

NEW YORK STATE Conservationist

AUGUST 2009

QUADRICENTENNIAL
Commemorative Issue

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Dear Reader,

The 1609 voyage of Henry Hudson opened a route that became America's lifeblood and brought about a flood of art, culture and commerce that changed the world. This 400th anniversary is a proud moment in New York State's history—a celebration of New York's rich history of discovery and innovation. The Hudson River has been a cornerstone of New York's economy, and is as much a piece of our future as it is

our history. I am proud that we are utilizing the occasion to focus attention on the most important legacy of all—environmental and economic sustainability starting with the next 100 years.

Sincerely,

First Lady Michelle Paige Paterson
*Honorary Chair of New York's Hudson-Fulton-Champlain
Quadracentennial Celebration*



Dear Reader,

The Quadracentennial year has given New Yorkers a rare chance to look back at our tumultuous history; take account of the State's rich resources—and focus on the work still to be done.

Indeed, now is our exciting moment to build a strong future for the entire Hudson Valley. The challenge holds, but we will have gained the grand Walkway Over the Hudson, a new annual River Day and Heritage Weekend, expanded parkland, preserved historic sites; and—great news!—a new, ever-expanding chain of boat landings on the Hudson River and Lake Champlain. We say congratulations New York—and excelsior!

Sincerely,

Joan K. Davidson
Chair, Hudson-Fulton-Champlain Quadracentennial Commission



Geachte Lezer,*

2009 marks the 400th anniversary of Henry Hudson's and Samuel de Champlain's explorations of the river and lake that bear their names and the 200th anniversary of Robert Fulton's patent for his pioneering commercial steamboat ferry service up and down the Hudson. These anniversaries remind us of our state's vibrant history and culture and the discoveries and inventions that made—and continue to make—the Empire State a powerful

economic and cultural catalyst for the world.

Hundreds of community celebrations are marking this once in a lifetime occasion throughout the year. In June, a flotilla of replica and modern-day ships retraced Henry Hudson's journey up the river for the Dutch East India Company in 1609. In September, there will be a special rededication of the Crown Point Lighthouse on Lake Champlain. To find events in your area, visit www.exploreny400.com and be sure to check this special issue to find a list of other special events.

The Quadracentennial is a special moment—an opportunity to reflect on our state's rich past and set a course to a healthy, sustainable and prosperous future. I hope you'll join the celebration.

Sincerely,

Commissioner Pete Grannis

*Dutch for "Dear Reader."

NEW YORK STATE Conservationist

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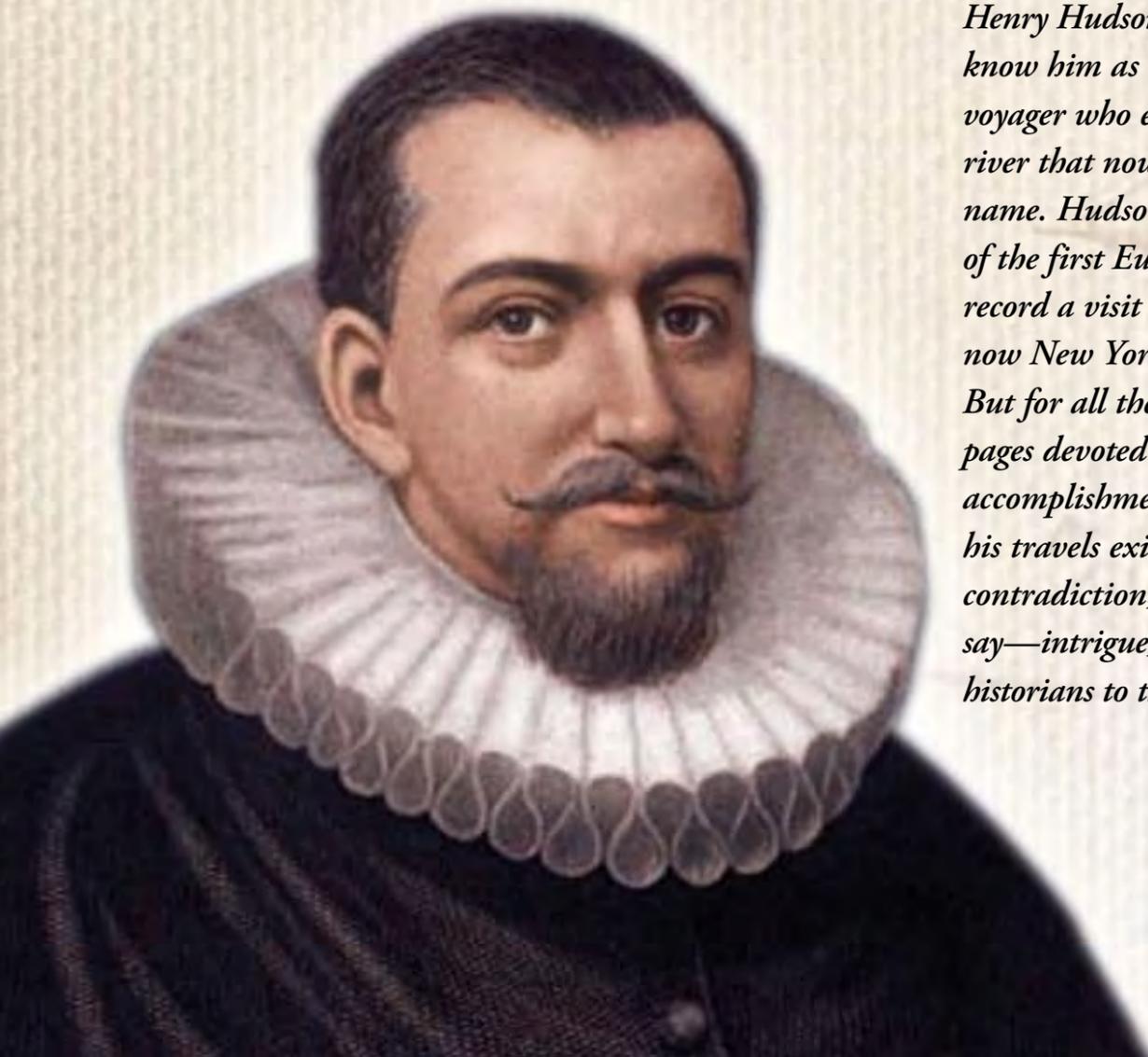
Charting His Own Course

The remarkable voyages of Henry Hudson



By Bernadette LaManna

Ask any schoolchild about Henry Hudson and they'll know him as the famous voyager who explored the river that now bears his name. Hudson was one of the first Europeans to record a visit to what is now New York State. But for all the textbook pages devoted to Hudson's accomplishment, behind his travels exist mysteries, contradiction, and—some say—intrigue, that fascinate historians to this day.



Turned back by the icy conditions, Hudson—patient, resolute and curious about the world at large—decided to change course and head for North America.

An Englishman himself,

Hudson was sailing for the Dutch when he visited the New World, which later led to Dutch settlement of the New York City region and the Hudson River Valley. The famed visit lasted only three weeks, and the Dutch tenure a mere 50 years, yet the Dutch legacy is still apparent in family and place names, as well as architecture throughout the region.

But who was Hudson, and what brought him to this land, far from the security of northern Europe?

Little is known about Henry Hudson's early life because few written records referring to him exist and because of the inconsistent spelling of

family names at the time. Hudson was probably well educated, studying cartography, navigation, astronomy, mathematics and seamanship.

Although he may have begun his seafaring life as a cabin boy, by 1607, Hudson was employed by England's Muscovy Company as captain of the *Hopewell*. His mission was to find a shorter, northern trade route to Japan and China. Much of what we know of Hudson's explorations comes from a journal he kept jointly with John Playse, one of the few literate crew members.

On that first voyage as captain, Hudson did not find the shortcut he

was seeking, but his discovery of whale pods off Spitsbergen Island, Norway led to the birth of the English whaling industry. The new industry was a boon to England's flagging economy, but within a decade, the whale population there was decimated.

Hudson and the *Hopewell* set sail again in 1608 in search of the elusive north route to Asia. Among the crew was master seaman Robert Juet, described in Hudson's journal as a man of "mean tempers...and foul humours..." Hudson could not know then that Juet would be instrumental in his demise just a few years later.

Henry Hudson embarked on his remarkable voyages to find a northern passage to China and the East Indies

It was a rough excursion. Early on, some of the crew fell ill from the extremely cold and wet weather. Later, because of the *Hopewell's* northerly track, ice was a frequent threat. In one instance, the ship narrowly avoided colliding with an iceberg, but the burly crew managed to hold it at bay as they steered the ship away—a feat that took most of a day to accomplish.

Turned back by the icy conditions, Hudson—patient, resolute and curious about the world at large—decided to change course and head for North America. His crew decided otherwise. Close to mutiny, they forced Hudson to give up the expedition and return to England. To prevent the crew from being hung for insubordination, Hudson declared that the decision was his alone.

Following Hudson's second failed attempt at finding a northern route to the Orient, the Moscovy Company dismissed him from their service. Hudson then approached both the Dutch and the French for employment. At first resistant, the Dutch—England's greatest rival at the time—eventually hired Hudson.

Again Hudson was charged with looking for a northern passage to Asia. His new ship, the *Halve Maen* (or *Half Moon*), was only about 85 feet long and 16 feet wide, and was described as “a cramped, ungainly ship that rode high in the water.” Before the ship sailed, Hudson's friend, Captain John Smith, founder of Jamestown, Virginia in 1607, sent Hudson some maps, with a message that Native Americans had talked of water that opened to the west.

The crew of the *Half Moon* consisted of both English and Dutch sailors. Neither could speak the other's language, and the English viewed the Dutch sailors as soft. Although familiar with Robert Juet's troublesome nature, Hudson nevertheless hired him again, perhaps because, like John Playse, Juet was literate.

After enduring relentlessly bad weather for weeks, the already tense crew was near mutiny. To escape the ice and cold, and perhaps intrigued by Smith's maps, Hudson chose to head for the New World instead of adhering to the instructions in his contract.

With Smith's maps as a guide, Hudson began exploring the northeast coast of the New World in 1609, eventually finding himself at the wide mouth of an unnamed river—the present day Hudson River—which was heavily populated by Native Americans who spoke mostly Algonquin. According to historians, these tribes had already had contact with Europeans and did not welcome the ship. Juet's journal, the only existing English record of this voyage, recounts violence among the crew and between the crew and Native Americans, who were widely regarded with fear.

Following the river upstream in hopes of reaching the Pacific Ocean, Hudson found the Mohicans more hospitable, exchanging gifts and trading corn, tobacco, beads, tools and skins with them. After sailing approximately 150 miles upriver—to about where Albany is now located—Hudson couldn't continue because of the increasingly shallow water, and he turned around.

Instead of returning to the Netherlands, Hudson sailed to England and was immediately arrested for treason because he

Henry Hudson made four voyages in an attempt to find a northern route to Asia. In 1610, on his fourth voyage, he was set adrift with his young son and several others by a mutinous crew. Hudson was never heard from again.



Henry Hudson, *The celebrated and unfortunate Navigator, abandoned by his Crew in Hudson's Bay the 11th of June 1610*, by Francis Davignon. Courtesy of The Mariners' Museum. (NOTE: While the title of the painting says 1610, Hudson was actually set adrift in 1611.)

had sailed under another country's flag. But he was soon released. The questions of why Hudson veered from his assigned course and why he brought the Dutch ship to England have caused much speculation. Why did the English authorities release Hudson so quickly after his arrest? Was Hudson a spy for England? Was he using the Dutch East India Company's maps to search for minerals to shore up the English treasury instead of trying to find a northern passage to the Orient?

The answers may never be known. Maybe Hudson simply longed to satisfy his adventurous spirit. Some viewed Hudson as an “unpractical visionary” and unrealistically optimistic, but he had traveled farther north than any European before him and had lived to tell about it.

The events of Hudson's fourth voyage in 1610 only add to the mystery surrounding his life. As captain of the ship *Discovery*, Hudson once again attempted to find a northern route to

Asia. And for the third time, Hudson hired the unsavory Robert Juet as a crew member—a decision that ultimately sealed his fate.

The *Discovery* was another typically small ship with a high profile; it was no match for the turbulent and icy waters of what is now known as Hudson Bay. The crew fought among themselves and nearly mutinied early in the journey. Unable to progress or return home, they endured the fall and winter on inhospitable land, many sick with scurvy and weak from insufficient food.

When spring finally arrived, Hudson wanted to continue his original pursuit, but his crew had other ideas. Many fights ensued, especially about food, which the crew accused Hudson of hoarding. Hostilities escalated until Robert Juet and another crew member decided to lead a mutiny.

The mutineers put Hudson, his son John and several others into an open boat and cast them adrift without food or water. They were never seen or heard from again.

The *Discovery* sailed for home, but many of the remaining crew, including Juet, died on the return trip. Those who survived were arrested for mutiny, but they were exonerated.

While Hudson never did find that elusive northwest passage to the Orient, it was not for lack of perseverance. Years after his presumed death, other explorers who were better equipped than Hudson and had more knowledge of geography finally determined that no such passage existed.

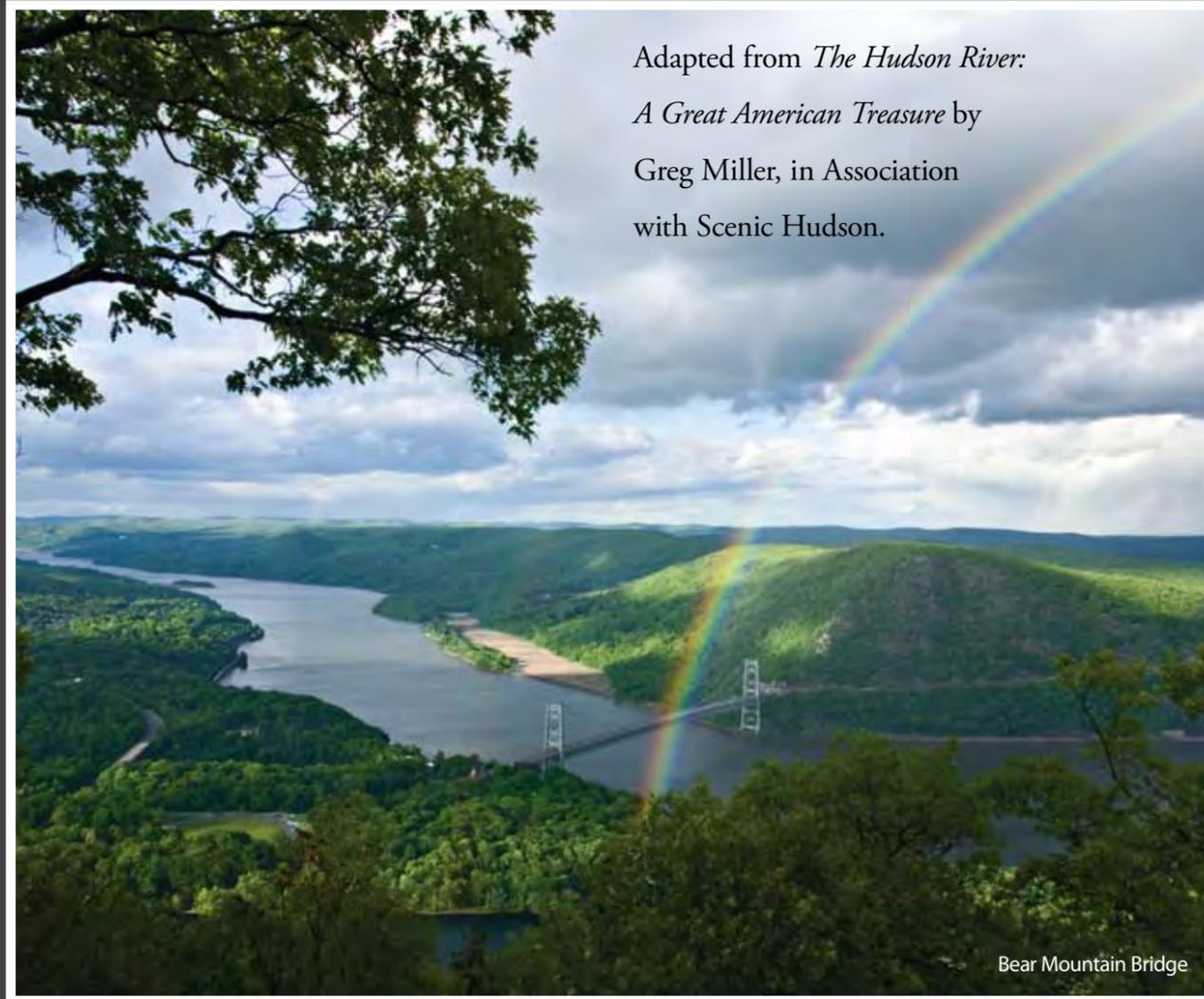
But that is not entirely the last chapter in Hudson's story, at least for some. Rumors, legends and puzzling artifacts linked to his fate still surface nearly 400 years after his disappearance. Perhaps some day we will uncover the mystery behind what befell that small group of sailors adrift in Hudson Bay in the summer of 1611.

Bernadette LaManna is a contributing editor to *Conservationist*.



Map courtesy of the Hudson River Maritime Museum

HUDSON RIVER PORTRAITS



Adapted from *The Hudson River: A Great American Treasure* by Greg Miller, in Association with Scenic Hudson.

Bear Mountain Bridge

Photos by Greg Miller
Text by Ned Sullivan

The Hudson's majesty—from its unique natural features to the sublimity of its sunsets—probably has generated more adjectives than any American waterway.

Mountain vistas along the Hudson continue to attract tourists from all over the world. Farms that served as the breadbasket of the thirteen colonies, today furnish produce for local farmers' markets as well as Manhattan restaurants. Our woodlands and

marshes, which contain an incredibly rich diversity of wildlife, provide homes for many endangered or threatened species. And the Hudson's waters teem with aquatic life, including Atlantic sturgeon whose forebearers swam with the dinosaurs. In other words, this is very much a river with a past and a presence—and a future we must fight to protect.



Constitution Marsh, Garrison



Coxsackie Creek



Hudson Highlands vista from Cat Rock, Garrison

...the Hudson is actually an estuary, an arm of the sea, its surface raised and lowered by the tide twice a day. Native Americans alluded to these shifts when giving the waterway its first name. They called it *Muhheakunnuk*, the river that flows both ways.

Over the centuries, industry and development have taken their toll, but today much of the region's beauty remains intact...Along with Scenic Hudson, other environmental groups and state agencies moved into high gear, achieving remarkable successes. Today, people take great pleasure—and enormous pride—in a rejuvenated Hudson River.



Hudson Highlands from Breakneck Ridge

FOR ALL WHO HAVE EXPERIENCED THIS RIVER—
WHETHER FOR A DAY, A YEAR, OR A LIFETIME—IT COURSES
THROUGH OUR VEINS FOREVER, OFFERING OBJECT LESSONS
IN HISTORY AND HOPE, PERIL AND PROMISE.



George Washington Bridge and Manhattan skyline



The tip of Manhattan



Kykuit, the Rockefeller Estate, Pocantico Hills

Greg Miller is a photographer based in the Hudson Valley. He specializes in wide format nature photography. He has photographed for Audubon New York, the Appalachian Mountain

Club, Earth River Expeditions, and *Hudson Valley* magazine. **Ned Sullivan** is president of Scenic Hudson.

Explorateur

Samuel Champlain *intrepid explorer*

By Charles Vandrei

When most New Yorkers think of Samuel Champlain, they might recall him as the Father of New France (Canada), the sailor and cartographer who founded Quebec City, or the explorer who opened up the fur trade with Europe. Some may recall the story of his 1609 military adventure, with his Huron and Algonquin allies, against the Mohawk Iroquois which lead him to become the first European to enter, explore and wonder at the territory we now know as New York. Perhaps most familiar is the lake that bears his name, and forms the partial border between New York, Quebec, and Vermont.

Born into a family of mariners in Brouage, France, on the Bay of Biscay about 1570, by 1609 Champlain was accomplished in many areas. He was an experienced soldier, having fought in many of France's civil and religious conflicts of the late sixteenth century. He

was also an accomplished sailor, having spent his early years learning the ways of the sea, traveling to the Caribbean and Mexico. During these trips he developed an interest in the people, plants and animals of the New World. At some point, Champlain joined and eventually came to lead a group of explorers who would follow up on the 1530's voyages of Jacques Cartier. Cartier had come into contact with a number of native groups who told him of the lakes and waterways of interior North America. It would be

In 1608, Champlain and a few dozen hardy companions founded the settlement that would become modern-day Quebec City.

70 years before a serious effort was made to follow up on these leads, led by none other than Samuel Champlain.

During Champlain's first trip to North America, in 1603, he explored the Atlantic

coast of Canada and the lower St. Lawrence River in large and small boats, and on foot. He met many Native American peoples along the way, and felt they were interesting in appearance and in their ways of life. He also found them friendly and willing to share their knowledge and their world. Like many explorers and adventurers, Champlain was fascinated by stories of the people and places that were just out of sight; he wanted to go and see for himself. Over the next 30 years, Champlain would see many of the people and places that were

just over the horizon. (In all, he made some 21 trips across the Atlantic Ocean.)

After several fruitless attempts to create settlements along the coasts of Nova Scotia and Maine, Champlain continued

to explore the St. Lawrence River and the Atlantic Coast as far south as Cape Cod. Eventually, he met with success. In 1608, he and a few dozen hardy companions founded the settlement that would become modern-day Quebec City. This settlement was critical to the foundation of New France and our modern northern neighbor, Canada. Although he would later be forced to surrender the city to England, a treaty between France and England once again returned Quebec to French rule.

Over the years, Champlain became an accomplished cartographer, creating numerous detailed and impressively accurate charts of the coasts he explored. In 1632, he produced one of the earliest maps showing what is now New York State. Included on the map are the St. Lawrence River, Lakes Ontario and Erie, Lake Champlain, Lake George, Long Island, the future Hudson River, and what appears to be the Genesee River and possibly even the Oswegatchie. The sizes and shapes of these waterways are distorted, but the basic orientations and layouts ring true.

Although he never appears to have learned the languages of any native groups he met, Champlain was always



National Archives of Canada

keen on establishing friendly relations. Unlike many early European explorers, Champlain saw the Native Americans as equals, people deserving consideration, respect and understanding. In fact, a number of historians have noted that his commitment to join his native allies in their expedition to Iroquois country (upstate New York) stemmed more from his desire to prove his friendship than his desire for military glory or conquest.

Champlain's first trip to New York was in June 1609. After his allies assembled, feasted and held preparatory

ceremonies, they ascended the Richelieu River (then known as the River of the Iroquois). When the falls and rapids proved too difficult for the shallops (small European sailing craft) in which he and his men traveled, most of his French companions returned to Quebec. However, Champlain, 60 native warriors and two French volunteers continued paddling south in bark canoes. On July 4, the party entered the large lake that would later be named for Champlain, a mere two months before Henry Hudson would sail into the state from the south.

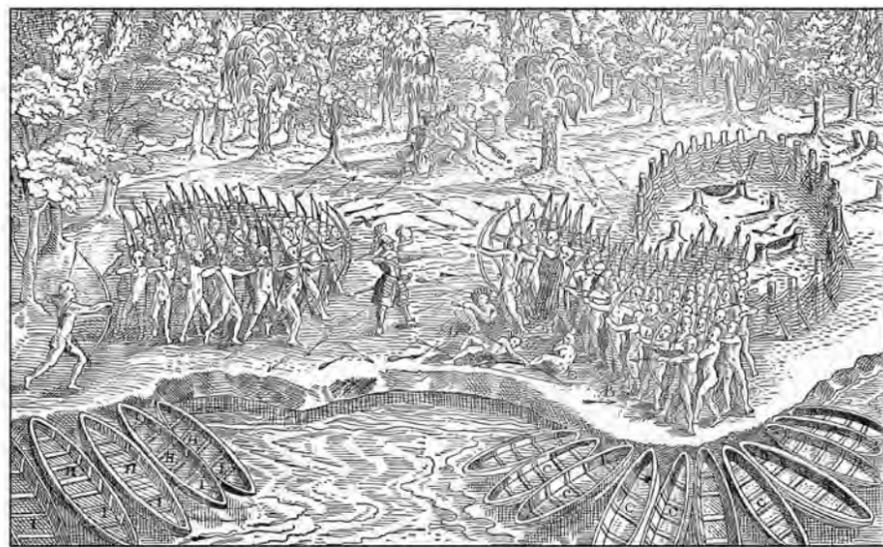
After paddling along first the eastern and later the western shore, Champlain provided some of the earliest descriptions of the lake, its islands, plants and animals. He wrote of passing beautiful islands covered in wild grape vines, pine and chestnut trees. Most likely he was writing of the larger islands in the lake: those known today as Isle La Motte, North Hero, Grande Isle and Valcour, but he probably noted Crab and Schuyler islands as well. He described the now Green Mountains of Vermont as being snow-covered, and noted that although the Adirondacks were just as high in elevation, they were not snow-covered. Always interested in the New World's

fish and wildlife, Champlain described seeing several varieties of deer, perhaps elk, moose, and white-tailed deer. He observed the rivers that flowed into the lake as being filled with beaver.

Champlain described what is likely a Lake Champlain gar pike (*Lepisosteus osseus*), as being five feet long, with a body as thick as his thigh, and a head the size of two fists. The fish had a snout two-and-a-half feet long and a double row of pointed teeth. He noted that the fish's body was protected by scales which were silver gray in color. Some writers have attributed the ongoing story of Champ, North America's own Loch Ness monster, as being derived from Champlain's description of what was clearly a native fish species.

Traveling cautiously and only at night, making fortified fireless camps by day, the party continued to move, as they perceived it, closer and closer to enemy territory. Somewhere near where the lake narrows to what later writers would call the river, Champlain and his companions encountered a group of about 200 Iroquois (probably Mohawk) warriors. After initial taunts and a parley it was agreed that they would fight in the morning.

On the morning of July 30, the two



Champlain's Battle Scene 1609. Drawn by Samuel de Champlain ca. 1613.

Champlain saw the native peoples of New York as equals, and even joined with many Native Americans of the Champlain Valley in fighting against the rival Iroquois. Here is a battle scene drawn by Champlain in 1613.

Born into a family of mariners in Brouage, France about 1570, by 1609 Champlain was accomplished in many areas.

forces met. After initial maneuvering, a fusillade of arrows was loosed by both sides. At the urging of his allies, Champlain stepped forward with his triple loaded arquebus (an early musket) and killed two and fatally wounded a third enemy chief. A few moments later, his two companions fired their weapons as well, killing several more. Never having encountered gunpowder before, the Mohawk force recoiled in surprise and began to falter. Soon they were routed. In the few hours available after the fight, Champlain explored the south end of the lake and appears to have visited the beautiful falls at La Chute where Lake George drains into Lake Champlain.

The exact location of this battle has never been established with certainty. Champlain described the engagement as taking place on a cape (peninsula) on the western side of the lake. Two locations at the south end of Lake Champlain, namely Crown Point and Ticonderoga, fit this description. Citing maps, Champlain's journals and a myriad of

supporting information, scholars have long argued for one location or the other. The debate over which is the authentic location has raged at least since the celebration of the three-hundredth anniversary of Champlain's foray into New York. This question may never be resolved with finality.

While Champlain continued to build New France, his interest in exploring and learning about the New World and its people did not falter. In 1610, a young colonist at Quebec, Etienne Brule, volunteered to live for a time with an Algonquin group to learn their language. Over a series of years, Brule traveled through the eastern Great Lakes including at least one trip to the homeland of the Seneca Iroquois in the Genesee Valley. Brule returned several times to report to Champlain on the details of what he saw and where he had traveled. These accounts provided early descriptions of the Great Lakes, the Finger Lakes and Niagara Falls. Champlain himself made a trip to Huronia (north of Georgian Bay on Lake Huron) and joined the Huron on a military expedition against an Onondaga Iroquois village near modern-day Syracuse. This attack was ultimately unsuccessful and Champlain's account of this trip is not as rich in detail as many of his other accounts of his travels. He was seriously wounded in battle and had to be carried for much of the return trip to Huronia.

Samuel Champlain died at Quebec on Christmas Day in 1635, much beloved as the founder and leader of New France. His legacy lives on to this day. Other explorers, missionaries, soldiers and settlers followed in his footsteps. St. Isaac Jogues, Rene Robert LaSalle and Pierre Radisson would be the best known among many. Most people are probably



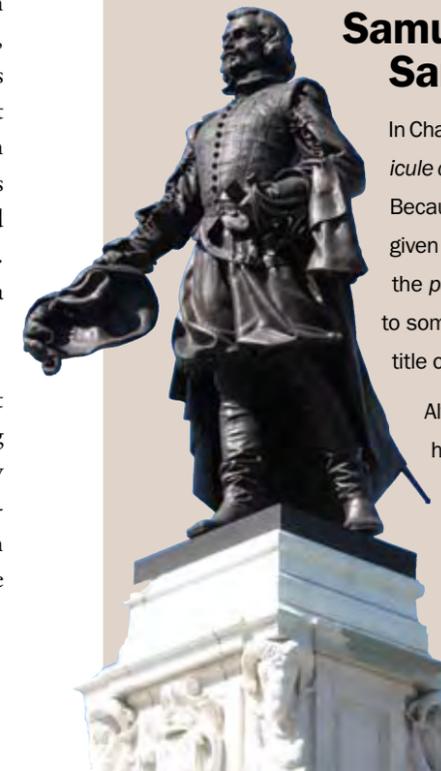
An accomplished cartographer, Samuel Champlain meticulously documented his voyages, including creating maps and drawings of the lands and peoples of the New World. Here is Champlain's hand-drawn map (circa 1632) of northeastern North America.

not aware that from the beginning of the seventeenth century, at least one-third of the territory of modern New York was considered to be a part of New France. Boundaries between French and British colonies were always vague, and they generally ignored any notions that native people may have held about such matters. In any case, major French trade, missionary and military posts were established at Niagara (1676 and again in 1726), Crown Point (Fort St. Frederic 1733), and Oswegatchie (La Presentation 1749).

The presence of powerful and influential Indian nations, access to vast natural resources, and easy travel along waterways would place modern-day New York at the center of a century-long conflict that ensued between France and Britain for control of the North American continent.

A student of archeology and a re-enactor of the Revolutionary War and French and Indian War, **Charles Vandrei** is DEC's Historic Preservation Officer.

What's in a name: **Samuel Champlain or Samuel de Champlain?**



Allison Marles Gryski

In Champlain's era, the honorific particle "de" (or *particule de noblesse*) was often associated with nobility. Because he was not born into nobility, Champlain's given name was simply Samuel Champlain. However, the *particule de noblesse* was sometimes awarded to someone worthy of respect but who had no clear title of nobility.

Although records differ, the honorific particle may have been added to Champlain's name about 1610, after his patron, King Henry IV was murdered. This usage by a non-noble was tolerated so that he would continue to gain access to the court during the rule of Henry's son, King Louis XIII, who was only nine years old at the time of his father's death.

—The Editor



Lake Tear

Trekking to the headwaters of the Hudson

Carl Heilman II

by Sandra Weber

"...way up among the Adirondack peaks is a little pool asleep. Through the long winter it lies—a solid crystal almost—under the accumulating weight of many snows, barren of all life save that which, like itself, waits for the summer's sun to warm it into tardy being and bring with the rank green fringe its swarms of batrachian young."

—Seneca Ray Stoddard, 1885

Lake Tear of the Clouds remains as picturesque today as Seneca Ray Stoddard portrayed it more than 100 years ago. Nestled between mountain peaks and circled by dark forests, the pool offers the perfect spot for a respite after a hard climb. Looking at the small pond, it's hard to believe that this is the headwaters of the mighty Hudson.

Reaching Lake Tear's shore is no small feat, requiring a nine-mile walk through the Adirondack forest. I always wanted to visit it, and so decided to make the trek this fine morning. Setting out from the deserted Upper Works, a principal

After circling Flowed Lands, crossing the bridge at Lake Colden, and wading across the Opalescent River, I pitch my tent. Throughout the night, I listen to a brook's soft babble, my excitement mounting at the prospect of reaching its source the next day: Lake Tear of the Clouds, headwaters of the Hudson River.

Morning clouds and dense fog beg me to wait for a day of summer sun, but I ignore them. I venture up the banks of the Opalescent, past the Flume. It is a tough pull, with a very crooked and snarled trail that requires me to climb over and under log after log.

Invisible droplets dampen my cheeks, but not my mettle. I follow the ever-shrinking branch of the Hudson River along its wild course, ascending 1,500 feet in two hours.

trailhead that accesses the Adirondack High Peaks, I cross the 20-foot wide Calamity Brook, and walk along an old logging road to Calamity Pond. A tall stone monument reminds me that entrepreneur David Henderson accidentally shot himself and died on this spot in 1845. I continue onward to a less ominous campsite.

Invisible droplets dampen my cheeks, but not my mettle. I follow the ever-shrinking branch of the Hudson River along its wild course, ascending 1,500 feet in two hours. Here, the wide and mighty Hudson has transformed into a wee little creek—Feldspar Brook in name, but as narrow as a rainspout and as shallow as a birdbath.

What it lacks in size, it makes up for in spirit. At this point, the water gushes into a stone basin that snares it for a moment before spilling it into a lower basin. The wild cascade continues on and on, rushing toward North Creek, Albany, Manhattan, and eventually the Atlantic Ocean. Standing there, it dawns on me that this is the spontaneous birth of the Hudson.

I lift my head and look beyond the bustle into the eerie stillness. It's late morning, yet a gray mist gives the sense of sleepy dawn, as if the glaciers have just retreated. At last I spy the little pool and the rank green fringe—the likely source of the vapors that ooze into my nostrils.



Lake Tear, circa 1885

Seneca Ray Stoddard



Sandra Weber

With Mt. Marcy standing guard, Lake Tear is as peaceful and picturesque today as it was in September 1901. It was here that then Vice President Theodore Roosevelt (who had just finished climbing Mt. Marcy) first heard the news that President McKinley lay dying in Buffalo. Before Roosevelt could make it out of the Adirondacks, McKinley had passed away.

The eastern half of the pond is covered by puffy moss, pond weeds, and ashen tree skeletons. On the western shore, dark green spruce reflect their knurly forms onto the smooth open water. The bald gray heads of two rocks lurk in the middle. I can't help but notice that there are no air bubbles or flashes of fish fins. The pond, I'm told, has never been home to fish; some surmising the stream is too steep to support much in the way of aquatic insect life, and that spring melt waters scour the streambeds.

Only two acres in size and less than three feet deep, the pond is essentially a bog. And like any bog, the open water will slowly be covered with a mat of moss and other plants. Lake Tear of the Clouds may one day become dry land, but that day is far away. For now, the water of Lake Tear rests at my feet, and Mount Marcy, the tallest mountain in the state, hovers 1,000 feet above.

However, there is no view of Marcy today. The mountain is living up to its nickname, Cloudsplitter, with dripping clouds hanging just 20 feet above the calm surface of Lake Tear. In 1872, one of the lake's first known Caucasian visitors, state surveyor Verplanck Colvin, looked out at a similar scene and later wrote: "But how wild and desolate this spot!...First seen as we then saw it, dark and dripping with the moisture of the heavens, it seemed, on its minuteness and its prettiness, a veritable Tear-of-the-Clouds, the summit water as I named it."

The Algonquins, Mohawks, and other people of native America undoubtedly found the pond centuries before Colvin. They likely felt it, drank it, and walked its shores. The Mohawks knowingly called the Hudson River "Co-ha-ta-te-a," interpreted as Great River having Mountains beyond the (Cahoh) Cohoes Falls, or simply, River from Beyond the Peaks.

When European settlers reached the New World, they called the river The Great North River of the New

"...a minute,
unpretending
tear of the
clouds—as it
were—a lonely
pool, shivering in
the breezes of
the mountains"

Verplanck Colvin

Netherlands or "Rio de Montagne" (River of the Mountain). Eventually, Hudson River replaced the descriptive names that had paid tribute to the river's source. Yet, explorers still sought the source. It was one of the most coveted discoveries in New York State.

As far as we know, Colvin and his guide William Nye, of North Elba, were the first white men to visit Lake Tear. Guides and tourists had reportedly looked at the little pond from the top of Mount Marcy and presumed that the outlet flowed east to the Ausable River. No one bothered to explore further until Colvin came to the region. He was curious about everything. So, he ventured down the side of Marcy, up to the top of Gray Mountain, and then down to the little pond. Surveying the area, he was able to determine that the pond did not flow to the Ausable, but rather to the Hudson.

Just three years later, legendary guide Orson "Old Mountain" Phelps, with his son, Ed, and L. J. Lamb, had the honor of building the first trail to Lake Tear. But Phelps wanted more accolades, claiming he had earlier named the pond Lake Perkins in honor of artist Frederick S. Perkins. He criticized Colvin's "namby-pamby" name. However, others adored the name Lake Tear of the Clouds, thinking it was the aboriginal name for the pond.

Colvin originally called the pond Summit Water in his report to the state

legislators. But he also described it as "a minute, unpretending tear of the clouds—as it were—a lonely pool, shivering in the breezes of the mountains, and sending its limpid surplus through Feldspar Brook to the Opalescent River, the well-spring of the Hudson." When the statesmen read the report, they liked Colvin's poetic phrase and gave the name Lake Tear of the Clouds to the little lake.

As I look at the lofty pool nestled between mountain peaks, Colvin's words about these wild headwaters come to mind: "From the loftiest lakelet of New York the water descends, gathering volume at every brook, till in full breadth it swells before the wharves and piers of the metropolis, floating the richly burdened ships of all the nations."

Along its 315-mile journey, the Hudson River flows past the places where more than eight million people live, work and play. The river is, and always has been, an important commercial and recreational waterway, reflected in its designation as an American Heritage River in 1998. Organizations cooperate to promote economic development, environmental protection, and historic and cultural preservation along the river's entire course, from the Verrazano Narrows in New York Harbor to Lake Tear in the Adirondack High Peaks.

As I get ready to make the return trek, and before the highborn water of Lake Tear can escape to the harbor, I capture a cupful and pump it through a filter. I swish the cool, clear liquid in my mouth and then swallow. Ahhh, life is good.

Author **Sandra Weber** has written several books celebrating the Adirondack Mountains, including *Two In The Wilderness: Adventures Of A Mother And Daughter In The Adirondack Mountains*, and *Mount Marcy: The High Peak of New York*.



Painting the Past

Hudson River History
through the eyes of Len Tantillo

Art by Len Tantillo
Text by Eileen Stegemann

Manhattan, 1660 - The Dutch ship *Trouw* departs Manhattan for its return trip home. Ships like the *Trouw* made a number of trips across the Atlantic each year, ferrying people and cargo between the Dutch Republic and the New World. (Compare this painting to Greg Miller's photo on page 8.)

Born and raised in upstate New York, talented artist Len Tantillo brings history to life through his remarkable historically accurate paintings. Much of his work celebrates maritime subjects, many depicting the early history of the Hudson River.

Creating an accurate portrait requires extensive research, and Len often works with many of New York's most knowledgeable historians. Len then creates models of the scenes he plans to paint—previously building detailed scale models (some more than 30 feet long). Today he uses digital modeling to create accurate on-screen models of buildings, ships and forts. The digital format allows him to add or remove buildings, change

New York State Conservationist, August 2009

lighting and texture, and rotate the models to see different views. From that model, Len can then put brush to canvas.

Tantillo's work has appeared in national exhibitions, books, periodicals, and television documentaries in the U.S., England, Netherlands, Belgium, Australia and New Zealand. This September through November, many of his paintings will be included in an exhibit in the West Fries Museum in Hoorn, Holland as part of their *Hollanders and the Hudson* celebration.

Here, Tantillo's work celebrates the rich history of the Hudson River, from Henry Hudson's time to the early 1900s.





Detail of *Kate's Light* from preceding page

Kate's Light - From her vantage point on Robbins Reef Lighthouse in the Hudson River, (circa 1900), Kate Walker watches the crew of the buoy-tender *Gardenia* go about its business of inspecting and tending the river's buoys. Kate's been the lighthouse keeper for many years now, and she enjoys the boating activity she witnesses every day.

Kate's story is an interesting one. Emigrating from Germany, Kate was a young widow with a small son when she met and married John Walker, assistant keeper of Sandy Hook Lighthouse in New Jersey. With land to grow vegetables and flowers, Kate enjoyed her life at Sandy Hook. But that soon changed when her husband was made keeper of the recently reconstructed Robbins Reef Lighthouse. Surrounded by water, with no land around the lighthouse and only a small stone pier to walk on, Kate hated her new home. But she gradually adjusted to the 360-degree harbor view, and was even made her husband's assistant, adding \$350 to John's annual salary of \$600.

A few years later, John developed pneumonia and died, leaving Kate a widow with two children to care for. It is said that John's parting words to his wife were "Mind the light, Kate." So Kate applied for the keeper position, but in a time when government regulations did not allow women to be in charge of an offshore lighthouse, let alone a petite 4' 10" woman with two small children, the job was not offered to her until after two men turned it down.

Being a lighthouse keeper was an incredibly difficult job, but Kate kept the lighthouse in perfect order. At the same time, she would row her children to Staten Island to attend school. Kate also rowed out to assist stranded vessels and is credited with saving more than fifty lives, mostly fishermen.

In 1919, at the age of 73, Kate retired to nearby Staten Island where she remained until her death in 1931. To this day, because of Kate's long tenure there, many still refer to the Robbins Reef Lighthouse as "Kate's Light."



Creekside - A typical Dutch farm in the 1640s. Because there were few improved trails at this time, most farms were located along waterways. To travel and carry goods, farmers used a boat, like the shallow pictured here.



A View of Fort Orange, 1682 - The *Flower of Gelderland* sits on the Hudson River offshore of Beverwyck (present day Albany). Larger ships like the *Gelderland* carried dozens of colonists and their cargo to the New World. However, because of their larger size and deep draft, these ships could not reach shore, requiring smaller ships (like the ones pictured here) to ferry their cargo to town. Pictured directly behind the ships is Fort Orange, built in 1624 as one of the first permanent settlements in the area.



The Dayliner Albany - The *Albany* was one of two steamships—the other was the *New York*—that was operated between Albany and New York City by the Hudson River Day Line at the turn of the century. Beginning each day at opposite ends of the run, the two ships would leave their docks at the same time, passing each other at Poughkeepsie. Built in 1880, the *Albany* was remodeled, sold and converted a number of times. It enjoyed a long life, its last iteration as a barge that was still afloat in 1965. (Circa 1890)



Pap-scan-ee - Looking east towards Massachusetts (circa 1600), a lone Mahican tribesman makes his way back towards his summer camp on the Papscanee Creek, a tributary to the Hudson River. Hunters and farmers, the Mahicans used weirs, like the one pictured here in the creek, to catch fish as they ran upstream. Crops, like corn, beans and squash, were grown on the fertile soil found between the creek and the Hudson to the west. Amazingly, corn is still grown on this same site—more than 400 years later.



Portrait of America - Passing State Street Landing in Albany (circa 1868), Thomas Schuyler surveys the waters of the Hudson from the deck of his steamboat company's flagship *America*. A side-wheel steamship capable of towing seventy fully loaded barges at once, *America* was built in 1852 as the crowning glory of the Schuyler family's fleet of towboats, collectively known as the Schuyler Tow Boat Line.

The Schuyler Company was founded in the 1820s by Captain Samuel Schuyler. Simply listed as "a free man of color," Samuel excelled in a time when slavery was still legal. Under his direction, and later that of his sons, Samuel Jr. and Thomas, Schuyler's tow boat line became one of the largest and most successful towing companies on the Hudson.

America represents the fulfillment of the American dream by a remarkable family that succeeded despite the racial prejudice of the times.

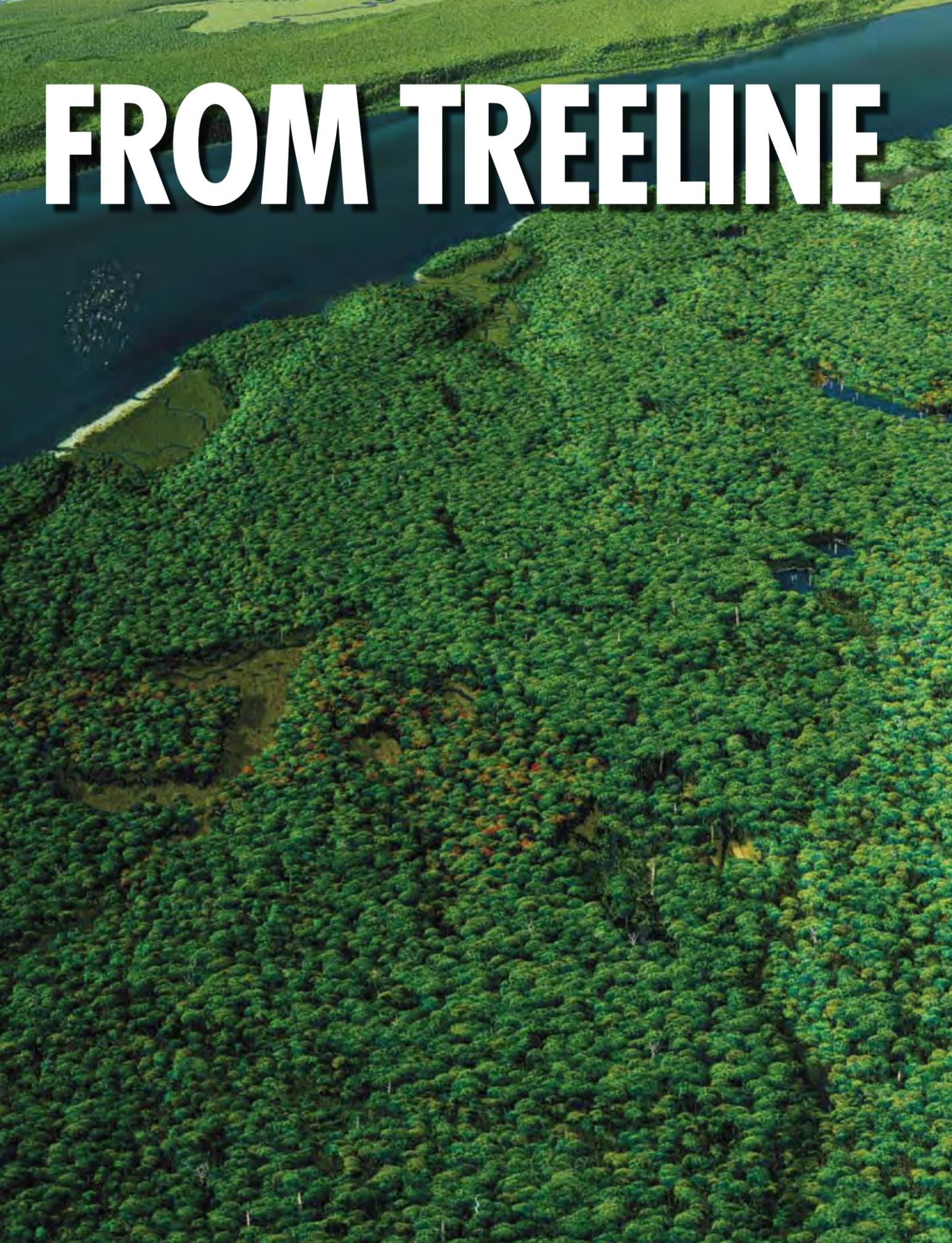


Morning Mist on the Hudson - With Albany as a backdrop, a variety of ships ply the Hudson's waters, ferrying people and goods to and from the burgeoning city (circa 1790). Sailors are off-loading goods from the larger ketch, while the periagua and smaller hoy both sit idle for the moment, their cargoes and crews already on shore. Carrying its cargo upriver, a barge-like gundelo is a reminder of the recently-ended Revolutionary War. Originally outfitted with a cannon, gundeloes were built on the Hudson for use as gunboats. Hiding in the background behind the periagua is a Hudson River sloop, the most common ship to sail the river at this time.

Born and raised in upstate N.Y., **Len Tantillo** lives in southern Rensselaer County, not far from the Hudson River. His work can be viewed at www.lftantillo.com.

Eileen Stegemann is the assistant editor of *Conservationist*.





FROM TREEELINE



TO SKYLINE

THE MANHATTAN PROJECT: NEW YORK CITY'S NATURAL HISTORY

EXCERPTS FROM *MANHATTAN* BY ERIC W. SANDERSON

On a hot, fair day, the twelfth of September, 1609, Henry Hudson and a small crew of Dutch and English sailors rode the flood tide up a great estuarine river, past a long, wooded island at latitude 40° 48' north, on the edge of the North American continent. Locally the island was called Mannahatta, or "Island of Many Hills." One day the island would become as densely filled with people and avenues as it once was with trees and streams, but not that afternoon. That afternoon the island still hummed with green wonders. New York City, through an accident, was about to be born.

Mannahatta had more ecological communities per acre than Yellowstone, more native plant species per acre than Yosemite, and more birds than the Great Smoky Mountains National Park. Mannahatta housed wolves, black bears, mountain lions, beavers, mink, and river otters; whales, porpoises, seals, and the occasional sea turtle visited its harbor. Millions of birds of more than a hundred and fifty different species flew over the island annually on trans-continental migratory pathways; millions of fish—shad, herring, trout, sturgeon, and eel—swam past the island up

IF MANNAHATTA EXISTED TODAY AS IT DID THEN, IT WOULD BE A NATIONAL PARK

Hudson, an English captain in Dutch employ, wasn't looking to found a city; he was seeking a route to China. Instead of Oriental riches, what he found was Mannahatta's natural wealth—the old-growth forests, stately wetlands, glittering streams, teeming waters, rolling hills, abundant wildlife, and mysterious people, as foreign to him as he was to them. The landscape that Hudson discovered for Europe that day was prodigious in its abundance, resplendent in its diversity, a place richer than many people today imagine could exist anywhere. If Mannahatta existed today as it did then, it would be a national park—the crowning glory of American national parks.

the Hudson River and in its streams during annual rites of spring. Sphagnum moss from the North and magnolia from the South met in New York City, in forests with over seventy kinds of trees, and wetlands with over two hundred kinds of plants. Thirty varieties of orchids once grew on Mannahatta. Oysters, clams, and mussels in the billions filtered the local water; the river and the sea exchanged their tonics in tidal runs and freshets fueled by a generous climate; and the entire scheme was powered by the moon and the sun, in ecosystems that reused and retained water, soil, and energy, in cycles established over millions of years.

The vast rich landscape Hudson found on Mannahatta housed animals we could only imagine seeing there today, and contained more native species than many modern-day national parks.



A visual reminder of the once-forested landscape, Central Park is the green heart of today's Manhattan—an essential component for its people and wildlife.

Living in this land were the Lenape—the "Ancient Ones"—of northeast Algonquin culture, a people for whom the local landscape had provided all that they and their ancestors required for more than four hundred generations before Hudson arrived. On Mannahatta these people lived a mobile and productive life, moving to hunt and fish and plant depending on the season; they had settlements in today's

in and benefactors of the rhythms of the nature that obviously connected them to their island home.

Many things have changed over the last four hundred years. Extraordinary cultural diversity has replaced extraordinary biodiversity on the island; today people from nearly every nation on earth can be found living in New York City. Abundance is now measured in economic currencies, not ecological ones,

NEW YORKERS LOVE THEIR PLACE WITH A FEROCITY THAT THE LENAPE WOULD HAVE RECOGNIZED

Chinatown, Upper East Side, and Inwood, and fishing camps along the cliffs of Washington Heights and the bays of the East River. They shaped the landscape with fire; grew mixed fields of corn, beans, and squash; gathered abundant wild foods from the productive waters and abundant woods; and conceived their relationship to the environment and each other in ways that emphasized respect, community, and balance. They lived entirely within their local means, gathering everything they needed from the immediate environment, participants

and our economic wealth is enormous—New York is one of the richest societies the world has ever known, and is growing richer each year. Millions of people fly in from all over the world to a narrow, twelve-block-wide island to gather in buildings a thousand feet high to see what's new and what's next. Thousands of tons of materials follow them into the city—foodstuffs from six continents and four oceans; concrete and steel and clothing from the other side of the globe; power from coal, oil, and atomic fission—all the resources necessary



Over the past 400 years, Manhattan has evolved from a land of extraordinary biodiversity to that of extraordinary cultural diversity.



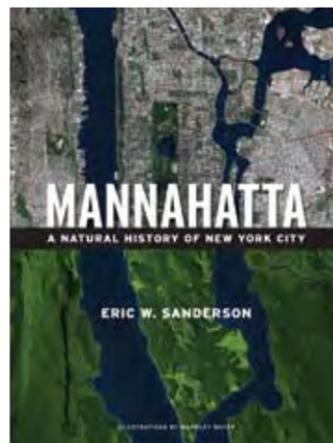
for the modern megacity, delivered as the natural systems once delivered, through elaborate networks, though now the networks are composed of people, products, money, and markets, as opposed to forests, streams, sunshine, and grass.

To many outsiders, Manhattan Island is a monument to self-grandeur and a potent symbol of the inevitable—but yet to be realized—collapse of our hubris. But inside of New York another way of thinking is emerging, a new set of ideas and beliefs that do not depend on disaster to correct our course and instead imagines a future where humanity embraces, rather than disdains, our connection to the natural world. Many New Yorkers celebrate the nature of their city and seek to understand the city's place in nature. They see their city as an ecosystem and recognize that, like any good ecosystem, the city has cycles, flows, interconnections, and mechanisms for self-correction. New Yorkers love their place with a ferocity that the Lenape would have recognized; active observers of and participants in their neighborhoods, where every change is a source of discussion and debate. We know, when we stop to think of it, that no place can exist outside of nature. As was true for the original Manahate people, our food needs to come from somewhere; our water, our material life, our sense of meaning are not

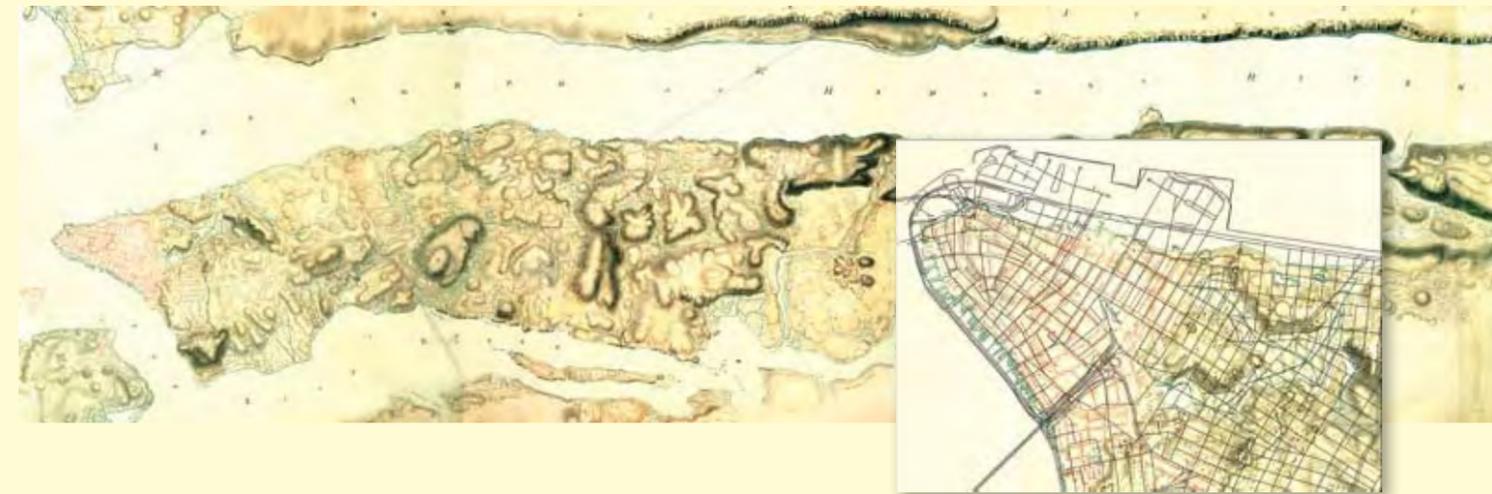
disconnected from the world, but exactly and specifically part of it.

Understanding the ecology of Mannahatta helps us bring into focus the ecology of Manhattan today and plan for the urban ecosystem of the future, while at the same time enabling us to reflect upon the value of the wild 'Mannahattas' that still exist in the world.

Eric Sanderson is a senior conservation ecologist at the Wildlife Conservation Society, headquartered at the Bronx Zoo in New York City. He is the founder and director of The Mannahatta Project.



All images used herein are taken from the 352-page book *Mannahatta: A Natural History of New York City*, written by Eric W. Sanderson, illustrated by Markley Boyer and published by Abrams, which is now available at bookstores.



THE MANNAHATTA PROJECT

Compiled by Eileen Stegemann

It is difficult to imagine what Hudson first saw when he arrived at the mouth of the Hudson in 1609, but for more than a decade, landscape ecologist Eric Sanderson has been working to do just that. Beginning with historical maps, Sanderson and colleagues labored to create through words and images a living, breathing portrait of the wild island as it existed four hundred years ago, when Hudson first reached its shores. Sanderson's goal was to recreate every hill, valley, stream, spring, beach, forest, cave, wetland, and pond that existed on Mannahatta, and in *Mannahatta: A Natural History of New York City*, you can see the forests of Times Square, the wetlands of downtown, and the meadows of Harlem.

Discovering a copy of the British Headquarters Map—an incredibly detailed map created by British mapmakers in 1782 during the Revolutionary War and illustrated with the locations of natural features, such as salt marshes, streams, hills, and woods—Sanderson overlaid this map on a grid of modern Manhattan to match the original landscape to the current city blocks (see inset above). By taking into account key ecological data, the new technology of Muir Webs, and years' worth of primary research, he was able to reconstruct the geography and establish neighborhoods of plants, birds, and animals that once inhabited Mannahatta, as the island was known to the native Lenape. Through computer imaging, the information was then transformed into geo-referenced images, matched to the city today.

Timed for the Hudson-Fulton-Champlain Quadricentennial in 2009, the Mannahatta Project allows New Yorkers to visualize what Henry Hudson might have seen when he sailed his ship, the *Half Moon*, into New York Bay on September 12, 1609. The project reclaims a part of history that has

been missing—the ecological history of an island, as Hudson wrote “as pleasant as one might tread upon.” New York City may trace its founding to 1609, but the land and waters on which the city was built have a much longer history and ways of living that predate the city itself.

As stated in his book, “The goal of the Mannahatta Project has never been to return Manhattan to its primeval state. The goal of the project is to discover something new about a place we all know so well, whether we live in New York or see it on television, and, through that discovery, to alter our way of life. New York does not lack for dystopian visions of the future...But what is the vision of the future that works? Might it lie in Mannahatta, the green heart of New York, and with a new start to history, a few hours before Hudson arrived that sunny afternoon four hundred years ago?”

To learn more about the Mannahatta Project, to explore Mannahatta block by block, to download educational materials that can be used throughout New York State, and to discuss what Mannahatta means for the future of New York, point your browser to themannahattaproject.org. An exhibition about Mannahatta and Manhattan runs through October 12, 2009, at the Museum of the City of New York, 1220 Fifth Avenue, New York.

The Mannahatta Project was prepared for the New York State Department of State Office of Coastal, Local Government & Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund in partnership with the City of New York Department of Parks and Recreation. This project has also been funded in part by grants from the New England Interstate Water Pollution Control Commission and the New York State Environmental Protection Fund through the Hudson River Estuary Program of the New York State Department of Environmental Conservation and by several private foundations and individuals.



Susan L. Shafer

ROAMING THE RIVER

FLOTILLA CELEBRATES HENRY HUDSON'S EXPLORATION OF HIS NAMESAKE RIVER

By Jenna DuChene

A cannon fires. Cheers erupt. Soon, beyond the crowd, a ship's mast comes into view. Ropes and flags dance in the breeze. You glimpse distant figures bustling about on the colorfully painted wooden water vessel. It is an old-looking ship, echoing a way of life long ago, and for a moment, you feel you have traveled back in time.

In early June, scenes like this were commonplace along the shores of the Hudson River as villages and cities along the river joined together to commemorate the 150-mile journey Henry Hudson made in 1609. A flotilla of modern and historic replica ships gathered to sail Hudson's

route in an eight-day Quadricentennial celebration that included the *Half Moon*, a replica of Henry Hudson's ship; the *Onrust*, a seventeenth-century replica of the first ship built in New York; and the sloop *Clearwater*. The U.S. Coast Guard and the tug *Governor Cleveland* also joined the journey.

Governor David Paterson met the flotilla in New York Harbor on June 5, and officially launched the ships with a Blessing of the Fleet. The flotilla began its journey on River Day, June 6, as DEC Commissioner Pete Grannis joined the public at a celebration in Battery Park.

As the flotilla traveled up the river, it

stopped at various yacht clubs, marinas, cities and communities and engaged the public in special events and educational programs at the ports. An estimated 100,000 spectators and 1,500 boaters joined the festivities with picnics, barbecues, fireworks, and live music. The Old Rhinebeck Aerodrome even performed flyovers. At West Point, the Hudson River Maritime Museum greeted the flotilla with a 16-cannon salute. The fleet's journey finally ended as it arrived in Albany on June 13th.

The journey will not be the last trip for some of the flotilla participants. In fact, this September, many of the same



James Deyton

The flotilla followed the same 150-mile course up the river that Henry Hudson traveled 400 years ago.

ships—including the *Half Moon* and *Onrust*—will meet in New York Harbor, this time with ships transported in container vessels from Europe.

While Henry Hudson was English, he was sailing for the Dutch East India Company when he discovered the Hudson River, and the Dutch also have plans to celebrate the Hudson Quadricentennial. The biggest celebration will take place on Harbor Day, September 13, at which time the Dutch

Air Force will make flyovers. Ships will leave New York Harbor and travel up the river, making stops along the way, and finally making port in Albany on September 19.

June's flotilla gave New Yorkers an opportunity to come together to celebrate 400 years of history, culture and innovation, and reminded us why we are proud to call the Hudson our own.

Jenna DuChene is the staff writer of *Conservationist*.



Susan L. Shafer

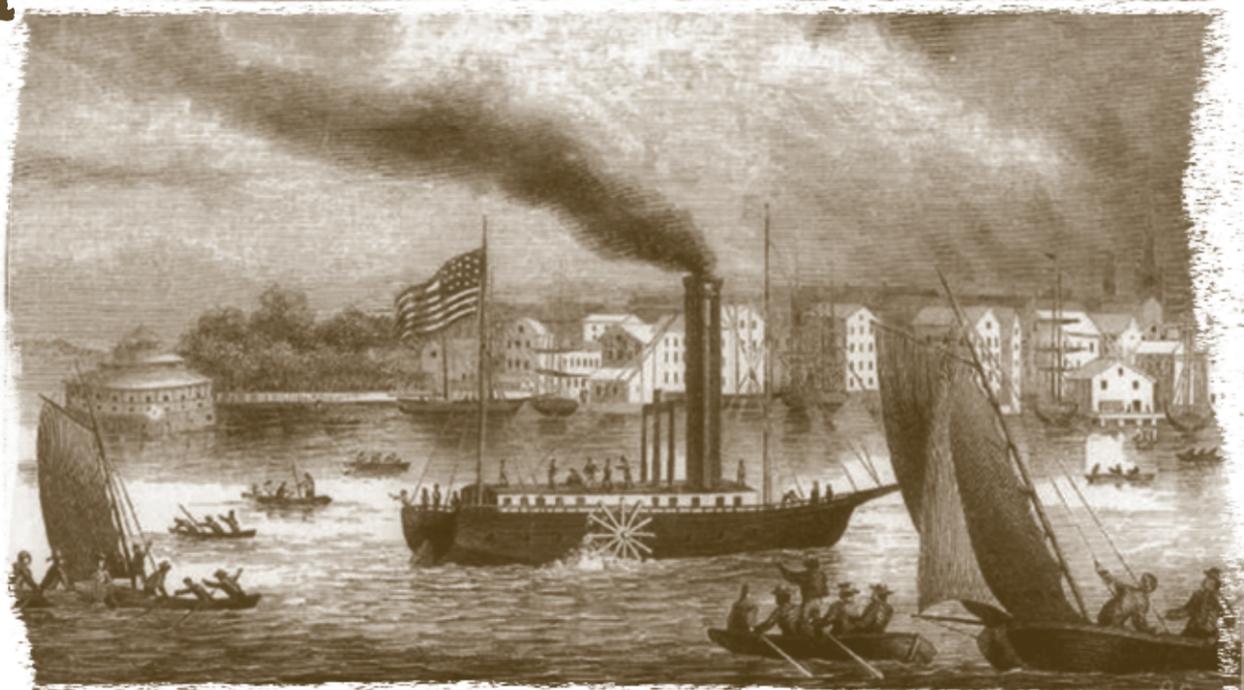
The sloop *Clearwater* was one of the many ships that made up the June flotilla.

With the rest of the flotilla, the replica, *Half Moon*, left New York Harbor on June 6.



Susan L. Shafer

Full Steam Ahead!



Project Gutenberg Archives

Robert Fulton ushers in a new era of transportation

By Ann Pedtke



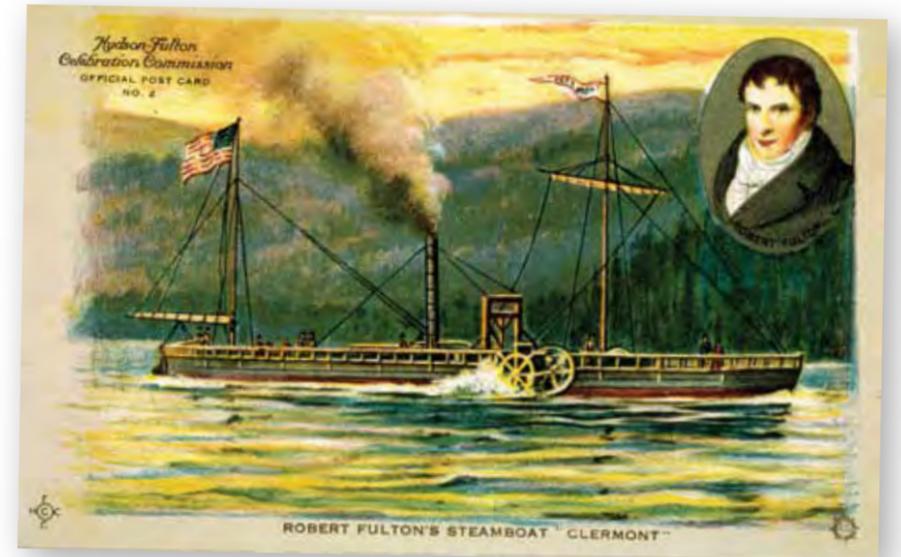
Painting by John Trumbull

The Hudson River has long been a site of exploration and discovery. In 1807, almost two hundred years after Henry Hudson sailed up the river in the *Half Moon*, another ship made a historic journey on the Hudson. Unlike the *Half Moon*, the *Clermont* was an ungainly steamboat that spewed smoke and threatened to explode on the water before the eyes of fearful spectators. Popularly known as “Fulton’s Folly,” the ship was an unlikely candidate for making history. And its designer Robert Fulton, an inventor whose earlier steamboat had sunk immediately upon being launched, was an unlikely figure to change the course of river travel.

The *Clermont* itself became a profitable packet boat, making regular trips up and down the river carrying mail, passengers, and goods.

Robert Fulton was born in 1765 in Lancaster County, Pennsylvania, the son of Irish immigrants. He demonstrated his mechanical aptitude at an early age by designing hand-operated paddlewheels, which he attached to small fishing boats. His artistic talents, however, proved as fine as his mechanical skills. After briefly apprenticing with a jeweler in Philadelphia, Fulton left his engineering pursuits behind and traveled to London to begin a career in painting under the tutelage of American-born artist Benjamin West.

Though he practiced portraiture with some success in England and France, Fulton was soon drawn back into engineering and navigation. He became involved in the construction of a canal, and subsequently obtained patents for mills, dredging machines, and various types of watercraft. Fulton then moved on to experiment with steam power and submarine and torpedo technology. Although his first steamboat sank to the bottom of the Seine—and his early submarine torpedoes could not sink anything at all—Fulton remained undaunted. In 1806 he decided to return to the United States to build a commercial steamboat for use on the Hudson River between Albany and New York City.



At the time, many other American inventors were experimenting with steam transportation. In 1784, James Rumsey traveled up the Potomac River in a steamboat powered by water jets. In 1788, John Fitch built a steamboat propelled by vertical paddles, which successfully chugged twenty miles from Philadelphia to Burlington. But these attempts had not proved steam a practical means of transportation. Noisy, dirty, and operating at speeds that could be matched by wagon travel, steamboats were seen by the public as little more than an interesting oddity.

When Fulton’s new steamship—officially dubbed the *North River Steam Ship*, though later known as the *Clermont*—slowly made its way up the Hudson on the afternoon of August 17, 1807, everyone expected another disastrous spectacle. The steamboat was an unsettling sight for anyone accustomed to regular sailing vessels: a witness recorded that “the whole country talked of nothing but the sea-monster, belching forth fire and smoke.” But to the amazement of the crowds gathered on the shore, the *Clermont*, equipped with large paddlewheels and a modified Watt engine, ultimately stayed afloat, and went on to complete the 150-mile

journey to Albany in just 32 hours. The era of steam transportation had begun.

Though squabbles ensued over patents and navigation rights, Fulton’s steamboat was an unmatched success. The *Clermont*’s achievement sparked an increase in Hudson River steamboats, including many built under Fulton’s supervision. The *Clermont* itself became a profitable packet boat, making regular trips up and down the river carrying mail, passengers, and goods. A ticket from New York City to Albany cost \$7.00; no small sum at the time. Fulton soon expanded his steam fleet to include additional ferryboats on the North and East Rivers.

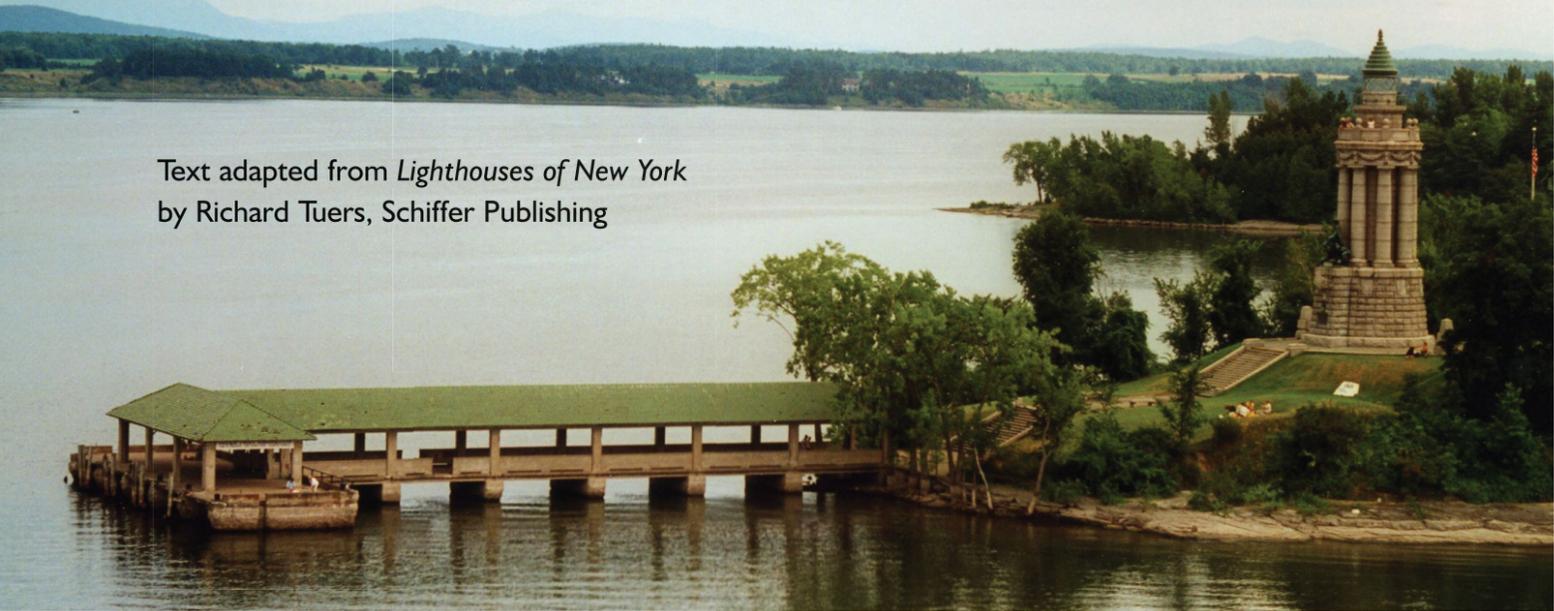
Fulton’s steamboat ushered in a new era—one in which travel on the Hudson became a scheduled affair. Unlike Hudson River sloops, steam-powered vessels like the *Clermont* were not bound by the vagaries of wind and tide.

By expanding the realm of steam-powered travel—just as Henry Hudson had pushed the boundaries of traditional seamanship two centuries before—Robert Fulton helped make the Hudson Valley accessible to new generations of pioneering spirits.

Ann Pedtke is an intern with the Student Conservation Association at DEC’s New York City office.

Watchtowers on the Water

Text adapted from *Lighthouses of New York* by Richard Tuers, Schiffer Publishing



Richard Tuers

New York's Lake Champlain Lighthouses

Traveling south from the St. Lawrence and Richelieu Rivers on July 3, 1609, Samuel Champlain first discovered the lake that would be named in his honor. He explored its shores and wrote of the surrounding beauty and interesting wildlife. Champlain's explorations led to the discovery of a new route between the St. Lawrence and Hudson Rivers, and ultimately to the settlement of the Champlain Valley by the French.

As settlements grew, more and more ships plied the lake's waters; lighthouses were needed to warn sailors of the dangers of sandy shoals, rocks and shallow waters. Lake Champlain's first lighthouse was built on Juniper Island, Vermont in 1826. By the end of the nineteenth century, there were nine more of these sentinels. The six described here are found in New York.



Crown Point

Susan L. Shafer

Cumberland Head (1838, 1867)

The Cumberland Head Light was constructed in 1838 by Peter Comstock at the locale of a very significant battle of the War of 1812. It was made of native rubble limestone and illuminated with eleven lamps with reflectors. The tower was torn down in 1867 and replaced with a new 75-foot tower that was more visible to mariners—its light could be seen for eleven miles.

For 33 years, a Civil War Veteran, William Teberah, was keeper of Cumberland Head Light. After he died, his wife was appointed keeper and served until 1919 with the assistance of her two daughters.

In 1948, Joseph Church, a World War II veteran, and his wife renovated the keeper's quarters. They maintained the lighthouse for the next fifty years until Mrs. Church sold the property in 1996. Today, the Cumberland Head Lighthouse is privately owned and is on the official seal for the Town of Plattsburgh. It is best viewed from Lake Champlain.

Split Rock (1838, 1867)

The location Split Rock was used as a boundary for the territory between the Mohawk and Algonquin tribes. In 1832, Congress approved the construction of a lighthouse at Split Rock, making it Lake Champlain's second lighthouse.



Cumberland Head

Richard Tuers

New York State Conservationist, August 2009

It was built by Peter Comstock, but in 1867, the structure was replaced with a 39-foot octagonal tower made of blue-stone. It had a focal plane of 100 feet above the lake, making the light visible for 12 miles. The keeper's quarters was replaced in 1874.

In the 1920s, however, the United States Lighthouse Service (an agency created in 1910 to oversee the upkeep and maintenance of all U.S. lighthouses) authorized the construction of a new steel tower to replace the lighthouse. The service ended in 1939 following a merger with the U.S. Coast Guard.

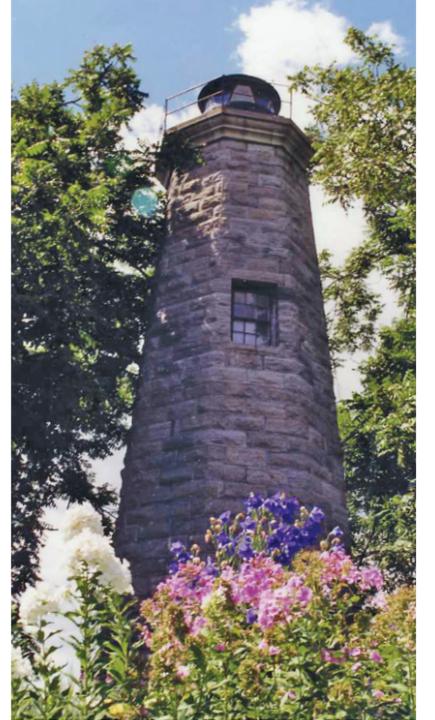
During the Depression, the government decided to surplus the valuable lakefront property and sold it in 1931. The lighthouse, which consists of a Greek Revival dwelling and a carriage house, has been well maintained by several private owners.

Recently, the original light was transferred from the steel tower back to the lighthouse tower, and on March 19, 2003, it was lit again. The lighthouse sits on private property and can best be viewed from Lake Champlain, just south of the Essex, Vermont ferry.

Point Au Roche (1858)

In 1858, the Lighthouse Service built three new lighthouses on Lake Champlain using a standard design. Point au Roche

Point Au Roche



Richard Tuers

Light was one of these so-called "Three Sisters," and was built opposite La Roche Reef. Like its "sisters," Crown Point Lighthouse (New York) and Windmill

Split Rock



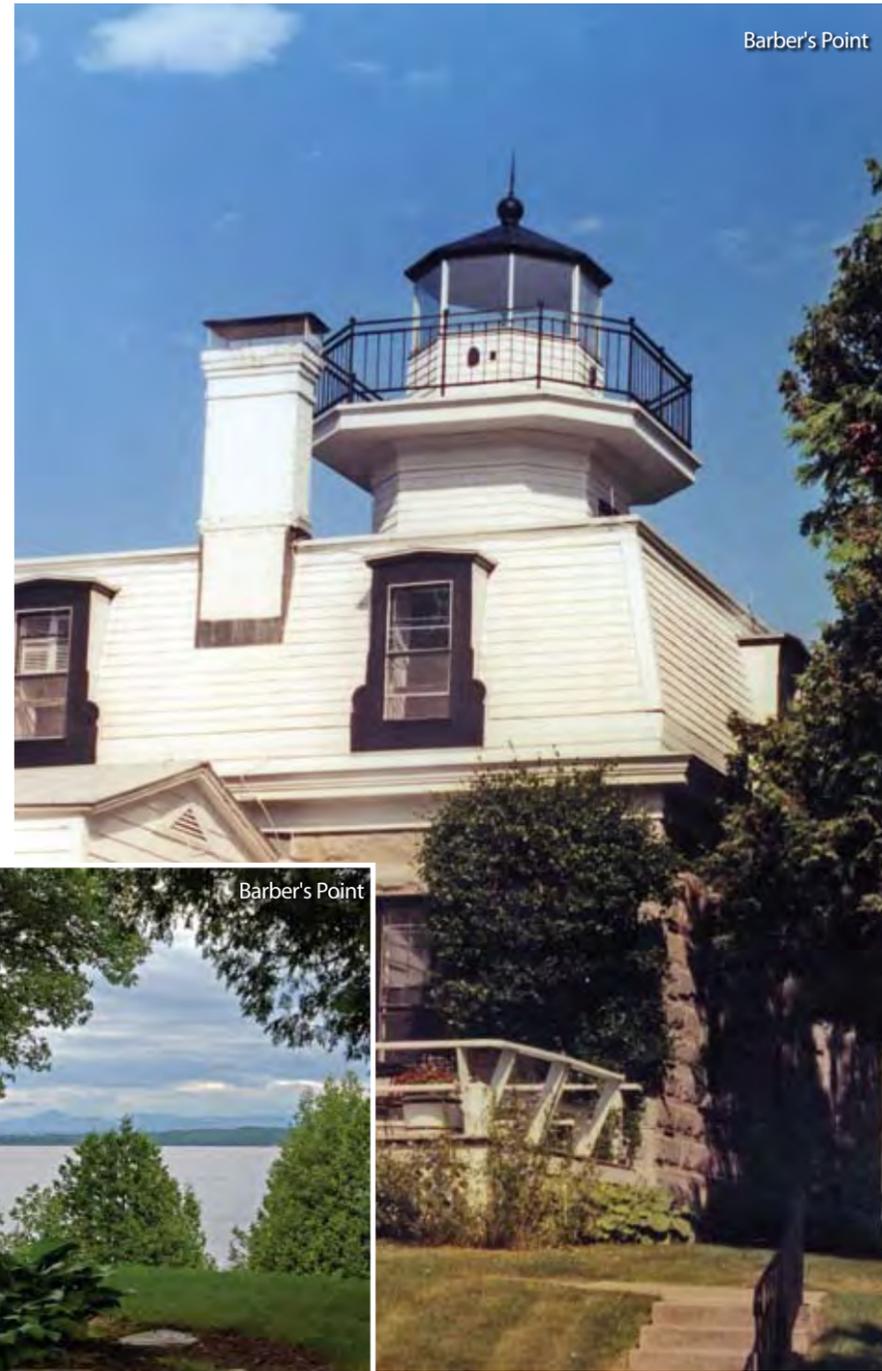
Susan L. Shafer

Point Lighthouse (Vermont), Point au Roche is an octagonal stone tower with an attached Cape Cod-style keeper's quarters. It was originally built to help water vessels steer their way along the rocky peninsula.

The Point au Roche State Park is located near Plattsburgh, adjacent to Monty's Bay State Wildlife Management Area on Monty Bay. It is a popular tourist attraction.

In 1934, the Lighthouse Service automated the light, divided the tower

from the keeper's quarters, and sold the property. Because of the deterioration of the tower, the Coast Guard decided in 1989 that it was no longer safe. The automated light was then moved to a buoy on La Roche Reef. Today, Point au Roche Light remains without its light, and its structure is slowly falling away. It is privately owned and can best be seen from Lake Champlain.



Barber's Point

Barber's Point

Susan L. Shafer

Richard Tuers

Crown Point (1858, 1910)

Crown Point Lighthouse serves as a beacon and monument to the exploration and navigation of Lake Champlain. It's a popular tourist attraction and a reminder of Samuel Champlain's journey 400 years ago.

Crown Point Light is the other New York lighthouse that makes up the "Three Sisters." It is similar in construction to its "sisters," Point au Roche and Windmill Point, and was established in 1858. The 55-foot octagonal gray limestone block tower was once attached to a wooden Cape Cod-style keeper's quarters.

In 1910, the Champlain Tercentenary Commission received permission from the Lighthouse Service to commemorate the discoveries of great explorers by designing a neoclassical memorial. The new design is more elaborate, with Doric columns and Fox Island granite. A bronze statue created by German-born American sculptor Carl Heber graces the memorial, with Samuel Champlain appearing as the central figure.

Upon completion of the bridge at Crown Point in 1929, the lighthouse was decommissioned, and the keeper's quarters were removed when the entire property was given to New York State. Today, the lighthouse is part of Crown Point Historic Site, and is open year-round. For this year's Quadricentennial celebration, a special ceremony will take place in September at Crown Point to rededicate and restore the lighthouse. (Visit www.ExploreNY400.com for details.)

Barber's Point (1873)

Located just south of Westport, New York, Barber's Point is midway between Crown Point to the south and Split Rock to the north. It was built in 1873 as a two-story lighthouse structure with a Mansard roof—a type of architectural style in which each of the roof's four sides has two slopes.

The exterior of the lighthouse is finished with blue limestone blocks on the lower portion, and white siding on the upper portion and tower. In 1935, Barber's Point Lighthouse was replaced by a steel skeletal tower. The lighthouse and the surrounding property were sold in 1936 and have remained a private residence. Since then, the exterior of the building has received new paint and small structural additions, including a garage near the road.

The lighthouse has been included in the Camp Dudley Road Historic District, in the National Register of Historic Places.

Bluff Point (1874)

Bluff Point Lighthouse overlooks the lake where the first naval battle occurred during the Revolutionary War. The light is located on a high bluff on the western shore of Valcour Island, and was placed in service in 1874. It consists of a 35-foot tower that sits 95 feet above the lake. When lit, the light could be seen for 13 miles.

In 1876, Civil War Veteran Major William Herwerth was appointed keeper of Bluff Point Lighthouse. As his health failed, his wife assumed much of the responsibility, and when William passed away, she became the keeper. Mrs. Herwerth had one of the best kept lighthouses on the lake and served faithfully until 1902.

In 1930 a steel tower was constructed to replace the manned lighthouse, and in 1954, the lighthouse and land were sold as a summer residence to a Massachusetts dentist. In the 1980s he offered the property to the state of New York. A compromise was reached whereby the State would own the lighthouse and Clinton County Historical Association would maintain the structure.

In November 2004, the light in the steel tower was returned to Bluff

Point Lighthouse and re-lit. Today, the 1,100-acre Valcour Island is a popular destination for boaters, hikers, anglers and birdwatchers. Bluff Point Lighthouse can be seen from the marina dock at Day Point, or you can take a water taxi from the marina to Valcour Island to see the lighthouse up-close.

Sentinels of the Champlain Valley, New York's Lake Champlain lighthouses continue to safeguard visitors on the lake that Samuel Champlain

explored 400 years ago. While some no longer project their light, all of these lighthouses remain bright beacons in New York's unique history.

DEC Division of Water's **Rick Tuers** has won several regional photography awards. His photo of the Crown Point Memorial has also been featured by the Quadricentennial Commission.

Susan L. Shafer



Bluff Point

Bluff Point



Susan L. Shafer

Quadracentennial Calendar

A Peek at Upcoming Quad Events

Compiled by Jenna DuChene

Throughout 2009, communities across New York State are commemorating the explorations and achievements of Henry Hudson, Samuel de Champlain and Robert Fulton. The following is only a partial list of the many events you and your family and friends can attend to celebrate the rich history of this great state. For more extensive lists, please visit the Hudson-Fulton-Champlain Quadracentennial Commission's websites at www.exploreNY400.com and www.discoverlakechamplain400.org.



Hudson River Panorama

Through- January 10, 2010; Albany Institute of History and Art, Albany

This exhibition highlights the remarkable stories of people, events and ideas that shaped the Hudson River Valley, and encompasses five major themes: community and settlement; natural history and environment; transportation; trade, commerce and industry; culture and symbol. The exhibit features more than 200 objects and historical documents from the museum's renowned collections.

Check out www.albanyinstitute.org.

"1609"

July 3, 2009- March 7, 2010;

New York State Museum, Albany

The exhibition "1609" re-examines Hudson's voyage, the myths surrounding it, and explores the legacies of Hudson's unexpected discovery. The exhibition will showcase various artifacts from the museum's collections and historical images created by artist Len Tantillo. Call (518) 474-5877 or visit www.nysm.nysed.gov.

Day Peckinpaugh Tour

August 1- September 30; various locations

The 259-foot *Day Peckinpaugh* will travel the Champlain and Hudson corridors, stopping at various ports along the way. An original 1921 canal motorboat, it was one of the largest vessels on the Erie Canal and hauled wheat, flaxseed, rye, sugar, coal, pig iron and dry cement from the Great Lakes to New York City. The ship's tremendous cargo hold has been retrofitted as exhibit space. Tours are free and open to the public.

Check out www.discoverlakechamplain400.org.

Ships and Royal Family Visit from Holland

September 8-13; New York City

A variety of ships will arrive from Holland, including about 20 traditional flat-bottom sailboats, two Dutch naval vessels, Dutch naval frigates *HMS Tromp & Van Speijk*, the minesweeper, *Hr. Ms. Haarlem*, and many others. Members of the Dutch Royal Family are expected, as well as the Marine

Band of the Royal Netherlands Navy. Prince William of the Netherlands will follow in his mother's (Queen Beatrix) footsteps, who visited in 1959 to mark the 350th anniversary of Henry Hudson's voyage.

Harbor Day

September 13; New York City

Following the arrival of Dutch ships, Harbor Day is the culminating event of New York City's celebration, and will mark the launch of the newly created Harbor District. Festivities are planned in several locations, and all major waterfront parks on the city perimeter will be linked by free bikes and free hop-on/hop-off ferry service. In addition, the Dutch Navy will lead the grand flotilla—including the *Half Moon* and *Onrust*—up the Hudson River, from Battery Park to Albany.

Hudson River Valley Ramble

September 5-7, 12-13, 19-20 and 26-27; Hudson River Valley

Sponsored by the Hudson Valley Greenway and the Hudson River Estuary Program, the ramble will take place

during three weekends in September. Many programs and events allow the public to explore natural and cultural resources by foot, boat or bike.

Visit www.heritageweekend.org/hudson-river-ramble.cfm or

www.hudsonrivervalley.com/ramble.

2009 Battle of Plattsburgh Commemoration

September 10-13; Plattsburgh

Themed "The French Connection," the commemoration includes a military parade with marching bands, pipe & drum and fife & drum corps, floats, and marching units. A re-created 1814 tavern with period food and music will be open to the public, and there will be French and English fancy dress balls. Other festivities include fireworks, kids' games, concerts, tavern entertainment, storytelling, jugglers, a bateaux race, a Plucky Rooster contest, and an 1814 encampment and re-enactment with over 100 re-enactors.

Call (518) 566-1814, or visit

www.battleofplattsburgh.org.

Crown Point Quadracentennial Day

September 19; Crown Point

The signature event of the Champlain Valley and one of three legacy events, the Crown Point Lighthouse monument and Rodin sculpture will be rededicated in a special ceremony and day-long festival. The monument

was originally dedicated 100 years ago, with President Taft attending the gala. This year, the governors of Vermont and New York, the French ambassador, the premier of Quebec, and President Obama have all been invited. Featured speakers and presenters include Pulitzer Prize-winning historian David Hackett Fischer and Native American historian and author Darren Bonaparte. The U.S. Merchant Marine Academy Band will perform and a fireworks show will follow the ceremony. The area is home to British and French ruins, and the newly revamped museum has an interactive exhibit, exterior signage, and new sidewalks.

Visit www.discoverlakechamplain400.org.

Celebrate Albany's 400th!

September 26; Riverfront Park, Albany

Celebrate with music, re-enactors, and much more. Visitors can tour the *Half Moon*, witness modern artisans performing traditional craft techniques, observe numerous cultural demonstrations, and enjoy plenty of food and performances.

Visit www.hudson400.com.

Walkway Over the Hudson

October 2-4; Poughkeepsie

A weekend-long celebration of the transformation of the Poughkeepsie Railroad Bridge into a spectacular "park in the sky" linking the river's two shorelines with a 6,767-foot iron

span creating the longest elevated walkway in the world. One of three Quadracentennial legacy events.

Visit www.walkway.org.

Samuel de Champlain History Center Grand Opening

October 11; Champlain

The new Samuel de Champlain History Center will celebrate all things Champlain: the man, the lake, the village, and the town. Contact Celine Paquette at cpaquette@primelink1.net.

Governors Island

May 30 - October 11; New York City

Governors Island is the site of one of New York's first Dutch settlements and a strategic nineteenth-century coastal fortification. One of three legacy projects, over the next few years, visitors will have access to the promenade's entire perimeter for the first time. Visitors will enjoy a new park area and breathtaking views of the Statue of Liberty, New York Harbor and the Manhattan skyline. A number of events are scheduled, including Island Festival, Harbor Day, and Oyster Festival. Visit www.govisland.com.

