

ON THE LEVEL



THE CANAL SOCIETY OF NEW JERSEY

GREENWAY CORRIDOR STUDY BEGINS

This fall the Canal Society of New Jersey began working on a Morris Canal Greenway Corridor Study funded by the North Jersey Transportation and Planning Authority. The NJTPA is the sponsor of the Morris Canal Working Group, an organization that brings Greenway stakeholders together to coordinate current and future plans. The NJTPA is also a major source of funding for Greenway projects. The goal of this \$300,000 study is to put this project onto a long-term buildable and sustainable footing.

With the CSNJ, county and community leaders, and many dedicated individuals working on the Greenway for years, much has been

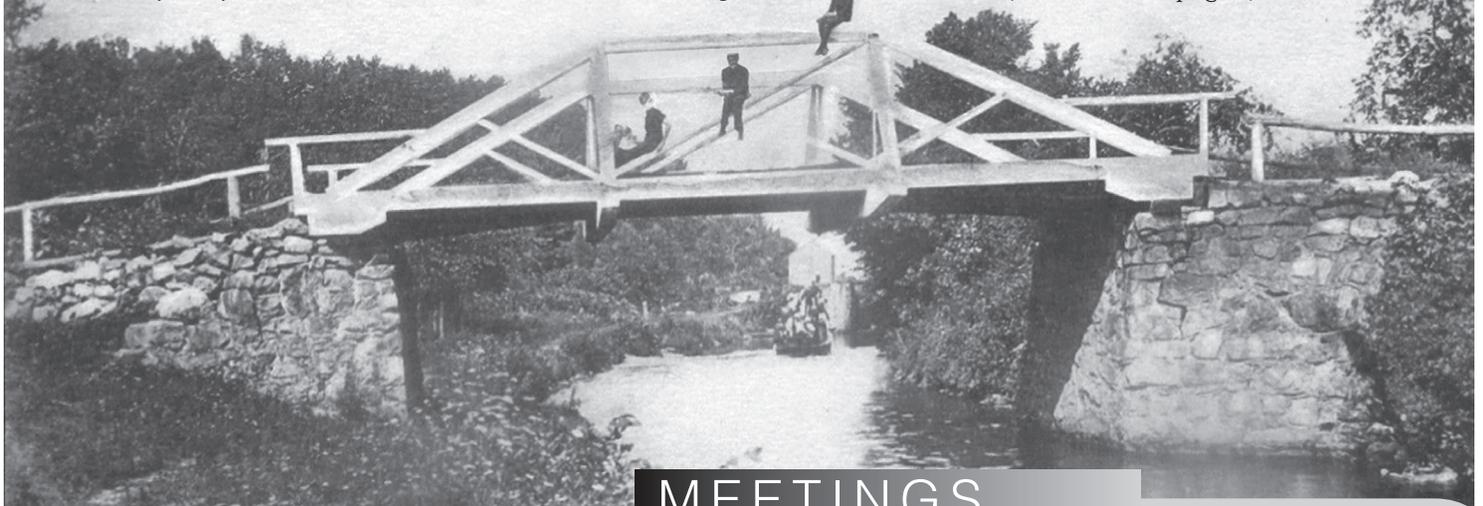
accomplished. To date, approximately 45 miles of canal are being developed as part of the Greenway project. However, there are many gaps both on the ground and in our effort to engage the public. We are, after all, doing this work for the public's benefit.

In order to complete the work, what has already been accomplished must be organized in a way that will bring the pieces together. As a state-wide organization, the CSNJ has been moving toward assuming a central role in coordinating and managing the future development of the Greenway. The completed corridor study will identify the structures that will need to be created and the tasks that will need to be accomplished in order to meet that challenge.

To ensure that the study will provide what we need, we have been working with the engineers and planners hired by the NJTPA. We might say that they have the professional skills and we have years of experience as well as the inspiration.

Three things need to be addressed. First, identify a continuous Greenway route with GIS-based mapping. Second, recommend organizational structures that will support ongoing Greenway development and insure future sustainability. Third, develop marketing strategies that will bring visitors and supporters to the Greenway, thereby fulfilling the project goals of enhancing quality of life, attracting tourism dollars, and

(Continued on page 4)



Boys pose atop the canal bridge that carried Lakeside Boulevard over the Hopatcong Feeder. In the distance a steam launch is seen heading down the feeder after passing through the guard lock that controlled access to the lake.

MEETINGS

Morris County Cultural Center, 300 Mendham Road, Morris Township

Friday, January 19, 7:30 p.m. Refreshments at 7:00

EXPLORING THE PANAMA CANAL

BY BOB AND LINDA BARTH

This program will present a firsthand look at the newly expanded Panama Canal. This project doubled the capacity of the

(Continued on page 4)

THE HENRY STONE CANAL STORE

By Tim Roth

Living aboard a canal boat on the Morris Canal for months at a time was not easy. Since most of the boat's space was taken up by cargo holds, there was very little personal storage for the canal boat captain and his family, and no refrigeration existed onboard. Since the boats travelled at a speed of only two or three miles an hour, canalers had to stop often for provisions. This is why canal stores were located in many different places along the Morris Canal.

Canal stores were often built right on the bank of the canal so that goods could be loaded directly into the boat, saving the captain precious time. Certain stores, such as the Smith store at Waterloo and the King store at Ledgewood, have been lovingly preserved so that visitors can see firsthand how stores operated during the canal era. While many canal store buildings are long gone, some, like the Henry Stone store in Stewartsville, have been converted into private residences.

An interview with Henry Stone's daughter, Helena, in the book *Tales the Boatmen Told* reveals the symbiotic relationship that her father's store had with the Morris Canal. In addition to selling provisions to the canalers – everything from groceries to hardware to feed for the mules – Mr. Stone also took from the canal boats deliveries of coal that he would then sell to area residents.

The accompanying photo shows the Stone store on the banks the Morris Canal; the boom used to offload the coal from the boats is visible to the rear. Miss Stone claimed that it took several men most of the day to offload the coal from the boat using a large bucket on the boom. The boom arm pivoted so the coal could then be loaded onto a coal pile behind the store. It is likely that the boats took on provisions while the coal was being offloaded. The coal was purchased in the summer months to be resold the following winter.

In addition to serving the canal boats and local residents, Mr. Stone had at least one famous customer. Thomas Edison patronized the store and bought the first load of coal for the newly opened Edison Cement Plant in nearby New Village. According to Helena Stone, Mr. Edison would visit the store almost every week, and her father became quite close to the man who would one day be known as the "Wizard of Menlo Park."

Although the store is now a private residence, and an emergency squad building sits in the bed of the former



This view taken from the North Main Street bridge looking east down the canal shows the loading area behind Stone's store.

Morris Canal, one can still imagine the days when canal boats would travel along this route and stop to do business at Henry Stone's store. ■

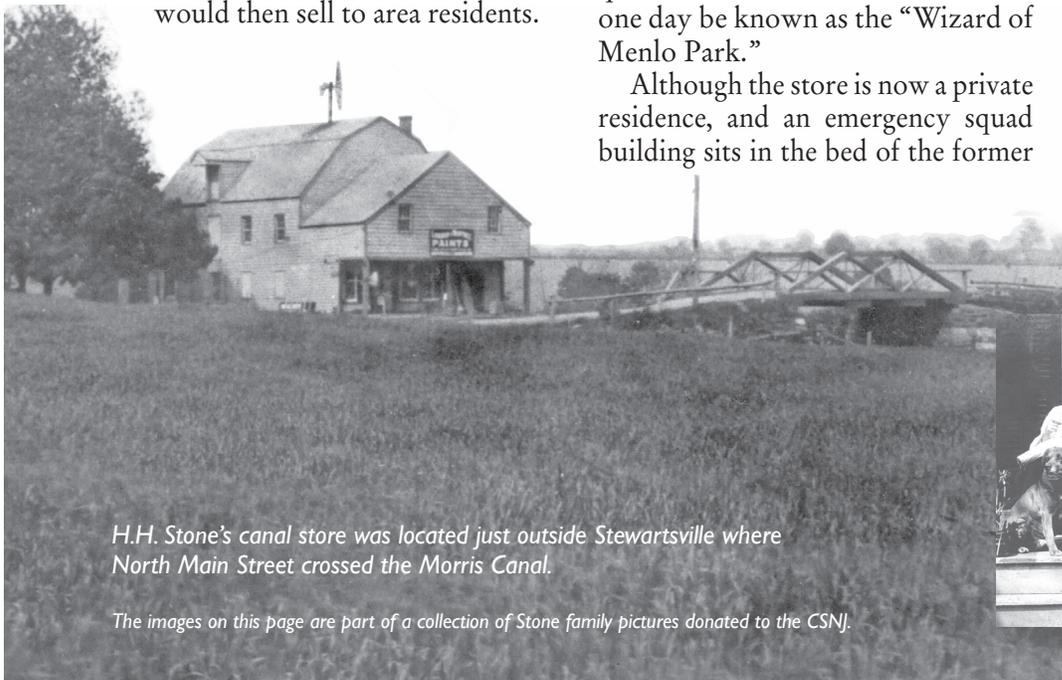
May 25, 1912, store bill.

May 25 - 1912
Stewartsville, N. J., Aug 15 1911.

M. Azariah Steskerl

Bought of H. H. STONE
DEALER IN
GENERAL MERCHANDISE
COAL & CEMENT "Good Coal Makes Warm Friends"

1908		
Apr. 23	1 pr. Gloves	10
26	1 Bot Olives	10
	1 Sinks	05
	3 Corn	25
	1 Beans	10
	1 Currants	10
	Perro	03
	1 Pen Holder	04
	1 Barette	10
	1 doz. Oranges	32
Apr. 26	2 1/2 yd. Curtain Material	33
28	1 Box Black Jack Chocolate	10
		08
May 5	2 doz. Eggs	44
		<hr/> 2.14



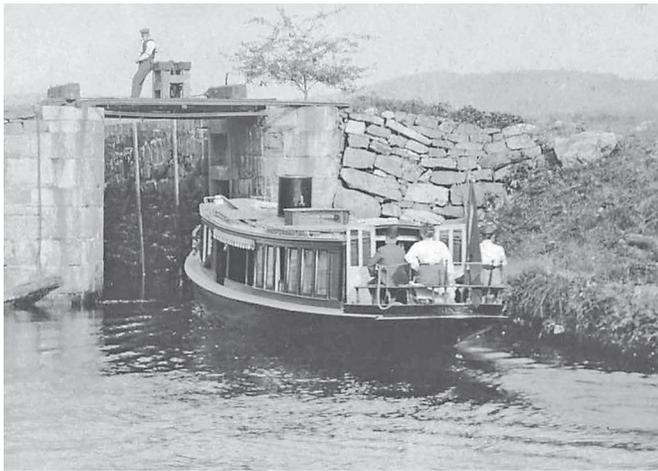
H.H. Stone's canal store was located just outside Stewartsville where North Main Street crossed the Morris Canal.

The images on this page are part of a collection of Stone family pictures donated to the CSNJ.



Helena and Henry Stone on their Stewartsville front porch.

CULTURES COLLIDE ALONG THE LAKE HOPATCONG FEEDER



A steam launch carrying resort hotel passengers approaches the Hopatcong Feeder guard lock.

By Tim Roth

Legend has it that the Morris Canal was conceived when George Macculloch was fishing on Lake Hopatcong in the early 1800s and struck upon the idea of building a canal across the state, using the lake as the primary water source. Thus the Lake Hopatcong feeder canal was built, running less than a mile from the main canal in Landing to Lake Hopatcong at the site of the current Hopatcong State Park. This area was known at the time as Brooklyn (a corruption of “Brookland,” the name of a former forge), and the lock that was used to bring the canal up to lake level became Brooklyn Lock.

While the main purpose of the feeder was to deliver water to the canal, it also served as a transportation route between the canal and lake. In the mid-1800s, the Ogden Mine Railroad was built to transport iron ore from the mines on Sparta Mountain to Nolan’s Point on the east shore of Lake Hopatcong. The ore was then loaded onto canal boats to be transported across the lake and through the feeder to the main canal. This ended in 1882 when the Central Railroad of New Jersey extended its tracks to Nolan’s Point, eliminating the need for water transportation of ore from that side of the lake. Around the same time, however, another use was emerging for the Lake Hopatcong feeder.

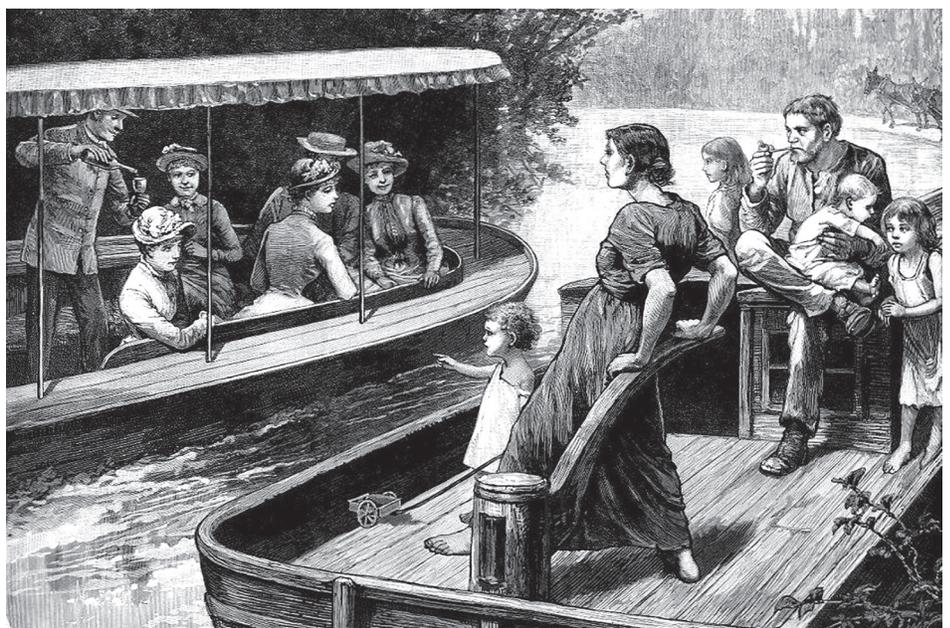
In the late 1800s, Americans developed a passion for water recreation, and Lake Hopatcong became one of the chief resort areas in the state. Transportation from the cities to the east was mainly by rail, which delivered vacationers to the Hopatcong Station to Landing. The need to transport passengers from the station to the various

resorts around the lake led to the formation of two fiercely competitive steamboat lines on Lake Hopatcong. The White Line met passengers at a dock at the lake’s southern terminus, thus requiring passengers to ascend stairs to street level and then travel across the boulevard to the White Line’s docks. The Black Line, on the other hand, met passengers right at the station and then travelled the Morris Canal to the feeder up through Brooklyn Lock and on to the resorts on the lake. Therefore, during the final years of the Morris Canal, the

small section of canal between Hopatcong Station and the feeder canal was shared by working canal boats and the Black Line steamboats.

This blending of these two very different cultures was cleverly portrayed in an 1885 illustration in *Harper’s Weekly*. In this illustration, we see a working canal boat passing a Black Line steam launch. On the canal boat, the barefoot and shabbily dressed family navigates the vessel, while on the launch, well-dressed vacationers are being served a libation by a liveried servant. Both sets of passengers regard each other with both curiosity and amusement. An interesting note is the reversal of traditional gender roles on the canal boat as we see the wife helming the boat, while the husband cares for the youngest child.

The abandonment of the Morris Canal in the 1920s paralleled the proliferation of automobiles. With better roads being built around Lake Hopatcong, the need to use the lake and feeder canal to transport vacationers ended. Today, a stroll at Hopatcong State Park under Lakeside Boulevard will bring you to a very nice section of trail along the towpath of the former Morris Canal feeder. ■



An 1885 illustration published in *Harper's Weekly* entitled “New Jersey – Drones and workers – A scene on the Morris Canal near Lake Hopatcong.”



So Many Things to Do

These pages are dedicated to letting you know what is going on. We have listed Canal Society programs, industrial archaeology tours, and events run by other organizations that we think might interest you. However, please remember that sometimes dates and details change. If you are a Canal Society member, you will receive up-to-date information and timely reminders for upcoming events. To ensure you are not left out, please be sure that we have your current e-mail address.

MEETINGS

(Continued from page 1)

original canal through the creation of a new lane of traffic and the construction of two additional sets of locks. The new locks allow post-Panamax vessels to transit the canal, greatly increasing the canal's value as an artery of international trade. The presentation will include a full transit of the original canal from the Pacific entrance, through Miraflores and Pedro Miguel Locks, the Gaillard Cut, Gamboa, and Gatun Lake to its exit at the Atlantic Ocean and a return via the new Panama Railroad.

In addition to this evening's presentation, CSNJ member Deb Wefferling will prepare and serve a light supper and dessert. Deb's culinary skills are well known among members, so please come early to enjoy food and friendly conversation before the meeting. Food service begins at 7:00p.m.

Bob and Linda Barth joined the Canal Society in 1983. Bob became a board member, served as vice-president under Bill Moss, and then served as president from 1997 to 2004. He organized many events, including a canoe trip on the Morris Canal for our 20th anniversary and began our now-traditional Waterloo Canal Day. Today he serves on the boards of the American Canal Society and the Pennsylvania Canal Society and is a member of the CSNJ Advisory Board. Linda has served on the Canal Society board as recording secretary and has organized many weeklong canal tours. She is the author of books on the D&R Canal, the Millstone Valley and invention in New Jersey. Linda now serves on the board of Inland Waterways International and has been the newsletter editor for the American Canal Society. ■

Friday, March 16, 7:30 p.m. Refreshments at 7:00

CANOEING THE MORRIS CANAL AND OTHER CANAL SOCIETY ADVENTURES

By **BOB BARTH**

In 1989 the Canal Society of New Jersey celebrated its 20th anniversary with a canoe trip on the Morris Canal. On May 13, an intrepid group met at Lake Hopatcong State Park, put their canoes and gear onto a carrier, and boarded a van for a ride to Jersey City. The journey began at the Little Basin with the New York City skyline looming in the background. Throughout the day, the caravan followed the route of the canal, stopping at every water-filled section and finally arriving at Rockport in the late afternoon. CSNJ member Joe Gilchrist filmed the adventure for us to enjoy as part of this evening's presentation.

Other videos in this program will include "The Canals of New Jersey," a prewar film of Poland's Elblag Canal with its inclined planes, the *Neversink* Kate's appearance at Waterloo Canal Day in 1999, and a Boy Scout bike and hike tour of the canal in 1960.

Bob Barth joined the Canal Society in 1983. Bob became a board member, served as vice-president under Bill Moss, and then served as president from 1997 to 2004. He organized many events, including a canoe trip on the Morris Canal for our 20th anniversary and began our now-traditional Waterloo Canal Day. Today he serves on the boards of the American Canal Society and the Pennsylvania Canal Society and is a member of the CSNJ Advisory Board. ■

Roebling Chapter SIA Annual Meeting

Saturday, January 27th

Meeting starts at 12:30p.m.

Rogers Meeting Center
32 Spruce Street, Paterson, NJ

Roebling Chapter's web site: roeblingsia.org.

INDUSTRIAL HERITAGE WALKS

March through June

March 31st

Oreland

A ghost town where miners once lived and worked

April 14th

Split Rock Furnace

Morris County's only standing iron furnace

May 12th

Fort Hancock

Homeland Security 1890

Industrial Heritage Walks are sponsored by the Morris County Park Commission.

For information and reservations, please email macgraphics2@gmail.com or call 973-292-2755.

Canal Societies of New York and Pennsylvania

Delaware Canal Tour

SAVE THE DATE

April 27– 29, 2018

CORRIDOR STUDY

(Continued from page 1)

creating educational opportunities.

In our May newsletter we will report on the latest developments as the Corridor Study moves forward to completion. ■

D&R CANAL 2018 WALKS AND EVENTS

These walks and events are sponsored by the D&R Canal Watch. The walks are free, but donations are welcome and appreciated. For additional information contact the tour leaders.

Bob Barth 201-401-3121 or bbarth321@aol.com
Pamela V'Combe 609-635-2783 or pjvcombe@gmail.com
Frank Allen 570-234-9945 or fallen1947@yahoo.com.

Saturday, January 20 – 10:00 a.m.

Towpath cleanup. Meet at Lock 11 in South Bound Brook, across from the post office on Canal Road at Madison Street. Join members of the Canal Watch in their effort to keep the state park beautiful. Leader: Bob Barth.

Sunday, January 28 – 2:00 p.m.

Two-canal walk. Meet outside of the Lambertville Station restaurant, near the ca-boose. We will begin on the D&R Feeder on the New Jersey side and then cross the Delaware River to walk along the Delaware Canal in New Hope. Cookies and hot chocolate await at the lock tender's home. Leader: Bob Barth.

Saturday, February 24 – 10:00 a.m.

Hike 5.7 miles from Bull's Island to Holcombe-Jimison Farmstead Museum (the meeting place; parking lot at the canal) or choose the 3-mile walk to Prallsville Mill. Leader: Pamela V'Combe.

Saturday, April TBD Light rail trip along the canal from Bordentown to Trenton and back. Date and details to be announced.

Saturday, April 7 – 10:00 a.m. to 1:00 p.m.

Walk through History. 2.6 miles on the D&R Canal towpath from Port Mercer to Alexander Road (the meeting place). Leader: Frank Allen.

Saturday, April 14 – 10:00 a.m. to 1:00 p.m.

Abbott Marshlands walk along the D&R Canal. Meet at the Bordentown Light Rail station. The Abbott Marshlands are a place where sky and land meet tidal waters, where, if you listen with imagination, you can hear Lenape children playing or the mule tenders guiding their boats. Leader: Bob Barth.

Sunday, April 15 – 2 p.m.

MVPC open house to celebrate its fourth anniversary, Mule Tenders Barracks and Scenic Byway visitor center, Griggstown Causeway in the Griggstown section of Franklin Township. (The GPS address is 4 Griggstown Causeway, Princeton, but the building is in Griggstown, not in Princeton). Details to be announced. Contact: Barbara ten Broeke, 732-873-2999 or barbaratenbroeke@gmail.com.

Sunday, April 22 – 1:00 p.m.

Bus tour along the D&R Canal in Somerset County. Sponsored by the Heritage Trail Association, the tour will follow the canal from South Bound Brook to Kingston. \$TBD. Reservations required. Visit www.heritagetrail.org and click on "Coming Events." Tour meets at the historic Van Horne House across from the Patriots ballpark. Park behind the Target store. Leaders: Bob and Linda Barth.

Saturday, May – 5th 10am to 1:00 p.m.

Bilingual (English/Spanish) nature walk. Enjoy a casual six-mile walk on the D&R Canal towpath between Lock 11 in South Bound Brook and the Millstone Causeway. A shorter distance option is available. Please meet at Lock 11 in South Bound Brook, across from the post office on Canal Road at Madison Street. We will enjoy conversation in English and Spanish as we identify various wildlife and vegetation. Please r.s.v.p. at <https://goo.gl/kdLL6b> or email Jessica Hunsdon for more information at jhunsdon@gmail.com or call/text 732-993-4505.

SYMPOSIUM

SAVE THE DATE

New Jersey Canals and Local History Symposium

Saturday, April 28th, 2018

10 a.m. – 4 p.m.

Frelinghuysen Arboretum
Haggerty Center

Warren County PARK FEST

Saturday, June 9th

Warren County Parks Foundation

11:00 a.m. to 6:00 p.m.

ParkFest has something for everyone: Live music, food vendors, classic cars, and book signings by local authors. The museum will be open for visitors and there will be tours of the park's full size canal boat replica. More details will be available later in the season.

Bread Lock Park

2627 Rt. 57

Stewartville, NJ 08886

WATERLOO

SAVE THE DATE

Waterloo Canal Day Festival

Saturday, June 23rd, 2018

10 a.m. – 4 p.m.

Rain date: Sunday, July 1st

ON THE LEVEL

THE CANAL SOCIETY OF NEW JERSEY

PO Box 737, Morristown, New Jersey 07963-0737

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973-292-2755 – www.CanalSocietyNJ.org

VOLUNTEER AT WATERLOO

Our dedicated volunteer staff needs just a little more help to keep up the good work

Volunteers made the 2017 Waterloo season a great success! In addition to our regular Canal Heritage Days, we were able to have our Canal Museum open every Saturday and Sunday from June through the end of October. To accomplish this, new museum guides

were paired with experienced guides to learn the ropes before engaging visitors on their own. You don't need to be an expert and you get to meet all kinds of interesting people. Some new folks enjoyed the experience so much that they signed up several times.

Although becoming a museum guide is very popular, we also need



Volunteers Deb Wefferling and Carl Loutzenheiser never let a visitor past the front gate without a hello, a map, and a list of what's going on at Waterloo.

help operating the canal boat, running the gristmill, and greeting visitors at the front gate. Some folks have regular places they like to be; others come to fill in when we are short-handed. We appreciate our volunteers whether they come one or twice or all season.

To keep up the good work we need a few more people to help out. If you think you might like to join the team or if you would like more information, please contact Tim Roth at tim-roth@comcast.net. ■

CALENDAR OF EVENTS

Friday, January 19 Membership Meeting

Exploring the Panama Canal
Bob & Linda Barth
Morris County Cultural Center, 7:30 p.m.

Friday, March 16 Membership Meeting

Canoeing the Morris Canal and other Adventures
Bob Barth
Morris County Cultural Center, 7:30 p.m.

Saturday, April 28 New Jersey Canal and Local History Symposium

Frelinghuysen Arboretum

www.CanalSocietyNJ.org

nj-cnal@googlegroups.com



ADDRESS SERVICE REQUESTED

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CANAL SOCIETY OF NEW JERSEY

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