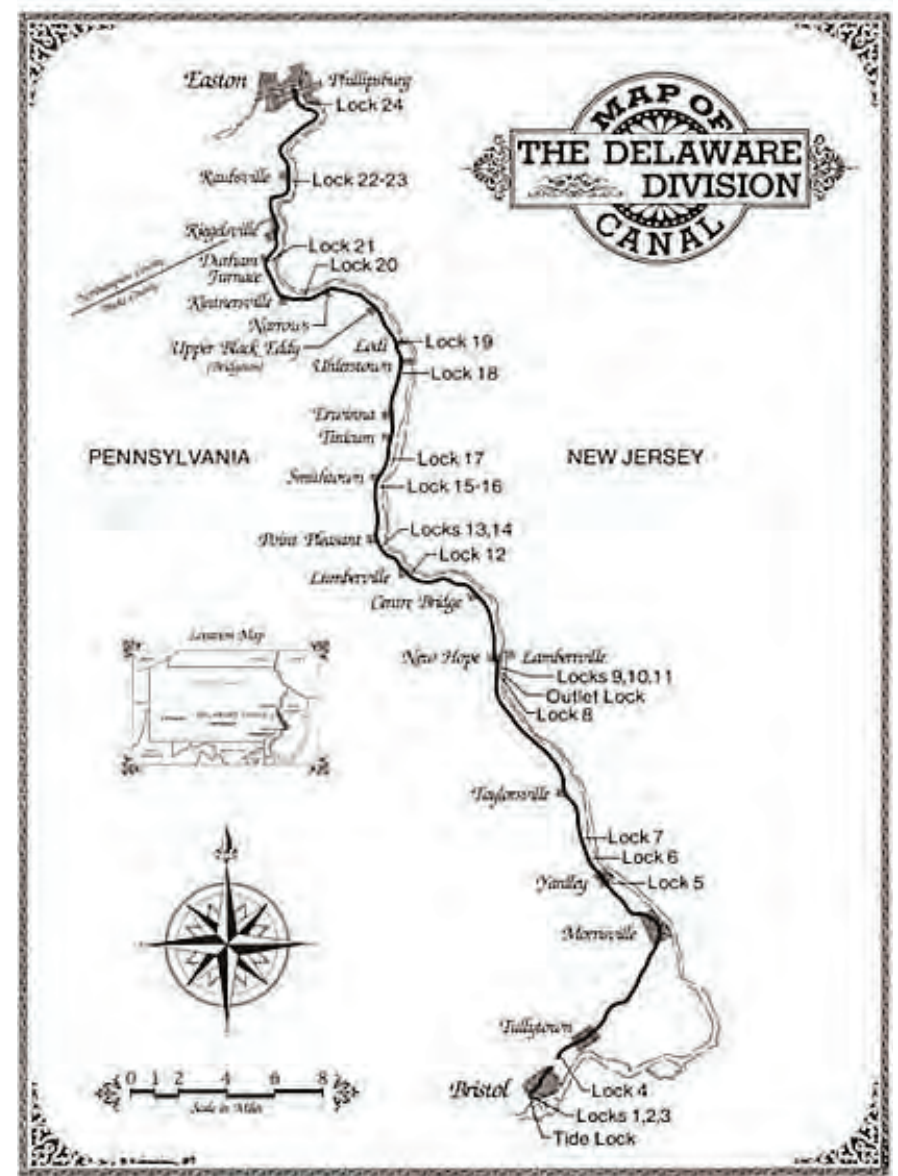


# MINSI TRAILS COUNCIL

BOY SCOUTS OF AMERICA



## THE TOWPATH TRAIL



This map originally appeared in the book *Delaware and Lehigh Canals*, published by the Center for Canal History.

Hugh Moore Historical Park and Museums, Inc. <https://canals.org>

*NOTES*

# MINSI TRAILS COUNCIL

*Scout's Name:*

*Hike Leaders:*

*Unit:*

*Date of Hike:*

*Weather:*

*Number of participants:*

*Interesting things you saw:*

BOY SCOUTS OF AMERICA



Minsi Trails Council. BSA  
PO Box 20624  
Lehigh Valley, PA 18002-0624  
(610) 264-8551

## **HISTORIC TRAILS PROGRAM**

For additional information, contact: Minsi Trails Council, B.S.A.  
P.O. Box 20624  
Lehigh Valley, PA 18002-0624  
(610) 264-8551

7/1/2023 Edition

## HISTORIC TRAILS PROGRAM

This historic trails program was developed by the Minsi Trails Council, Boy Scouts of America to provide additional outdoor program activities as well as an insight into our American heritage. Its purpose is to promote citizenship training and physical fitness. This is accomplished through an exciting hiking program that features recognition for achievement.

In order that we might understand the story of our trails we must go back in time and relive the events that shaped our nation over 250 years ago. Our trail emblem is symbolic of those events in history that played such an important role in our nations development.

Upon examining the emblem we see the profiles of three figures, each symbolic of the people that shaped our land. The Native American is a symbol of our earliest history. The Pioneer represents the hardy men who opened up the frontier and the Continental Soldier is a reminder of the sacrifices endured so that we might be free.

The Liberty Bell was housed in Allentown during the British occupation of Philadelphia and is our National symbol of freedom. The Moravian belfry is representative of the Moravian influence in this area and is symbolic of our religious heritage. The Easton flag was the first stars and stripes flag. It was flown at the reading of the Declaration of Independence in Easton, PA on July 8, 1776.

The trail segments symbolize the various aspects of our early history. The tri-cornered hat is representative of the Colonial period and as such is the symbol of the **Colonial Trail**. The Durham boat represents the extensive use of the canal system of the early nineteenth and twentieth centuries and is a symbol of the **Durham Trail**. The Paschal Lamb of the **Moravian Trail** symbolizes the Moravian influence in our valley. The Peace Pipe of the **Uncas Trail** symbolizes our Native American Heritage and the powderhorn of the **Sullivan Wilderness Trail** is symbolic of the early struggles of our country. The hammer and pick ax symbolize our industrial heritage for the **Industrial Heritage Trail**. The Moravian Star is another symbol of our Moravian cultural heritage and represents the **Nazareth Trail**. The bull's eye is the symbol of the Lehigh Coal and Navigation Co. which owned the Lehigh and Delaware canal and represents the **Towpath Trail**. The ore car represents the **Quarries Trail**. The mountains and the river represent the Delaware Water Gap, the gateway to the Poconos and is the symbol of the **Gateway to the Poconos Trail**.

The trail medal features a bronze medallion suspended from a red, white and blue ribbon. The medallion consists of the three figures on the emblem and also a fourth, that of a Moravian woman. This latter figure is in honor of all the Colonial women and their extensive contributions to our land.

Thus, the emblem and medal are symbolic of the men and women who settled our Country and guided its destiny. We are the inheritors of their dream. As you journey along these trails, may you be inspired with the same love for and devotion to our nation as were our forebearers.

Mr. Edward D. Riebman  
Mr. Donald C. Rohrbach  
Mrs. Erika N. Still  
Mr. Ronald R. Strisofsky, Jr. *Eagle Scout BSA Troop 54, Northampton. PA*  
Mr. Richard Szarko. *Eagle Scout. BSA Troop 14. Bethlehem. PA*  
Mr. David Wheeler. *Eagle Scout. BSA Troop 200. Hokendauqua. PA*  
Mr. Larry Zaccaro  
Mrs. Oliver B. Zug, *Historic Bethlehem*  
First United Presbyterian Church, Hokendauqua. PA  
GFWC Nazareth Women's Club  
Hellertown Borough & Emerson Mills, Burgess  
Hugh Moore Park Commission, Easton  
Frank Huth & Son, Inc.  
Ironton Railroad & Thomas Iron Co. Museum, Coplay  
Jacobsburg Environmental Education Center  
Lehigh County Historical Society  
Minsi Trails Council Executive Board  
Monroe County Historical Society, Stroudsburg, PA  
Moravian Church of North America  
Moravian Hall Square Museum & Craft Shop  
Moravian Historical Society  
Moravian Museum of Bethlehem  
Nazareth Business and Professional Woman's Club  
Nazareth Chamber of Commerce  
Nazareth Heritage, Inc.  
Nazareth Lions Club  
Nazareth Lioness Club  
Nazareth Rotary Club  
Northampton County Historical Society  
Old Freemansburg, Assoc., Freemansburg, PA  
Pocono Mountain School District  
Slatebelt Museum, Mount Bethel, PA  
Urban Research & Development Corp.  
Witachsoman Lodge 44 Order of the Arrow  
Woman's Club of Catasauqua, PA

*Monroe County Architecture 1737-1979 - C. J. Klofach*  
*Portland Commemorative Book 1976, J. Loyd, E. Kline*  
*Stroudsburg Walking Tour*

## SPONSORS

COLONIAL TRAIL - Kiwanis Club of Allentown  
DURHAM TRAIL - Hellertown Lions Club  
GATEWAY TO THE POCONOS  
INDUSTRIAL TRAIL  
MORAVIAN TRAIL - Rotary Club of Bethlehem  
NAZARETH TRAIL  
QUARRIES TRAIL  
SULLIVAN WILDERNESS TRAIL - Kiwanis Club of Stroudsburg  
TOWPATH TRAIL  
UNCAS TRAIL - Rotary Club of Easton

*We wish to thank the following individuals and organizations for their support in launching this Historic Trails Program.*

B.S.A. Troop 10, Advent Moravian Church, Bethlehem, PA  
B.S.A. Troop 14, St. Matthews Evan. Lutheran Church, Bethlehem, PA  
B.S.A. Troop 18, Rosemont Lutheran Church, Bethlehem, PA  
B.S.A. Troop 86, United Methodist Church, Stroudsburg, PA  
Mr. Craig Bartholomew  
Mrs. Patricia Bodes  
Mr. Luther W. Bond III, *Eagle Scout, BSA Troop 14, Bethlehem. PA*  
Mr. Joe Randolph Brown  
Mr. Bernard L. Cohen  
Mrs. Elsie Conn  
Mr. Daniel W. Damhosl  
Mr. Jeremiah B. Downes  
Mr. Walter C. Emery, *Historian of Portland*  
Mrs. Rosemarie Esher  
Mr. & Mrs. Franklin D. Fenstermacher  
Mrs. Patricia Fenstermacher  
Dr. Daniel K. Gilbert, *former Executive Director of Historic Bethlehem*  
Mr. Phillip Hunsberger  
Mrs. Evelyn Huth  
Mrs. Pamela Kolb  
Mr. Louis F. Larsen  
Mrs. Janet Mishkin, *Historian, Monroe County Historical Society*  
Rev. Charles Owen  
Mr. H. Gordon Payrow, *former Mayor of Bethlehem. PA*  
Mrs. Joyce Pharo, *Director of Moravian Museum*  
Donna & Carl Raub  
Dr. Richard Richardson, Jr.  
Lynn & Ken Rogers

## REQUIREMENTS FOR TRAIL AWARDS

1. Only current registered Scouts BSA, Venturers, Explorers, Unit Leaders, Cadette or older Girl Scouts and Leaders may receive the trail medal. For those groups traveling more than 500 miles, a national tour permit is required.
2. Tiger Cubs, Cub Scouts, Brownies, Junior Girl Scouts and any other individuals who hike the trails may purchase the patches and segments only for which they qualify. Any three of the required five trails for a medal may be completed as a Tiger Cub, Cub Scout, Brownie, or Junior Girl Scout.
3. Awards may be purchased at the Minsi Trails Council Scout Shop. Rockers (depicted on the back cover and shaded for the hike in this pamphlet) are available for each hike. Upon completing the first hike you may also purchase the round center patch.
4. Qualifications for the trail medal is to hike, in full, any five of the Minsi Trails Council, B.S.A., Historic Trails. Trail medals may also be purchased at the Minsi Trails Council Scout Shop.

## TRAIL USE GUIDELINES

1. The Scout Oath and Scout Law apply at all times
2. Safety is a major concern. Use proper hiking methods, precautions and common sense (see Scouts BSA Handbook for additional information). Individuals need to check weather and safety conditions prior to hiking the trails. Note that some trails are in hunting areas, please check local hunting dates. Additionally, leaders should be familiar with the [Guide to Safe Scouting \(GSS\)](#) as well as course SCO\_800 Hazardous Weather Training, available at [my.scouting.org](http://my.scouting.org). The BSA also has the S.A.F.E. program which provides a concise checklist for running safe activities: <https://www.scouting.org/health-and-safety/safe/>
3. No trespassing on private property. Respect the rights of others.
4. All the hikes have been prepared as day long hikes. Toilet and overnight facilities have not been provided.
5. Knowledge of basic compass, map reading and hiking procedures is necessary.
6. Scouts are encouraged to be in uniform and carry their current registration cards.
7. Two responsible adults (21 years or older) are necessary for any group of hikers younger than 21. If the group exceeds ten youths, it is recommended that there be an additional adult for every additional five youths. These adults must be current with BSA Youth Protection Training and Pennsylvania ACT 15 requirements. If female youth are hiking at least 1 female leader must be in attendance on the hike as well per BSA guidelines.
8. Trail lunches and a garbage bag to be carried out should be taken with you.
9. Most of the hikes note museums and buildings which may be visited. The hikes, due to time constraints, do not lend themselves to visitations during a hike. Should you want to visit any of the museums or buildings noted, please make arrangements with the appropriate groups prior to your visit.
10. The Historic Trails Committee has attempted to provide areas where parking should be sufficient at both the beginning and end of each trail. Be sure you have sufficient and safe transportation at both the beginning and end of the trails.

# THE TOWPATH TRAIL

(Approximately 12 miles)

The Delaware and Lehigh Canal Towpath Trail retraces a unique portion of our nation's transportation and industrial history. The construction and successful completion of the Erie Canal in New York State in 1825 provided the stimulus for increased "internal improvements" all through the United States. Although there were several small canals pre-dating the Erie, the Erie made Americans aware of the transportation potential of a vast system of canals. Two years later, in 1827, construction for both the Lehigh and Delaware canals was started.

The Lehigh Coal and Navigation Company, builders of the Lehigh Canal System, was organized on February 22, 1822, under the direction of Josiah White and Erskine Hazard. The Company was formed by the merging of the Lehigh Coal Company, chartered in 1792, and the Lehigh Navigation Company, chartered in 1798. The purpose of the new company was twofold: (1) to mine the vast anthracite coal deposits owned by the Company near Mauch Chunk and White Haven and (2) to transport the mined coal to markets, principally Philadelphia.

To achieve its purpose, the Company between the years 1818 and 1829 constructed a descending navigation system, utilizing various types of dams and the famous beartrap locks. However, the original stipulation with the Commonwealth of Pennsylvania granting the Company its coal fields and the ownership of the Lehigh River demanded both descending and ascending navigation. Therefore, in 1827, the Company employed Canvass White a former principal engineer of the Erie Canal to construct a system of slackwater pools and canals allowing both ascending and descending navigation along the Lehigh River. The Lehigh Canal was completed Saturday afternoon, June 27, 1829, covering the 46 ¼ miles distance and utilizing 52 locks and 8 dams with slackwater pools to overcome an elevation difference of 353 feet. The canal itself was 60 feet wide at the water line, 45 feet wide at the bottom and six feet deep. The locks were 100 feet long and 22 feet wide.

The Delaware Canal, or more precisely the Delaware Division of the Pennsylvania Canal, was authorized by a bill sponsored by Peter Ihrie, State Senator from Easton. That bill passed on April 9, 1827. Construction of the 60 mile canal from Bristol to Easton was started October 27, 1827. Although partial service was obtained in 1832 and 1833, it was not until 1834 that the entire Delaware Canal was declared satisfactory for navigation. Porous soil, faulty workmanship, graft, land suits and cholera drove the price of the canal to a reported \$1,430,000; about twice the estimated figure in 1827. The original locks

## 1968-1975 HISTORIC TRAILS COMMITTEE

Gerald C. Still - Trails Coordinator  
Gordon Conn - Asst. Trails Coordinator  
Charles C. Kropp - Asst. Trails Coordinator  
Frank J. Bauer  
Charles Derr  
William Hissam. Jr.  
Lance Metz  
Paul R. Davis, Jr.- Council Executive.  
Walter F. Williams - Council Chairman  
Richard C. Bennett - Program Director

Special thanks to YOUR UNIT HERE, Anytown, PA/NJ for their assistance in this 2023 refresh of the Towpath Trail.

# **MINSI TRAILS COUNCIL HISTORIC TRAILS COMMITTEE**

## **2022-2023 HISTORIC TRAILS COMMITTEE**

Matthew M. Woodruff - Trails Coordinator  
Arnold F. Traupman - Activities Committee Chairperson  
Darren S. Woodruff  
Richard D. Christ - Council Executive

## **1998 -1999 HISTORIC TRAILS COMMITTEE**

Gerald S. Still - Trails Coordinator  
Harry M. Bodes  
Barbara L. Brown  
Nicholas N. Brown  
Ed Erickson  
Wayne E. Gross  
James Haycock  
Elwood Johnson  
James L. Turnbach  
John Maxwell - Council Executive

## **1975 -1993 HISTORIC TRAILS COMMITTEE**

Gerald C. Still - Trails Coordinator  
Harry M. Bodes - Asst. Trails Coordinator  
W. Gordon Conn - Asst. Trails Coordinator  
Gerard Bassett  
Wayne Gross  
James Haycock  
Elwood Johnson  
Charles C. Kropp  
Lance Metz  
Richard Peters  
James L. Turnbach  
Clement Banys - Council Executive  
Charles Chase - Director. Support Service  
B. Daniel Dillard - Program Director  
Martin Walsh - Program Director

on the Delaware Canal were 95 feet long and 11 feet wide. A few locks, Nos. 15, 16, 20, 22 and 23 and the four locks at New Hope (8-11) were rebuilt later to the same width, 22 feet, as the Lehigh Canal Locks.

The Delaware Canal was sold to the Sunbury and Erie Railroad Company on April 21, 1858. They, in turn, sold the canal on July 10, 1858, to the Delaware Division Canal Company, a subsidiary of the Lehigh Coal and Navigation Company. Declining finances forced the Company to discontinue the active use of the canals in 1931. However, the Company retained ownership of both canals until 1940, when the State reacquired the Delaware Division Canal and declared it the Roosevelt State Park.

For years after settlements began to blossom in other parts of present Northampton County, the wild hills where the Lehigh River joins the Delaware River remained uninhabited by the white men. In the summer of 1735, John and Thomas Penn, sons of William Penn, stopped on the hillside overlooking the forks of the Delaware. The beauty of the place, and the fact that the north-south route of travel along the Delaware intersected here with the natural east-west route of the great valley, left a deep impression upon them. Few shared their conviction at this time, and for several years the spot remained a wilderness.

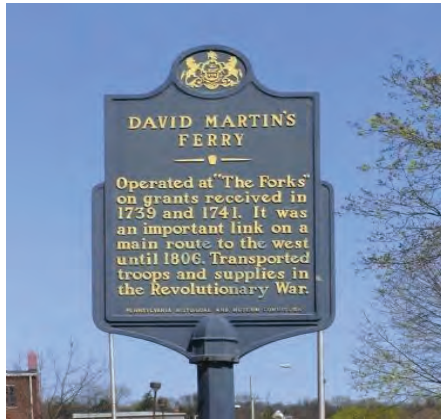
The white man's civilization was first introduced at the Delaware forks of the two rivers by David Martin. He wanted to operate a ferry here. The first ferry was a very crude affair, and the ferryman's life was a lonely one. In the earliest years the ferry boat was simply a canoe or rowboat. Since the trails then leading to this point on the frontier were still hardly passable, most of the few travelers came on foot. If they rode horseback, they had to unsaddle their horse, load the saddle in the canoe and convince the horse to swim across the river. Soon boats began to appear on the Delaware and Lehigh Rivers.

## **START OF TRAIL**

- **Go to the David Martin's Ferry Historical Marker on the north side of where the Lehigh River meets the Delaware River (Route 611, Larry Holmes Dr. at Scott Park, near the Larry Holmes statue)**

The "Forks of the Delaware", where the Lehigh River meets the Delaware River, was especially favored as a camping site for hunting, war, and council parties of the Leni Lenape Indians.

## HISTORIC MARKER



This was the site of David Martin's ferry. It was operated at the Forks of the Delaware on grants received in 1739 and 1741. It was an important link on a main route to the west until \_\_\_\_\_. It was used to transport troops and supplies in the Revolutionary War.

*Also in this general area (maybe a block further north) was the site of Vernon's Tavern. This was a combined ferry house and inn, erected in 1750. This was the scene of several peace meetings with the Native Americans. The first in 1756, lasted 9 days, while the second held the following summer was of shorter duration. Other conferences were held in 1759 and 1762.*

*More than 200 delegates from various Indian tribes attended these conferences presided over by the governor and his military aides, one of whom was William Parsons, an agent for the Penns in Easton.*

- **From the marker proceed at the bearing of 260 degrees crossing over Larry Holmes Drive.**
- **Proceed west along the Larry Holmes Drive to the first street (Sitgreaves St.), go north to the next street which is Ferry St., turn west one block until you come to South Third Street - and proceed due north for approximately 230 ft. where you will find ...**

## HISTORIC MARKER

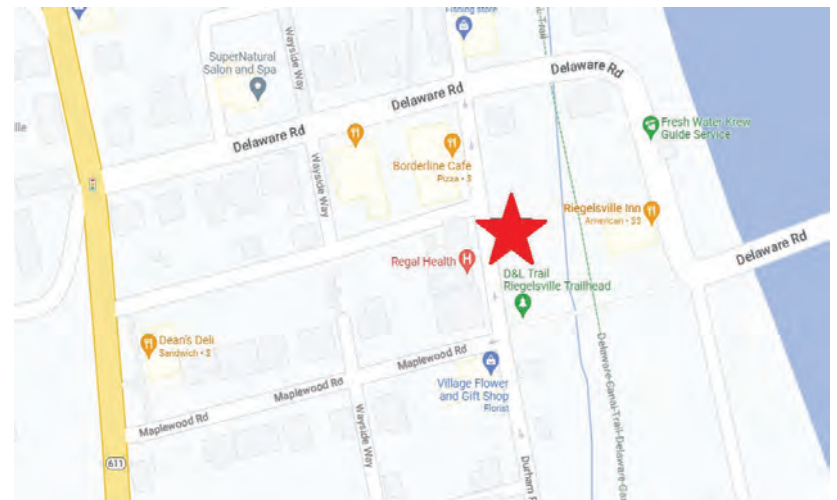
Samuel Phillippe was the recognized inventor of the split bamboo fishing rod in the U.S. His glued-up cane rod was made about \_\_\_\_\_ in his gunsmith shop that stood on this site.

Continue north on Third St. until you come to the circle. This is the old city square. Enter the circle.

## Approximately 12 miles



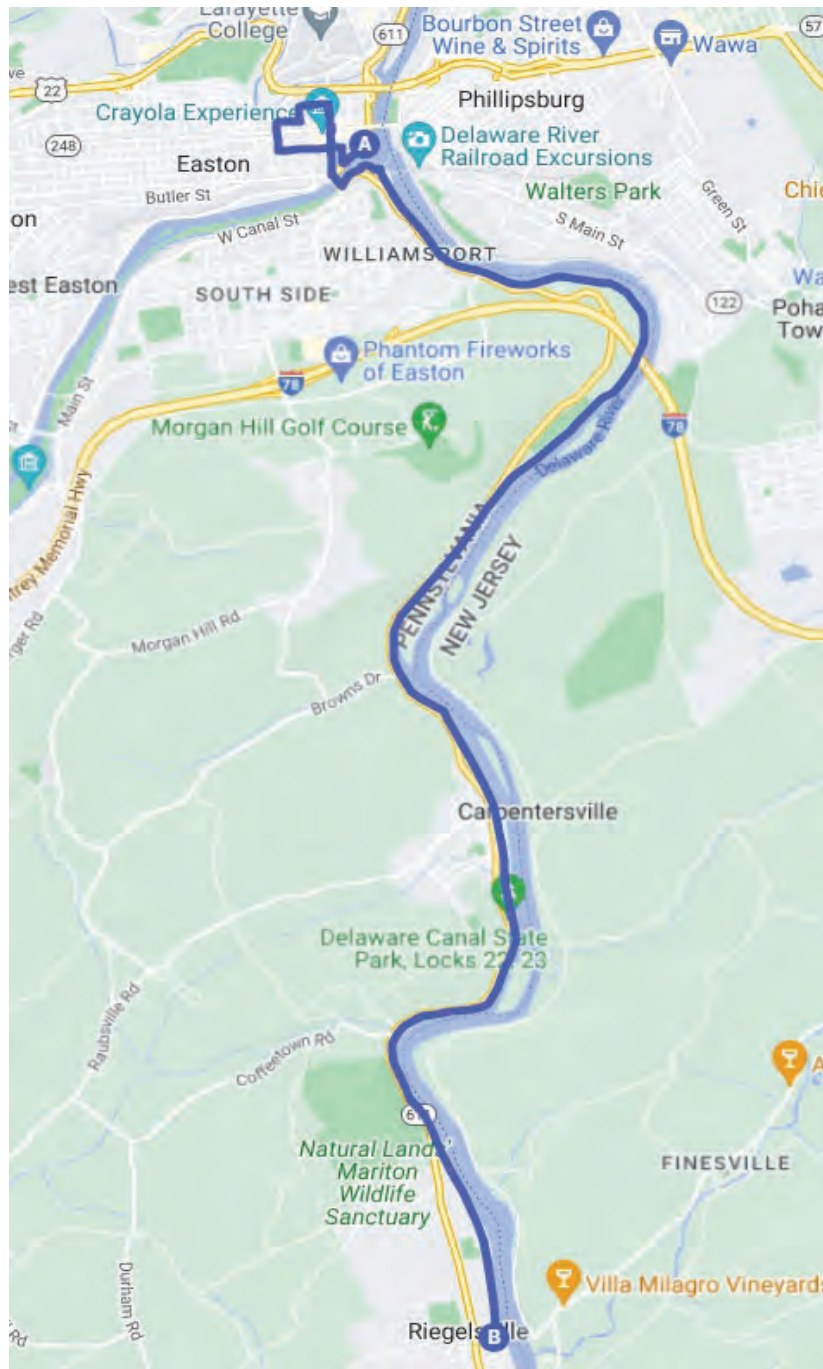
**Start of Trail - Scott Park, Easton, PA 18042**



**End of Trail - 711 Durham Rd, Riegelsville, PA 18077**



# THE TOWPATH TRAIL



**Easton City Square and Monument**

## **Old City Square and Monument**

Peaceful and industrious, the Moravians kept to themselves. This, however, increased the mistrust of others toward them. The non-Quaker English and Scotch-Irish of this area were becoming increasingly fearful that the Moravians (German) settlements would soon grow powerful enough to establish control over the entire area. One of the reasons that the Penn's proprietors decided on Easton as the County Seat for Northampton County was the fact that it was some distance from the areas where German settlers predominated. The German inhabitants hotly argued that a courthouse at Easton would make law-enforcing officials as difficult to reach as before the creation of the New County of Northampton. Their petition to the Courts to adopt Bethlehem as the new County Seat was of no avail.

It soon became apparent that political control of the new county was to be placed in the hands of a few anti-Quakers. William Parsons, an experienced and loyal supporter of the Penn Brothers was given the task of establishing the new County of Northampton. It took ten days to lay out the streets of the "new" county seat. The streets were cleared of trees and underbrush, leaving intersecting swaths cut through the deep forest. Here Easton was established. It was quite different from the settlements that grew naturally out of local needs and conditions. Its existence as a community was set in motion artificially. It was founded solely as the seat of government and justice in the

new county. Taverns, stores and homes came into being to fill the needs of those who were to carry out the work of the county.

The first court session for Northampton was held June 16, 1752. It was an informal gathering probably held under a large tree. William Parson directed the eight other justices who were chosen for their prominence. They were not expected to have legal training, for the frontier trained lawyer was regarded with suspicion. The county population was 85% German, but none of the nine justices were German. Penn's sons intended to keep the new county as clear of German and Quaker influence as possible.

It is recorded that there were only three houses erected during Easton's first year 1752.

### **HISTORIC PLAQUE**

The first courthouse was completed here, so the first session was held March \_\_\_\_\_. The courthouse was built of limestone. From the steps of this courthouse, the \_\_\_\_\_ of \_\_\_\_\_ was read to a great number of spectators.

Just south of the building was erected a pillory and whipping post. This form of punishment was abandoned in 1790. As time went on, the building became dilapidated and was torn down.

The first public reading of the American Declaration of Independence took place in this circle at Easton on July 8, 1776, simultaneously with readings at Philadelphia, Pennsylvania and at Trenton, New Jersey. The July 10, 1776 edition of the Pennsylvania Gazette described the action in Easton as follows:

“The Standard (the standard which represented the thirteen united colonies) which was ordered to be displayed, and after that the Declaration was read aloud to a great number of spectators, who gave their hearty assent with three loud hurrahs, and cried out, “May God long preserve and unite the free and independent States of America.”

### **HISTORIC PLAQUE**

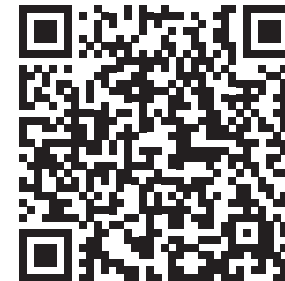
Indian peace councils were held here between 1756 and \_\_\_\_\_ to strengthen English friendship with the Delawares and the six Iroquois nations; and to bring about peace with hostile Indians, drawing tribes from Ohio away from the French.

**Start of Towpath Trail:** From Route 611 in Easton take Larry Holmes Drive east to David Martin's Ferry Historical Marker. It is located in Scott Park, at the confluence of the Lehigh and Delaware Rivers. Metered parking is available in Scott Park, however you might want to consider parking at the Northern Terminus of the Delaware Canal Trail on the south side of the Lehigh River. You can then walk on the sidewalk on 611, across the Lehigh River and down to Scott Park. The address for the D&L Lock 24 is 220 S. Delaware Dr, Easton PA 18042.

**End of Towpath Trail:** The trail ends at the D&L Riegelsville Trailhead. 711 Durham Rd, Riegelsville, PA 18077. There is plenty of parking located at the trailhead.

To view an online version of the map on the following page please [click here](#).

You may also open the online map using this QR Code:

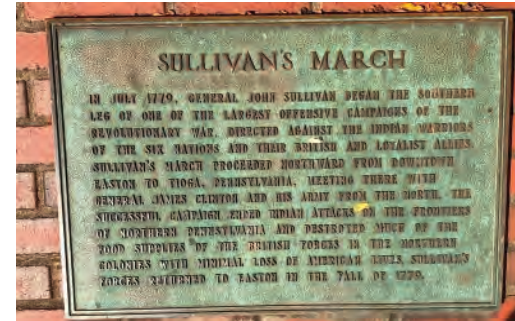


*Please note: There are some limitations with Google maps. While the online map is fairly accurate, it only can trace roads / mapped walking paths. Use it as a guide, but it's not 100% accurate.*

*This page intentionally left blank - please use for additional notes*

### **HISTORIC PLAQUE**

Located on the southeast corner of the square is a plaque for Sullivan's March. In 1779 Major John Sullivan in his course to breaking the Indian Confederacy, who with the Tories and British troops had massacred about 300 people in the Wyoming Valley, began his march from Easton to Genesee, New York. This journey culminated in the battle of Newton on August 29, 1779. The Historic Trails Hike The Sullivan Trail encompasses 12 miles of this hike, beginning in Tannersville.



**Sullivan's March - 1779**

- **Proceed one half block north of the old city square**



**Former First Reformed Church - 1775**

On east side of North Third St. is a

### **HISTORIC MARKER**

The First Reformed Church (now called First United Church of Christ) is Easton's oldest public building which was built in \_\_\_\_\_, on land donated by heirs of William Penn.

Easton's first school was a log building which stood on a site about 110 feet east of this sign. It served as a school and church.

### **Former First Reformed Church**

The vestibule and graceful steeple of the structure were added in 1832. In January, 1777, Teedyuscung, Chief of the Delaware Indians met in this historic building with two representatives of the Continental Congress to sign a peace treaty. One of these representatives was Thomas Paine, the other was George Taylor, from Easton and a signer of the Declaration of Independence.

General Sullivan and his men worshipped here on their return from the successful Wyoming campaign against the Indians in 1779. During the Revolutionary War, Washington's wounded from the battlefields of Long Island, Trenton, Germantown, and Brandywine were brought to this church, which was used temporarily as a hospital. Washington visited the wounded here. Within the church, the visitor can see the beautifully hand illustrated Schlatter Bible printed in Switzerland in 1747, the original pewter communion set dated 1746 and the original land grant from the heirs of William Penn.

- **Go north to the next street which is Spring Garden Street and turn left. Continue left, around turn at top of Spring Garden which is now North West St. At bottom of North West St. - turn right on Church St. and proceed to the top of the hill.**

The **Easton Public Library** is located on the north side of the street at the top of the hill.

*The grounds where this library is situated originally was Easton's first cemetery.*

- Walk to the front of the library to the tomb of William Parsons (May 1701-Dec. 1757). He was the \_\_\_\_\_ of Easton.

area with Carpentersville, N.J., just across the river. [Link to \*The Morning Call\* article.](#) You can see the building as you enter Raubsville and take the wooden steps across Canal Road. It's the stone structure on the left with a commercial kitchen on the back.

- **Continue along the towpath until you enter Riegelsville and continue to the the D&L Trail Riegelsville Trailhead (behind the Riegelsville Inn).**

### **END OF TRAIL.**

The Friends of the Delaware Canal website has additional information on the Delaware Canal, including historical photographs and information on the entire 58.89 mile long towpath trail from Bristol to Easton. <https://www.fodc.org>.

Additionally, the Pennsylvania Department of Conservation and Natural Resources has information and historical facts about the Delaware Canal State Park. You can visit their site here: <https://www.dcnr.pa.gov/StateParks/Find-APark/DelawareCanalStatePark/Pages/History.aspx>

This concludes the hiking requirements for the Towpath Trail and its related patch segments. Another interesting historic trail that connects with this trail is the Durham Trail which begins in Hellertown. Information regarding the Durham Trail is located in a separate booklet.



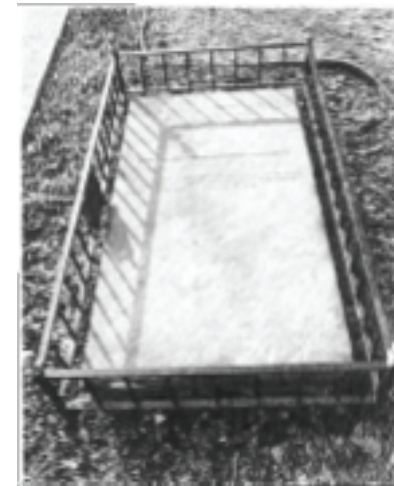
- Follow the towpath south along the canal through the village of Raubsville (approximately 5.6 miles from Lock 24).

You will pass through the town of Raubsville, named for the family of Raubs that settled the area. Additional information can be found here: <https://www.lehighvalleyhistory.com/the-history-of-raubsville/>



**Raubsville Inn - Elmer E. Kreidler, Proprietor (1909-1925)**

The inn was first built as the Raub homestead before the Delaware Canal was dug in the 1820's. Per *The Morning Call* article dated 10/30/1994 by Denise Reaman, brothers Peter and George Raub immigrated to the area from Germany around 1730, and a ferry was established in the area connecting the



**Grave of William Parsons**

- Go inside the library (if you arrive during library hours) - on the wall facing the desk, you will see the first Stars and Stripes of the United Colonies. This was unfurled at Easton, Pa. on July 8, 1776. The body of the flag has the field of stars with \_\_\_\_\_ stars forming a circle and \_\_\_\_\_ star(s) in the center. The occasion for the first display of this flag at the old courthouse was the first public reading of the Declaration of Independence.



**The Easton Flag - 1776**

- From the front door of the Library, proceed in a westerly direction to a small grave site marker for Elizabeth Bell Morgan - also known as Mammy Morgan. She died Oct. 16, 1839. She was born about what year? \_\_\_\_\_



**Plaque honoring Elizabeth Bell Morgan**

- **Go south on North Sixth St. for 2 blocks until Ferry St., turn left to South Fourth St.**

On the northeast corner of Fourth and Ferry Streets is a

**HISTORIC MARKER**

This is the oldest residence still standing in Easton. The house was built in \_\_\_\_\_ by William Parsons, Easton's founder and later occupied by George Taylor, one of the signers of the Declaration of \_\_\_\_\_.



**The William Parson / George Taylor House**

**The George Taylor House** (also known as the William Parson House)  
The building is constructed of roughhewn gray native stone. The sloping

slate roof forms a triangle over two small end window. A rough, granite squat chimney rises from one side of the roof. The structure is Georgian colonial design. The interior, with its plastered walls and exposed timber joists, is painted white.

George Taylor came from Ireland in 1730 and worked as an iron master in 1764 in Durham. He became a member of the Provincial Assembly, and in 1775 was appointed to the Continental Congress. George Washington stopped here to chat with George Taylor when the former visited his wounded soldiers in the First Reform Church.

*On the SW corner of Fourth and Ferry Streets is the:*

**Northampton County Historical Society Building.** In it are housed a number of exhibits, including a window taken from the old courthouse, the steering wheel and bell from the ill-fated ship, Alfred Thomas, and a sword found on the line of march of General Sullivan's expedition to New York to quell the Iroquois uprising, and numerous other relics.

The old brick building was erected in 1833 and rests on a stone base and has a sloping slate roof with \_\_\_\_\_ dormer windows in front. The old weather beaten wing in the back is enclosed by an antique cast iron fence, with a grapevine pattern. The interior, in conformity with the outside, has neat white baseboards throughout, 5 marble fireplaces, old portraits, and prints hung on the buff walls. Hanging in the lobby is an old wrought brass chandelier. A finely carved colonial staircase leads from the lobby to the second floor, where there are Indian, Colonial, Revolutionary War, Civil War, and other period exhibits.

- **Proceed east on Ferry St to South Third St. Cross over the Lehigh River on the South Third St Bridge and turn left at the traffic light**
- **Stay on the sidewalk and proceed one block east to the Community Park and to the Delaware Canal Lock No. 24.**

*Here is the beginning of the Delaware Towpath that extended from Easton to Bristol.*