare canal center that did not have a lock, and High Falls, where there were a series of locks and a major cement mill in addition to the usual canal services. Bridges were built across the Rondout and the canal that linked Alligerville with Lucas Turnpike, the latter running along the northern edge of the Rondout Valley. The hamlet hugged the mountain on the south side of the creek, and a new road climbed up the mountainside on its way to New Paltz on the opposite side. The bridges and roads permitted Alligerville to expand to the north side of the Rondout and up the mountainside.

The Peterskill entered into the Rondout just south of Lock 21. It was used as a feeder for the canal. A channel was dug that diverted water into the canal, creating a basin where canal water was allowed to spread out to the hillside. This feeder also was used to power a small forge and mill. The canal was conveyed over the Peterskill on an aqueduct. When the canal was enlarged to its largest capacity in 1850, one of the Robeling suspension aqueducts was constructed here. An angled dam had been erected on the Rondout in this vicinity that directed water into a long raceway on the north side of the river and powered a small grist mill. Thus, what had been a natural environment at the base of the mountain around which the Rondout bent within a decade became a small but bustling canal town.

Alligerville’s residents included people who worked and provided services at the Mohonk Mountain House at the top of the Shawangunk ridge, and during the late 19th century many local homes opened their doors to summer borders, which helped to sustain the hamlet’s economy as the canal declined in importance as railroads became the preferred means of transporting goods and people. The hamlet remained quietly static and increasingly residential into the 20th century, when the canal finally ceased to operate and gradually fell into disuse. Lack of maintenance resulted in leakage that drained the canal of its water. The lock and aqueduct fell into disrepair and stone and wood components decayed and were lost. Sections of the waterway were either acquired or appropriated by individuals who built summer cottages between the

¹¹ Ibid. 198-199.

¹² Ibid. 200.

creek and the canal, leveling sections of the berms in the process. Although the lock has been demolished, leaving only one stone wall of the structure, the canal is elsewhere essentially intact and serves as a reminder of the hamlet's reason for being.

EARLY LANDHOLDERS

Elijah Alliger

According to one historical account, Elijah Alliger (1787-1856) erected the first three commercial buildings the vicinity of Lock 21 (then Lock 22) on the Delaware & Hudson Canal by 1831, and there operated a general store and dealt in millstones, which he transported along with other freight on several canal boats he owned.¹³ He reputedly was a quarryman, millstone maker and stone mason who had a role in the construction of the D&H through this section. Prior to this, Alliger lived in a stone house, perhaps of his own construction, upstream on the Rondout near Accord on a tract associated with his wife's mother's family.¹⁴ He had married Annatje Decker (1790-1853) in 1814; she was the daughter of Johannes Decker and Sarah Deputy of Shawangunk, Ulster County.¹⁵

Elijah Alliger had been born in the area later to carry his family's name. He was the youngest son of Benjamin Alliger (1741-1791) and Sarah Rosenkrans (b.1744); his grandfather, Matthew Alliger (Alger), was born in 1696 in New London, Connecticut, and he settled in Ulster County around the time he married Jannetje Davis of Marbletown, Ulster County.¹⁶ Land records are inconclusive in this period but are sufficient to indicate that Benjamin Alliger owned a farm on the hillside on the south side of the Rondout where his sons John, Elijah and Benjamin, established their homesteads. He also owned lots in The Clove, farther up the mountainside, perhaps where Elijah quarried stone.¹⁷

An 1802 tax list contains assessments for Benjamin Alliger Sr.'s second wife and widow, Elizabeth, then the wife of John Dumond, with real estate valued at \$1000, and her sons John (1767-1817) and Matthew (1771-1836) with real estate valued at \$840 and \$150, respectively. Sons Benjamin, Jr. (1757-1828) and Harmanus (b.1777) were assessed for personal estate only; Elijah Alliger was only 15 years old at that time.¹⁸ The precise locations and dimensions of these holdings are not fully known, although later deeds do cite lands owned by the heirs of John and Benjamin Alliger. Similar names among their numerous descendants make precise identifications difficult. Published histories indicate that Elijah Alliger was prominent among them, probably because of his engagement in canal-related businesses.

Elijah Alliger's Accord household contained 14 individuals when the 1820 census was taken, including three slaves, with four persons engaged in agriculture. Nine dependents were enumerated with him in the 1830 census, none of them African Americans. After relocating to Alligerville, his household contained three persons engaged in agriculture and four engaged in manufacture and trade; one free woman of color was listed. Alliger sold his stone house in Accord in 1840 and relocated to Alligerville. By 1850 Elijah and Sarah Alliger were dependents living in their daughter Elizabeth Hasbrouck's household in Alligerville. Her husband, Edwin Hasbrouck, was a merchant, evidently operating the store that Elijah had established and conveyed to him in 1847, the year he and Elizabeth were married.¹⁹ In 1851 Elijah sold "all the southwestern part of my farm whereon the new buildings now stand on the edge of the hill" to his daughter Elizabeth.²⁰ The boundary description and deed history, together with depictions on the 1854 Ulster County map, locates the property on the south side of Berme Road at the eastern outskirts of the hamlet (582 Berme Rd.). On the same day, Elijah Alliger conveyed a portion of the same farm on the north side of the road and on both sides of the canal to his son, Cornelius.²¹ The 1854 map shows the location of a house associated with C. Alliger in this location; it is no longer extant. The Hasbroucks moved to Illinois later in 1857, just after Elijah and Annatje Alliger died. Their property was then conveyed to Benjamin Aldrich, a shoemaker-turned-farmer.

Of Elijah and Annatje Alligers' other children, John Benjamin (b.1812) became a clergyman and moved to Jamaica, Queens County; Cornelius Decker (b.1816) lived in Alligerville but eventually moved to Kingston and Isaac (1811-1911)

¹³ *Commemorative Biographical Record of Ulster County* (1896), 238, 406.

¹⁴ Neil Larson, Alliger-Davenport House inventory form (2010). <http://www.accord-kerhonkson.com/Alliger-Davenport%20Farm%20Inventory%20Form.pdf>. Subsequent research has identified Elijah Alliger as the grantee in three deeds dated between 1819 and 1823 that appear to be associated with this farm, Ulster County Deeds, Book 33, pages 696, 700 & 702.

¹⁵ The Johannes Decker Farm was listed on the National Register in 1974.

http://www.oprhp.state.ny.us/hpimaging/hp_view.asp?GroupView=9481

¹⁶ Family history asserts that the Alligers were Huguenots. *Commemorative Biographical Record of Ulster County*, 238.

¹⁷ See deed where heirs of Benjamin Alliger sold parcels of land to settle debts of their father's estate. Ulster County Deeds, Book 17 Page 89, 1 December 1804.

¹⁸ Ancestry.com, New York Tax Assessment Rolls of Real and Personal Estates, 1799-1804.

¹⁹ Ulster County Deeds, Book 78 Page 57, 31 March 1847. The property bordered on the canal basin.

²⁰ Ulster County Deeds, Book 85 Page 241, 22 December 1851.

²¹ Ulster County Deeds, Book 86:499, 22 December 1851.

married Hannah Marie Hasbrouck of Stone Ridge and settled on a farm on the west side of the Rondout in neighboring Kyserike.

John Alliger

John Alliger (1768-1817) occupied a tract of land on the east side of Church Hill Road that he inherited from his father, Benjamin Alliger. He probably lived in the much-altered house located at 546 Berme Road, which remained with his descendants into recent times. The rest of his property was divided into lots and conveyed to Thomas S. Schoonmaker, who deeded property in the "canal allotment" to Maria Van Wagenen, wife of canal agent Andreas R. Van Wagenen. His son, John Alliger, Jr. operated a store near Lock 21 that later was owned by Thomas C. Harnden (496 Tow Path Rd.).

Matthew Alliger

Matthew Alliger (1771-1836) was the eldest son of Benjamin Alliger and Sarah Rosenkrans. He established himself in the area well before his brother, Elijah, operating a farm and grist mill on the north side of the Rondout on land he evidently obtained from the family of his wife, Elizabeth Van Wagenen, who he married in 1795 (55 Creek Rd.). She was the daughter of Cornelius Van Wagenen and Sarah Depuy. They had seven children who lived into adulthood. In 1780 Matthew Alliger owned a house and farm assessed at \$1105. Cornelius Van Wagenen was recorded as the owner of a house, mill and farm valued at \$1,072. His son John was deeded the property by his siblings and co-heirs after Matthew's death, after which the mill property was acquired by Thomas S. Schoonmaker and incorporated into his extensive land holdings covering both sides of the Rondout.

Thomas S. Schoonmaker

Thomas S. Schoonmaker's farm appears to have been created by his father, Simon Schoonmaker (1765-1827), on land obtained through his mother, Helena Van Wagenen (606 Co.Rt.6). The composition of the farm in that and earlier periods is not known. All the physical evidence extant on the farm is associated with Thomas S. Schoonmaker's era or later. Thomas S. Schoonmaker (1799-1886) spent his entire life on the farmstead, which upon his death was conveyed to his heirs, Simon, Sarah and Daniel Schoonmaker. Simon Schoonmaker (1823-1895) continued to operate the farm, while Daniel Schoonmaker (1836-1919), a local merchant, lived with their sister, Sarah (1825-1916), and her family in a house he built at 12 Creek Road in 1868. Both Simon and Daniel were widowed with children.

By 1850 the farm comprised 80 improved acres situated in one of the most fertile areas in the Rondout Valley: an expansive flood plain through which the Rondout Creek wound in a tight series of bends. The farm was valued at \$6000 at that time, which ranked it in the upper 16% of farms town-wide. By this time the agricultural economy was based in dairy production, with butter being the principal market product. This production level and property value actually increased towards the end of the 19th century when Simon Schoonmaker was managing the farm. Unlike other major farms on the bottom lands in the town, it does not appear that production evolved into market gardening. By the end of the century, the family disinvested themselves from the farm. The 100-plus-acre cornfield surrounding the farmstead continues to be farmed by others.

George Harnden

A published source states that George Harnden became a resident of Ulster County in 1835 and located in Alligerville "a little later."²² Although no instrument has been found in county deed indexes, it seems that Harnden acquired a large parcel of land on the south side of the canal north of Lock 21 from either the Alligers or the Schoonmakers.²³ Only a small conveyance, a lot about 170 feet long sandwiched between the Rondout Creek and the canal, deeded from Elijah Alliger to Harnden 1838, has been recorded in Ulster County deed records.²⁴ George Harnden (1809-1866) was a shipwright born in Kent, England. In August 1833 he sailed from London aboard the *Montreal* bound for New York with his wife, Catherine, and their year-old daughter, Ann. They were accompanying his wife's father, John B. Hoar, also a shipwright, Catherine's mother, Amy, and seven of her siblings.²⁵ During this intervening time, George Harnden may have been living and working with his father-in-law in Ellenville, a large canal town at the southern end of Ulster County where John B. Hoar was building canal boats. The extant brick house associated with George and Catherine Harnden was built as much as two decades after their appearance in Alligerville, suggesting that they initially lived in a pre-existing dwelling on the property. George Harnden established a boatyard adjacent to Lock 21 that he and his sons would operate for many years.

²² *Commemorative Biographical Record of Ulster County*, 1027.

²³ In 1848 George and Catherine Harnden conveyed 17 acres of land to John Hoar (Catherine Harnden's brother) described as "being part and parcel of the Real Estate and Homestead Farm of John Alliger, deceased." Ulster County Deeds, Book 72 Page 317, 27 May 1848. Friend Hoar, another of Catherine's brothers, operated a hotel west of the Harnden's home on land that also had been part of the Alliger property.

²⁴ Ulster County Deeds, Bok 53 Page 460, 26 January 1838.

²⁵ Ancestry.com, Immigration & Travel documents. John B. Hoar's wife's family, the Startups, also made the trip.

In 1840 the census-taker misidentified Harnden as George Onden, who headed a household containing ten other people, four of whom were employed in manufacture and trade. Ten years later, George and Cate Harnden were enumerated with eight children: Ann (b.1832 in England), William (b.1836 in New York), Joseph (b.1838), Emma (b. 1840), Frances (b.1844), George (b.1846), Harriet (b.1848) and Edwin (b.1850); along with Cate's brother, William A. Hoar, and a boarder, Thomas Cabot (probably nephew Thomas Caleb Harnden), both born in England and boat builders, and her father, John B. Hoar, retired at age 67 years. George Harnden was identified as a boat builder in the 1860 census, and he was recorded as producing six canal boats the previous year. His household included his wife, Catherine, and eight children aged eight to 22 years. The eldest, Joseph, was employed as a boat builder. By this time, the family was living in an elegant brick residence overlooking the canal and the Harnden enterprises, which appropriately represented Harnden's prominent role in the community (237 Rose Hill Rd.). He was instrumental in the construction of a brick chapel for the Reformed Church of the Clove, completed in 1859 (18 Church Ln.).²⁶

After George Harnden's death in 1866, his sons, Joseph and William, continued as partners in the boat-building business, which was producing about 12 boats a year with around 10 employees. The partnership lasted for 12 years, after which Joseph Harnden operated a general freighting business on the canal—shipping 2,500 cords of wood annually—and William Harnden moved to Brooklyn where he manufactured berry boxes.²⁷ Two other brothers, George and Edwin Harnden, were engaged in building boats after that. While their mother continued to live in the family's brick manse, three of the brothers—Joseph, Edwin and William—constructed stylish new houses across the road (George Harnden Jr.'s whereabouts are unclear.) In addition, Thomas C. Harnden had married his cousin, Ann—George and Catherine Harnden's eldest child—and operated a store established earlier by John Alliger where the road bridged the canal (496 Tow Path Rd.). This family would have lived above the store. The 1880 census also recorded Thomas C. Harnden as producing mill stones and employing seven men.

A map of the Alligerville created from a survey made by the Delaware & Hudson Canal Company in 1854 and updated in 1865 depicts the Harnden property as extending across the hillside south of the hamlet to the Peterskill.²⁸ The lands of the south side of the kill were assigned to the heirs of Isaac Davenport. According to family tradition, Isaac Davenport (1784-1854) settled there around 1820 and opened stores catering to canalers. He was from Shawangunk, and there married Rebecca Munson in 1810. Their son, Isaiah Davenport (1827-1893) was born in Alligerville appears to have resided in his parents' home until 1869 when he purchased the stone house and farm once owned by Elijah Alliger in Accord.²⁹

Peter B. Davis

A mill seat may have existed on the Peterskill before the canal was constructed, but one was clearly in place when the kill was dammed for a feeder for the waterway and a raceway was diverted from it for Peter B. Davis's forge. Ax maker Peter Benjamin Davis (1810-1893) arrived in Alligerville shortly after his marriage to Mariah Hall in 1834. Both were natives of Woodstock, Ulster County. Davis was the son of blacksmith Benjamin P. Davis (1788-1865) and Annatje Longyear. His wife, Mariah Hall (1816-1878), was the daughter of Dr. Larry Gilbert Hall and Catrina Longyear. He had already established himself as a maker of axes and edged tools in Woodstock prior to moving his factory to Alligerville, where he continued to make axes as well as cultivators, corn planters and wagons (448 Tow Path Rd.). He also operated a small grist mill.³⁰ Below the site, the canal was permitted to flood a hollow in the hillside just west of the aqueduct constructed to carry the canal over the mouth of the Peterskill. This flooded area was known as Davis Basin.

No deed has been found for Peter B. Davis's acquisition of the land on which his home and enterprises were located, but it is likely was purchased from Isaac Davenport, who owned a farm adjoining on the west. In 1818 Isaac Davenport acquired a 125-acre tract on the south side of the Rondout from his parents, Beverly and Gertrude Davenport, for \$4000. The deed described it as covering both sides of the Peterskill. An 1854 deed by which Davis conveyed to George Harnden a 105-acre parcel on the hillside south of the canal bounded by the Peterskill on the west and the "bridge road" (Co. Rt. 6) on the

²⁶ Local historians have repeatedly asserted that the house was constructed of brick made from clay and fired in a kiln the Harndens operated on the property. The story goes on to say that the Harndens produced brick for other buildings in Alligerville, such as the Reformed Dutch Church (1859) and the District School (1878) and the surrounding area and shipped bricks on the canal to other locations. However, an operation of this magnitude and duration would have been recorded in the industrial schedules of the 1850-1880 censuses, which is not the case. The Harndens are listed only as boat builders and no brickmakers are enumerated in the Town of Rochester during these years.

²⁷ *Commemorative Biographical Record of Ulster County*, 1027. His son James H. Harnden (1862-1914) was a cut stone manufacturer in Brooklyn according to his *New York Times* obituary, 5 March 1914.

²⁸ Wakefield, *Coal Boats to Tidewater*, 166.

²⁹ The Davenport family continued to occupy and operate the farm until recently. It was the original source of fresh produce for Davenport Farm Store in Stone Ridge.

³⁰ *Commemorative Biographical Record of Ulster County*, 563.

east may represent this parcel, excluding the 12 acres Davis is recorded with in the 1870 census and “that part of the farm which was conveyed to the said George Harnden and on record.”

Peter B. and Mariah Hall had 12 children. Of them, Benjamin P. worked as a boatman, Washington H. became an Alligerville merchant and William M. and Wilber J. were employed in their father’s shop as wagon maker and carriage painter, respectively. Another son, John E.L., also worked for his father as a trimmer, but he went on to medical school and became a physician in New York City. Over the years, various unrelated wagon makers and blacksmiths boarded with the Davis family. After Mariah’ death in 1878, Peter B. Davis, then in his late sixties, married a second time so that the 1880 census enumerated his household with his new wife, Sarah Rosa, widow of Levi Rosa; his son, William, a wagon maker; step-son Henry Rosa, a carpenter; and Lewis Dunningley, a trimmer. Peter B. Davis’s trade was described as carriage maker in 1880. When Davis died in 1893, his son, Washington H. Davis, who had been operating a general store on the canal near the lock, was the last of his name to remain in Alligerville. He was still keeping store with his wife Sarah in 1900; both were 67 years of age.

SUMMER TOURISM IN THE RONDOUT VALLEY

The lure of the Catskill Mountains was strongly felt from the moment Europeans began travelling on the Hudson River. Native Americans considered them remarkable, too—even sacred—and began a long tradition of wilderness lore that was sustained by the white explorers, hunters, anglers and artists who ventured into them. Washington Irving’s tale of Rip Van Winkle, first published in 1813, made the Romantic image of the Catskills universal. When the settlement of mountain lands had progressed sufficiently in the early 19th century and steam-powered transportation on the river improved access, recreational tourism invaded the region. The Kaaterskill Clove, reputed to have been the locale for the “real” Rip Van Winkle, was a popular destination, and it became the site of the first large-scale hotel, the Catskill Mountain House, built in 1823. From this moment on, summer tourism in the Catskills increased as rapidly and significantly as the population of the Empire State’s great metropolis burgeoned forth. Painters and writers of the Hudson River School enhanced the legendary nature of the place, but they were but a small, elite cadre among the growing legions of seasonal urban refugees of all classes. Turnpikes, and later railroads, linked the river landings with summer enclaves set deeper and deeper in the mountains. The social and economic diversity of the city was reflected in the tourist population and urban class stratification was imprinted on the Catskill landscape so that the affluent congregated in stylish hotels, residential parks and artist colonies in the most scenic locations at the exclusion of lower classes or undesirable immigrant groups, which developed their own resorts in sections that continue to be known as the German Catskills, the Irish Catskills and the Jewish Catskills.

By the second half of the 19th century, summer rural tourism had become a significant factor in the economy of adjoining areas, such as Alligerville, and it had a noticeable impact on the landscape. The Mohonk Mountain House and later hotel developments at Lake Minnewaska along the ridge of the Shawangunks—with their spectacular views east to the Hudson and west into the Catskills—attracted thousands of tourists to the region during the summer. In the 1920s the Mohonk Mountain House was accommodating about 450 guests and the pair of hotels at Lake Minnewaska had a capacity of about 550. These hotels created a great demand for hotel workers, and many Alligerville residents were employed during the summer season.³¹

The valley areas with their more pastoral scenery became destinations for tourists looking for less expensive and more inclusive alternatives to the hotels. Small boarding houses were built by speculators to capitalize on this demand. Areas on the mountainside and along the Rondout were prime locations. Waning canal towns, such as High Falls, Alligerville, Accord and Kerhonkson, as well as those farther east and west, were revitalized as local tourist centers.³² The local agricultural economy also evolved to provide fresh produce, fruits, poultry and eggs to hotels, cottage colonies and tourist homes in addition to the dairy products it had been marketing for generations. And while the demand for feeds and hay for horses and mules working on the canal declined, the continuous line of carriages and wagons making their way to and from the hotels created a demand to fill the voids. The services of blacksmiths continued to be in great demand. In 1902 train service was available in the Rondout Valley. The Ontario and Western Railroad had built a railway from Ellenville to Kingston (since 1871, it had been providing service from Ellenville to Hoboken, New Jersey). The O&W purchased the D&H Canal right-of-way across the relatively flat terrain from Summitville in Sullivan County to Accord in the Town of Rochester and built a railway in its place. Canal locks and other stone features were dismantled and used to construct railroad infrastructure, such as bridge abutments, retaining walls and rip-rap. The canal itself was filled in and

³¹ Harry Hansen, “Historic Resources Report, Reconnaissance Survey of the Town of Rochester, Ulster County, NY” (2008), 23.

³² An intensive study of rural tourism in the Catskill region and its related architecture is needed for this significant historical era. A survey should be undertaken to identify and document historic boarding houses as a property type. Visually, these buildings often are difficult to discern from farmhouses, which often were adapted to accommodate summer boarders as farm families sought to augment their income.

tracks were laid upon it. In Accord, the railroad diverted from the canal and headed along another route to Kingston. A Kyserike station was located about a mile north of Alligerville. The railroad further stimulated the growth of summer tourism in the area, bringing vacationers from the city from both east and west and making the trip easier and more economical.

In the early 20th century, summer tourism became the primary industry in the Town of Rochester, not to mention other adjoining towns and those running into the Catskills. Hotels, boarding houses, bungalow colonies and camps sprang up everywhere. All the railroads in the region published brochures listing the accommodations available at each stop (at least those who chose to pay for advertisements). A 1936 O&W brochure enumerated 54 establishments in the vicinity of the Accord station. The capacities of these facilities ranged in size from five to 200 guests, with all of them totaling 2,945 persons.³³ The Forbes Hotel in Alligerville (604 Co.Rt.6) may have been one of those listed; however, the small dwellings in the hamlet were not typical of those taking in summer boarders. Some of the larger houses could have been put to that use, notably the brick house in which the widowed Catherine Harnden and two of her unmarried daughters resided. Although no particular documentation has been located, the local understanding is that it functioned as a boarding house, and it presently operates as a bed and breakfast. Likewise, the similar Alliger and Aldrich houses farther downstream could also have filled this purpose.

The evidence of the tourism economy takes two distinctive forms in Alligerville. One is reflected in the construction of small rental cottages along the tow path in the vicinity of the Peterskill aqueduct. Daniel Schoonmaker, from whose family farm land for the canal had been acquired, ended up recovering most of it when the canal company went out of business in 1899. Schoonmaker had operated a store on the tow path during the canal's heyday. He later conveyed the section west of the aqueduct to Jason Van Vliet, a farm laborer turned carpenter, in 1912.³⁴ Van Vliet was born on the farm of his parents, Jacob and Helena Van Vliet, in Rochester, Ulster County, and he worked for his father until he married his wife, Ester, in 1903. Three rental cottages were created on the parcel (459 Tow Path Rd. & 28 Old Tow Path Rd.), one of them possibly adapted from a pre-existing dwelling. Another carpenter, Stanley P. Hall, built the cottages along the tow path on the east side of the aqueduct (28 Old Tow Path & 26 Purcell Ln.) in the 1930s. Born in Benton, Iowa in 1892, Stanley P. Hall was married and employed as a carpenter in Marshall, Iowa in 1920. Ten years later, he was enumerated as a divorced building contractor in Mount Vernon, Westchester County, and boarding with Frederick A. Coleman and his family. He married Mary L. Coleman and by 1935 they were living in Alligerville.

The Halls were part of a growing trend of New Yorkers purchasing property in Upstate New York for primary residences, second homes and retirement homes. The advent of the automobile allowed for greater mobility and independence. Rather than spend summers in hotels or bungalow colonies, people could own their own place. Property values were low by comparison, and apartment tenants in the city could afford to buy distressed country real estate for weekend and summer recreation and nest eggs. This was particularly true after the Second World War when general middle-class prosperity enabled more people to live outside the city. By 1950 many of the canal-era dwellings in Alligerville had been bought by outsiders and the community experienced a significant transformation. This community continues to exist today.

Town of Rochester natives David and Minnie Purcell bought the lock-keeper's house and land near the old bridge crossing the Rondout from Daniel Schoonmaker in 1918, including, apparently, Schoonmaker's store.³⁵ Both buildings no longer exist. In 1958 the Purcells' son, Alton David Purcell, and his wife, Bessie Ann Van Vliet, bought Matthew DeWitt's old store located in a building near the lock on the south side of the canal, and they continued as proprietors until it burned in 1983. After the fire, Frank Purcell, the third generation of the family, built a new store on the opposite side of the then-non-existent canal in a pre-fabricated building he purchased from the local Agway farm store. The area around Lock 21 was further affected in 1963 when the iron bridge crossing the river was replaced with a new bridge a short distance downstream. Stone was scavenged from the lock site for rip-rap flanking the new concrete abutments. The canal right-of-way was regraded and repaved with the bridge replacement, becoming an official road named Purcell Lane.

³³ Hansen, "Historic Resources Report..." 23.

³⁴ Ulster County Deeds, Book 458 Page 148, 1912. Van Vliet also obtained title to Davis Basin from Abram Stokes in 1911 [Book 432 Page 506].

³⁵ Barbara Robertiello, "Frank Elias Purcell: A Country Storekeeper Talks about his Town," *The Accordian* Vol.VI No.3 (July 1992).

9. Major Bibliographical References

Accord NY. Friends of Historic Rochester. Historical and genealogical source materials; also issues of *The Accordian*, a newsletter published by the Friends of Historic Rochester.

Accord NY. Town of Rochester Historic Preservation Commission, Historic Resources Reconnaissance Survey, <http://www.townofrochester.net/Pages/index>.

Albany NY. New York State Library. U.S. Census Agricultural Schedules, 1850-1880.

Ancestry.com. U.S. Census. Population Schedules, 1790-1930.

Beers, F.W. *Atlas of Ulster County, New York*. 1875.

Commemorative Biographical Record of Ulster County, New York, Chicago: J.H. Beers & Co., 1896.

French, J.H. *Map of Ulster County, New York*. 1858.

Fried, Marc B. *The Early History of Kingston & Ulster County, N.Y.* Marletown NY: Ulster County Historical Society, 1974.

Lowenthal, Larry. *From Coalfields to the Hudson; A History of the Delaware & Hudson Canal*. Fleishmanns NY: Purple Mountain Press, 1997.

Kingston, NY. Ulster County Clerks Office. Deed Records and map collection.

Schoonmaker, Alice. "Historical Notes on the Town of Rochester." in *History of Ulster County with Emphasis on the Last 100 Years, 1883-1983*. Compiled by the Historians of Ulster County. Kingston NY: 1984. 299-314.

Sylvester, Nathaniel B. *History of Ulster County, New York*. Philadelphia: 1880.

Wakefield, Manville B. *Coal Boats to Tidewater; The Story of the Delaware & Hudson Canal*. Revised Edition. Grahamsville NY: Wakefair Press, 1971.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been Requested)

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark – Peterskill Aqueduct

recorded by Historic American Buildings Survey # n/a

recorded by Historic American Engineering Record # n/a

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: D&H Canal Museum, High Falls NY

Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreage of Property 154.16

UTM References

1	18	568355	4628041	7	18	568143	4626947
Zone		Easting	Northing	Zone		Easting	Northing
2	18	568887	4627978	8	18	567555	4627010
Zone		Easting	Northing	Zone		Easting	Northing
3	18	569014	4627955	9	18	567521	4627119
Zone		Easting	Northing	Zone		Easting	Northing
4	18	569141	4627797	10	18	567856	4627327
Zone		Easting	Northing	Zone		Easting	Northing
5	18	567342	4627342	11	18	568124	4627690
Zone		Easting	Northing	Zone		Easting	Northing
6	18	567010	4627010	12	18	568219	4627832
Zone		Easting	Northing	Zone		Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary is depicted on the maps included with this documentation, all of which are entitled "Alligerville Historic District, Accord, Ulster Co., New York." These maps were drawn at a scale of 1:24,000 and 1: 12,000.

Boundary Justification (explain why the boundaries were selected)

The boundaries were delineated to include historic properties associated with the active years of the Delaware & Hudson Canal, which were concentrated in the hamlet that developed around Lock 21 of the canal and commonly known as "Alligerville." Boundaries were extended to that point where non-related open space or non-historic properties were encountered. All of the contributing properties included within the boundary are associated with the themes identified in this documentation and the cited period of significance, ca. 1795 – 1965.

11. Form Prepared By

name/title Neil Larson, Larson Fisher Associates, Woodstock NY 12498 NYSHPO Contact: William Krattinger
organization Town of Rochester Historic Preservation Commission date 15 December 2014
street & number 50 Scenic Rd., P.O. Box 65 telephone 845-679-5054 (LFA)
city or town Accord state NY zip code 12404
e-mail nlarson@hvc.rr.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Photographs, TIFF format, by Neil Larson, October 2014
Digital files at NYS Division for Historic Preservation, Waterford NY 12188

- 0001 View along Delaware & Hudson Canal towpath looking east to Purcell Road. The canal was aligned on the right (south) side of the tow path; Purcell Road was built over the canal, and Lock 21 was located where the car is parked.
- 0002 View of stone wall remnant from Lock 21, south side of Purcell Road
- 0003 View of the abutments for the towpath bridge across the Peterskill, looking from southeast; the canal abutments are beneath the bridge from which the photograph was taken.
- 0004 View of Thomas Harnden House and Stone, 496 Tow Path Road, looking from northeast. A one-story blacksmith shop was recently added to the west elevation.
- 0005 View of George & Catherine Harnden house, 237 Rose Hill Road, looking from northeast.
- 0006 View of Joseph & Gertrude Harnden house, 668 County Route 8, looking from northeast.
- 0007 View of Reformed Church of the Clove Chapel, 18 Church Lane, looking from northeast.

- 0008 View of Abraham & Maria Van Wagenen house, 20 Church Hill Road, looking from northwest.
- 0009 View of Alliger-Aldrich house, 582 Berme Road, looking from northwest.
- 0010 View of Ira & Rebecca Davis house, 8 Creek Road, looking from southwest.
- 0011 View of Daniel Schoonmaker house, 12 Creek Road, looking from south.
- 0012 View of Forbes Hotel, 604 County Route 6, looking from southwest
- 0013 View of Union Free District School No. 1 and firehouse addition (foreground), 4 Creek Road, looking from southwest.
- 0014 View of Mary Schoonmaker house, 20 Creek Road, looking from southeast.

Property Owner:
(complete this item at the request of the SHPO or FPO)

name Various; historic district

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Maps & Illustrations

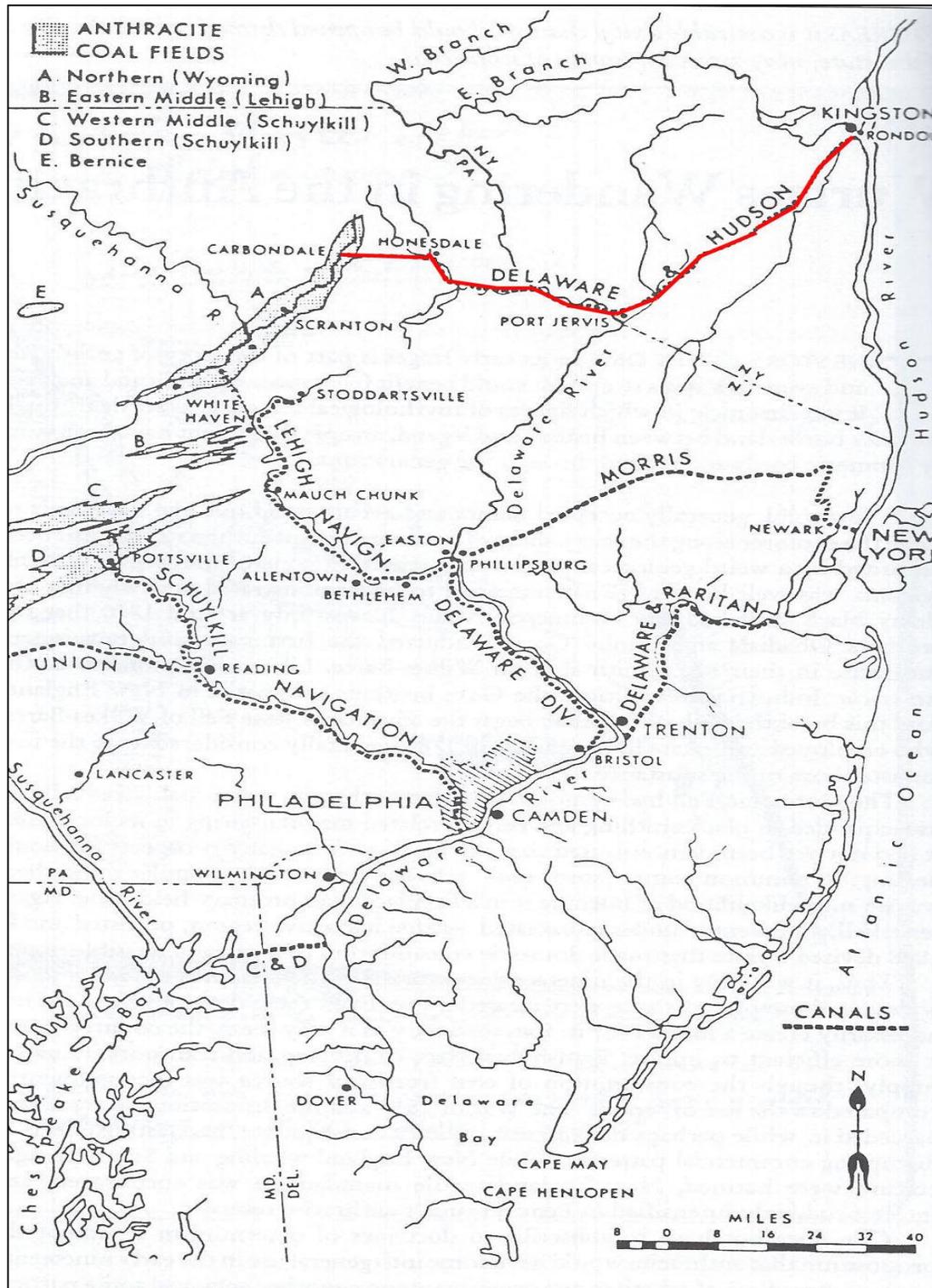


Fig.1: Map showing locations of early canals in Delaware Valley. Delaware & Hudson Canal highlighted at top of map. From Larry Lowenthal, *From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal* (Fleishmanns NY: Purple Mountain Press, 1997), 6.



Fig.2: Map of route of Delaware & Hudson Canal locating important towns along its route. From Wikipedia page for the canal. http://en.wikipedia.org/wiki/Delaware_and_Hudson_Canal

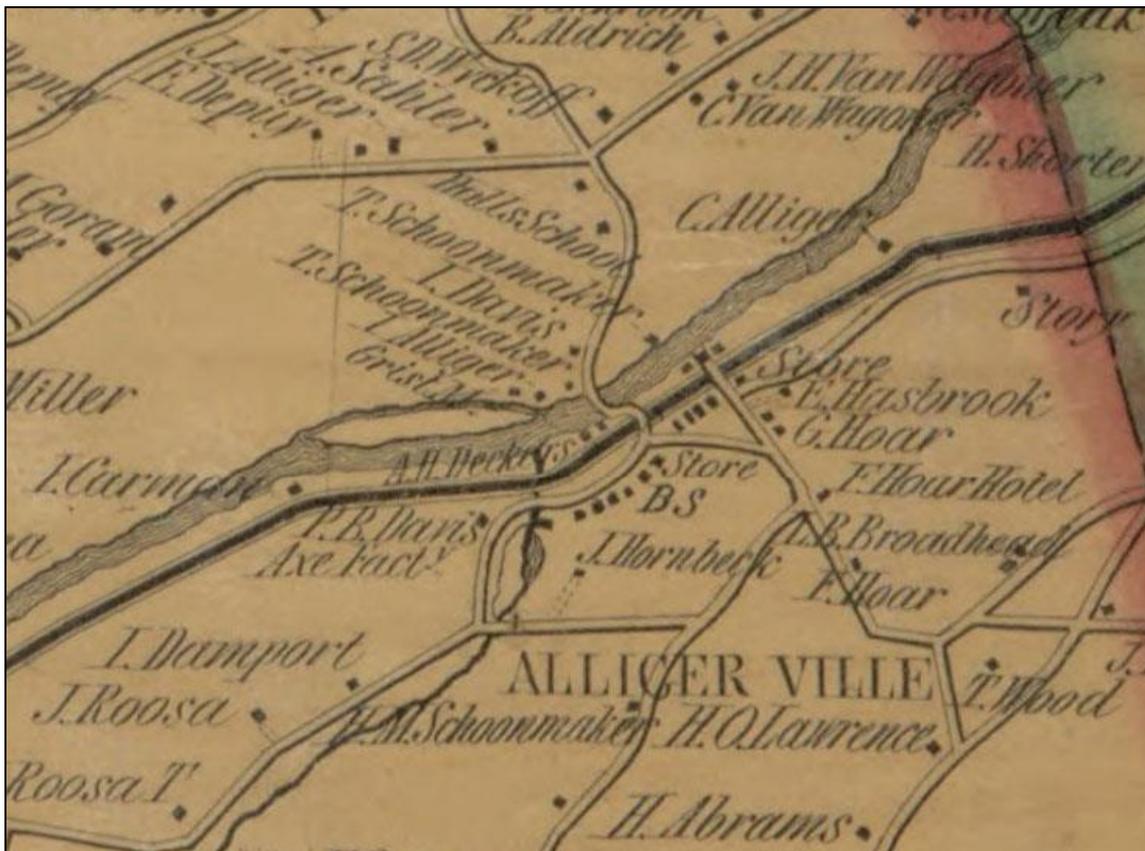


Fig.3: Detail of Map of Ulster County, New York (1854) depicting canal and buildings in vicinity of Alligerville.

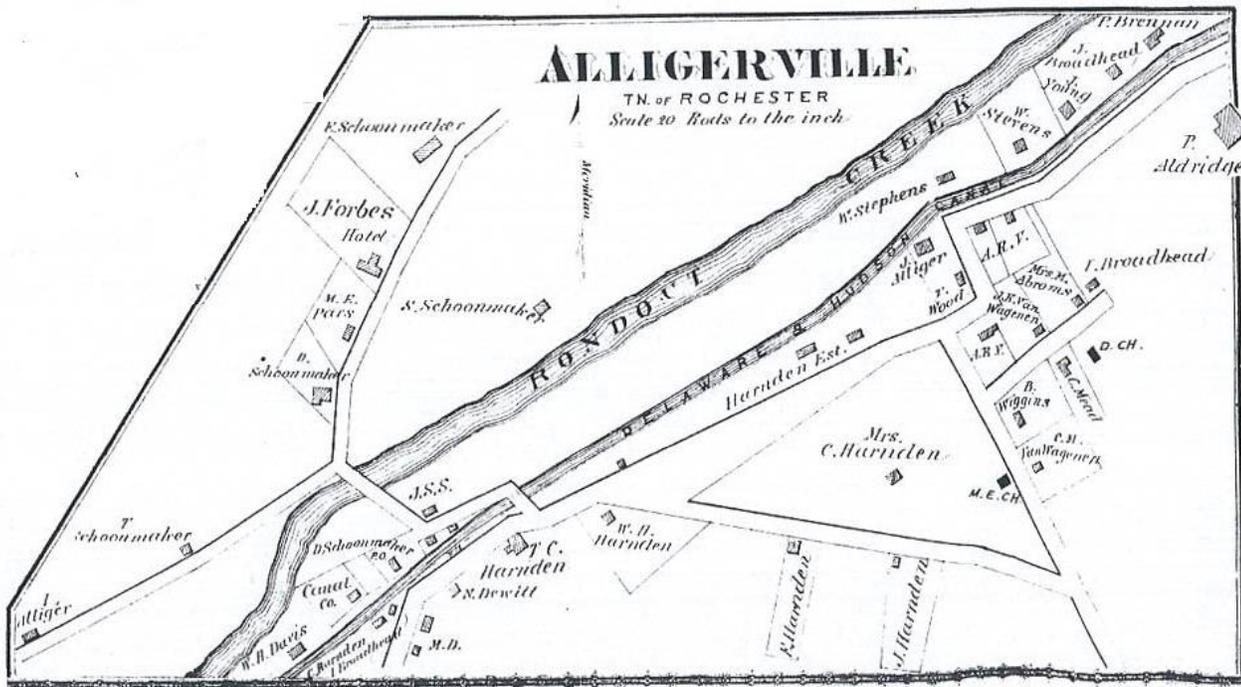


Fig. 6: Map of Alligerville from Beers's *Atlas of Ulster County, New York* (1875).



Fig. 7: Historic view reputedly of Harnden's boat yard at Lock 21 in Alligerville, late 19th-century. Collection of Delaware & Hudson Canal Historical Society, High Falls, NY.

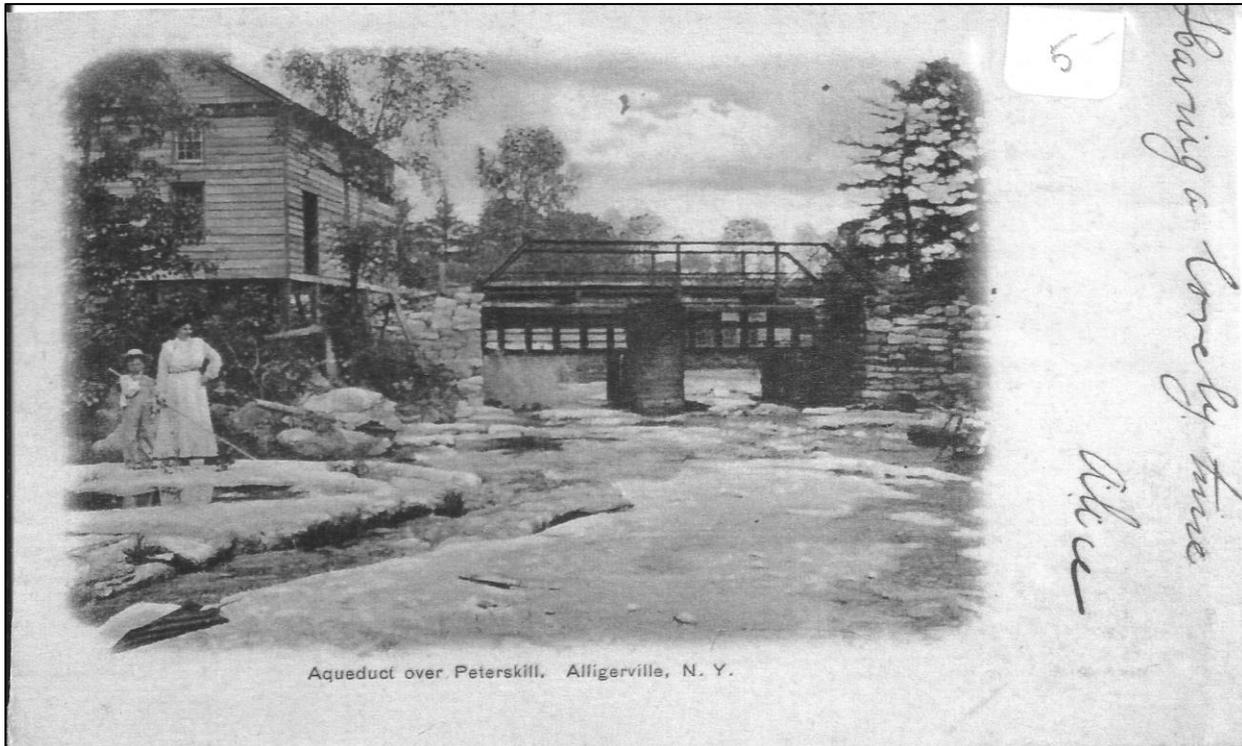


Fig.8: Post card view of Peterskill aqueduct and Peter B. Davis's mill, ca. 1910. Note that the wood trough carrying the canal still existed under the metal truss bridge built for Tow Path Rd. when the canal ceased operation. Collection of Delaware & Hudson Canal Historical Society, High Falls, NY.

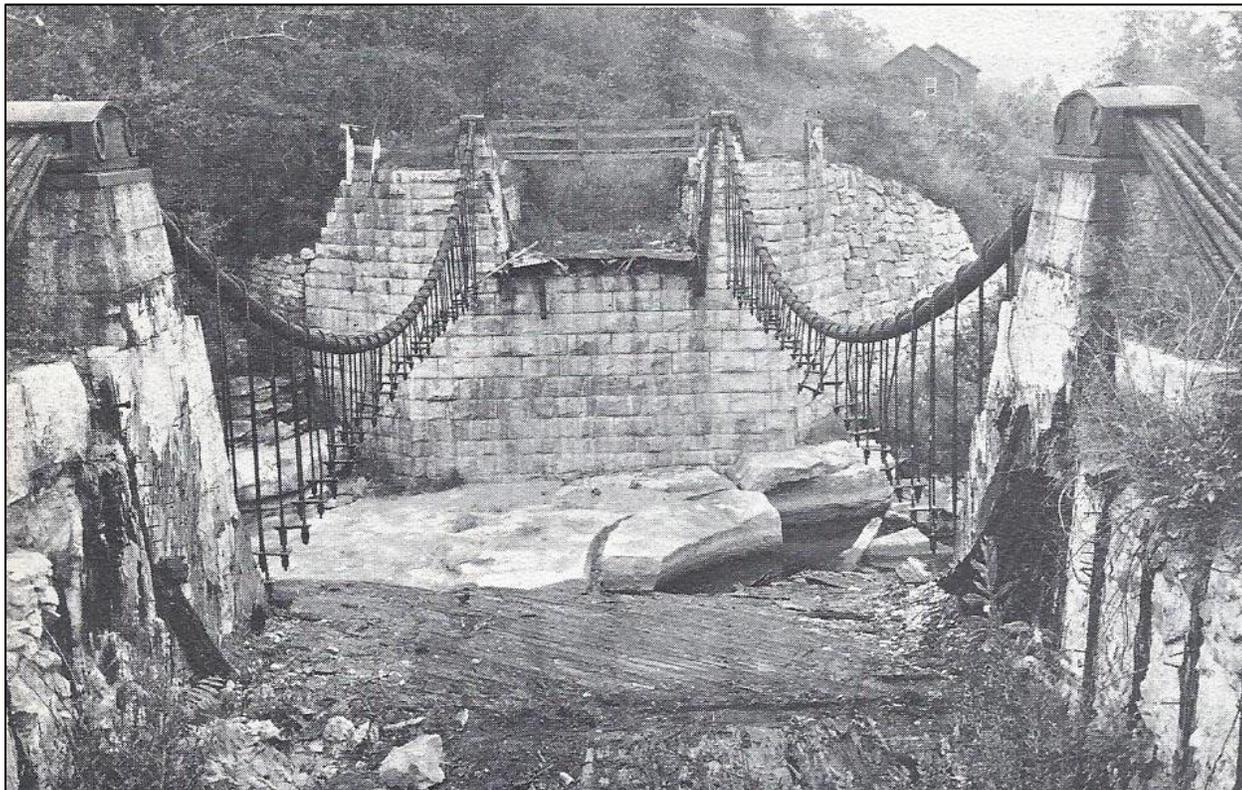


Fig.9: Historic view of suspension structure of the aqueduct that crossed the Rondout Creek in High Falls after a fire burned the wood trough. Although shorter, the Peterskill aqueduct in Alligerville would have been constructed in the same manner. Both were designed by John A. Roebling along with two others on the canal's route. From Wakefield, *Coal Boats to Tidewater*, 212.



Fig.10: View of unidentified house reputed to be on towpath in Alligerville, ca. 1900. The house no longer exists. Collection of Delaware & Hudson Canal Historical Society, High Falls, NY.

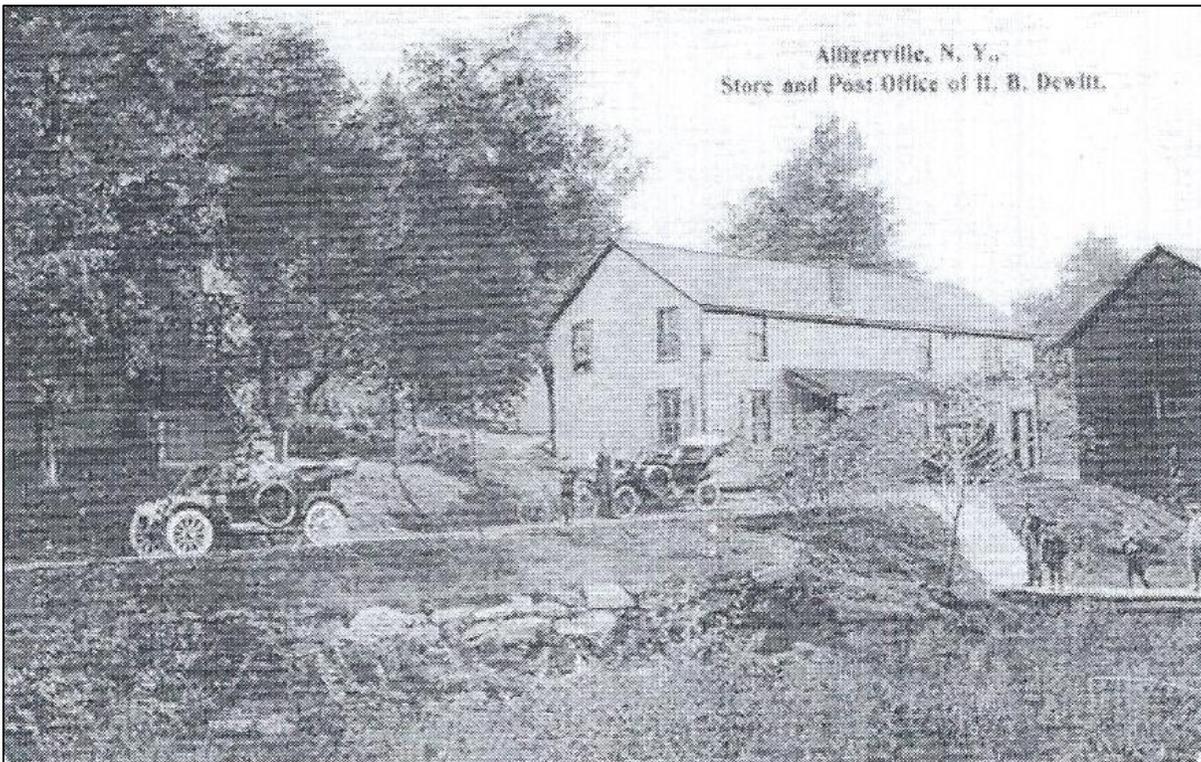
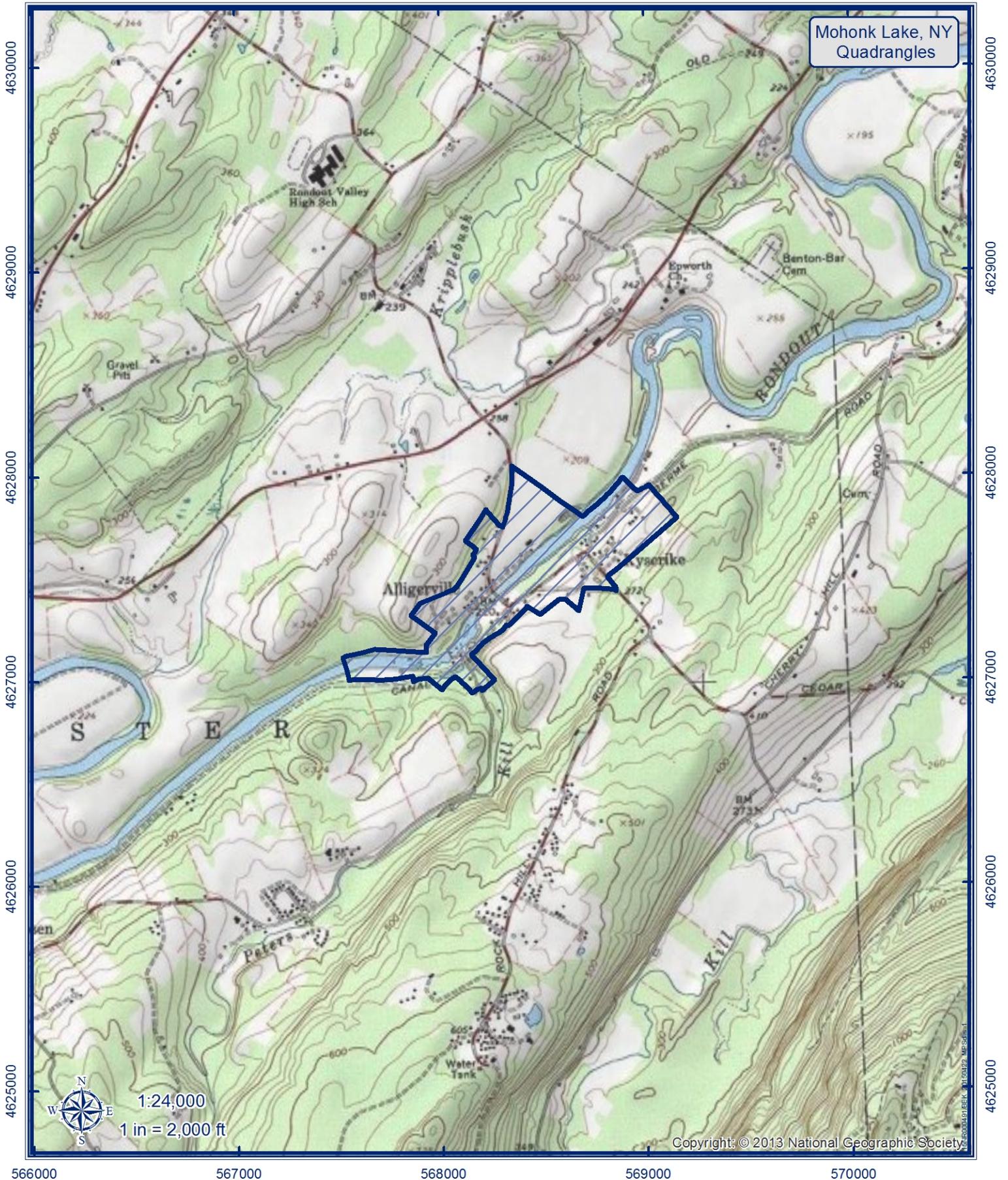


Fig.11: View of DeWitt's store on south side of canal just west of Lock 21. The canal is pictured in the foreground. Photo taken from NE on towpath. Collection of Friends of Historic Rochester, Accord, NY.

Mohonk Lake, NY
Quadrangles



Coordinate System: NAD 1983 UTM Zone 18N
 Projection: Transverse Mercator
 Datum: North American 1983
 Units: Meter

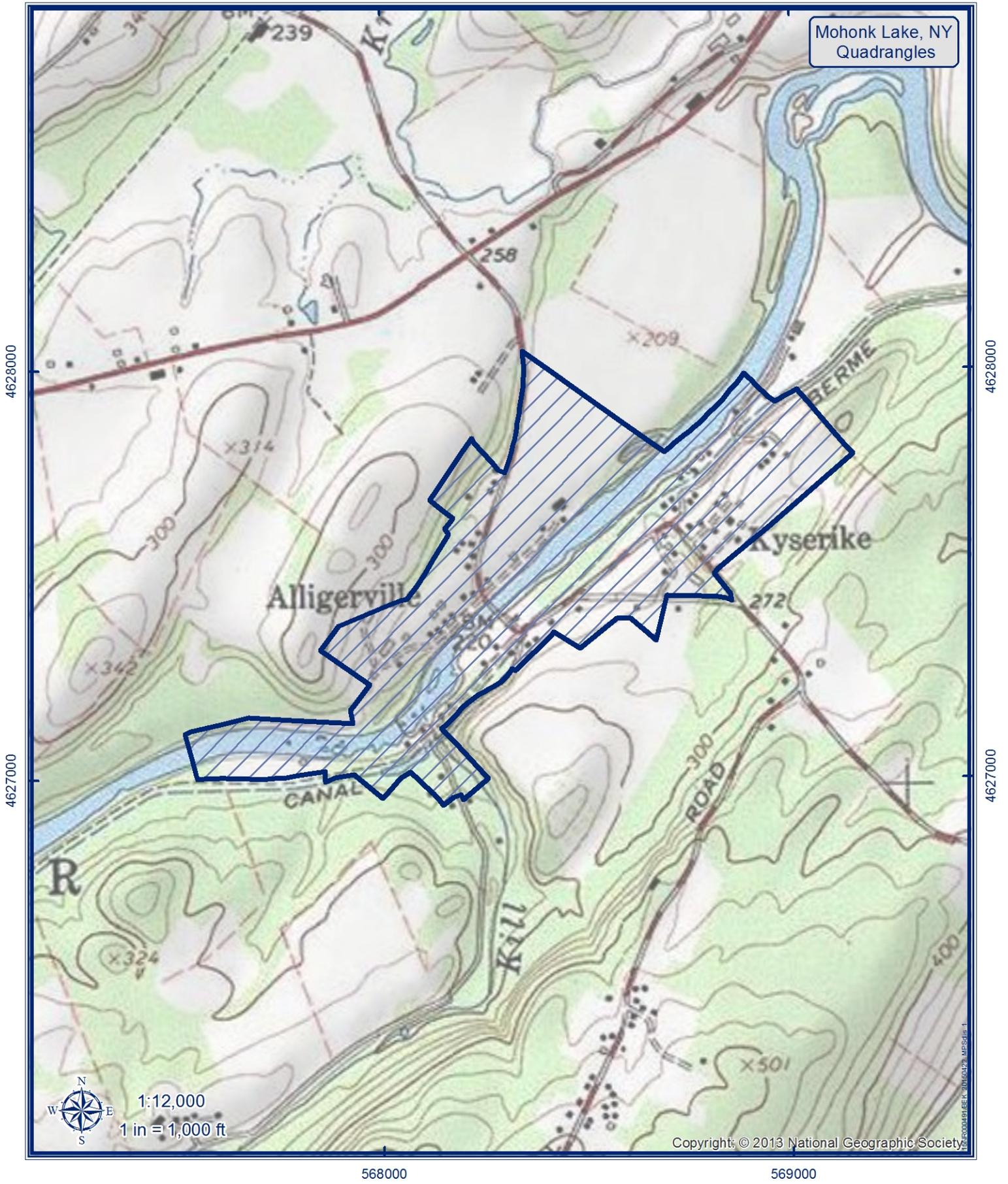


Alligerville HD



Parks, Recreation
and Historic Preservation

Mohonk Lake, NY
Quadrangles



1:12,000
1 in = 1,000 ft

Copyright: © 2013 National Geographic Society

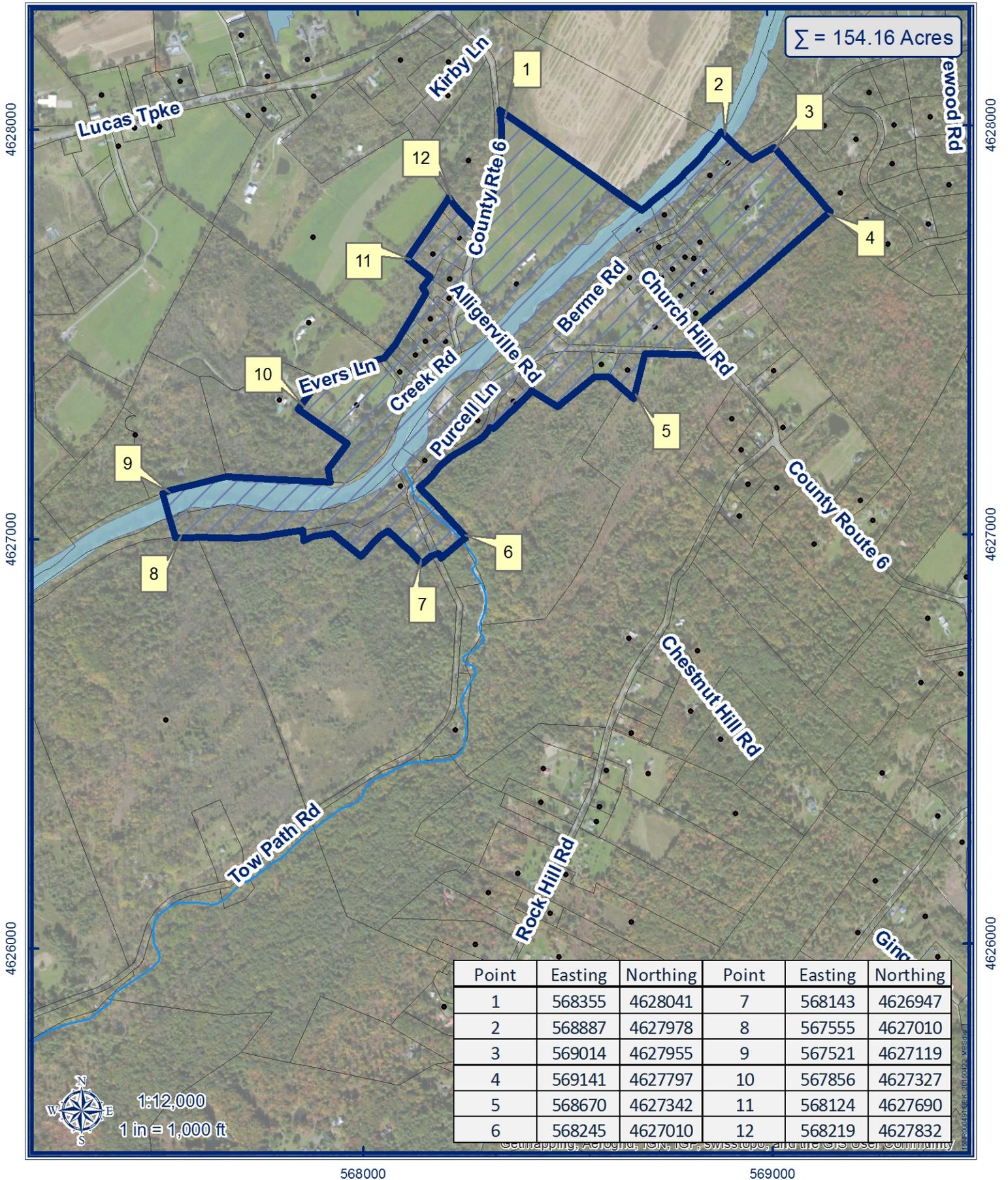
Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Alligerville HD



Parks, Recreation
and Historic Preservation



Σ = 154.16 Acres

Point	Easting	Northing	Point	Easting	Northing
1	568355	4628041	7	568143	4626947
2	568887	4627978	8	567555	4627010
3	569014	4627955	9	567521	4627119
4	569141	4627797	10	567856	4627327
5	568670	4627342	11	568124	4627690
6	568245	4627010	12	568219	4627832

Coordinate System: NAD 1983 UTM Zone 18N
 Projection: Transverse Mercator
 Datum: North American 1983
 Units: Meter



Alligerville HD



Parks, Recreation
and Historic Preservation

