

ON THE LEVEL

RAILROADS
VERSUS CANALS ISSUE



THE CANAL SOCIETY OF NEW JERSEY

CANAL BOAT WRECK ON THE D&R

By the early 1900s, Trenton had become a manufacturing powerhouse serviced by the Delaware & Raritan Canal and Camden & Amboy Rail Road, both then leased to the Pennsylvania Railroad. Factories lined the canal and rail tracks ran everywhere. Although numerous canal basins make room for through traffic along the canal, boats and locomotives sometimes got in each other's way.

By George Cawley

It was the rule for drill (switch engines) from Coalport to assemble at the roundhouse at 12 noon and midnight for fire-cleaning, general lubrication, coaling and tank filling. There would be a convivial group in the bunkhouse confronted with open lunch pails.

In the daytime it would be more lively. The fireman of the group of the light engine and emergency crew was always full of the dickens. One day he put a rack torpedo on the circular rail in the bottom of the turntable's pit. When the operator swung the turntable around to answer the ringing of an engine's bell, the torpedo went off with a terrific bang. The operator jumped off the swinging turntable and dived under

the bunkhouse screaming the "the Black Hand is after me" to the amusement of the lads in the bunkhouse.

To make the usual appointment at Coalport, the Night Roebing drill was coming along the line from Bordentown that runs along the Delaware & Raritan Canal. Shortly north of the State Street crossing there was a canal basin at right angles to the canal and across the canal from the railroad track. At this point the ends of the railroad ties of the running track are flush with the retaining wall of the canal.

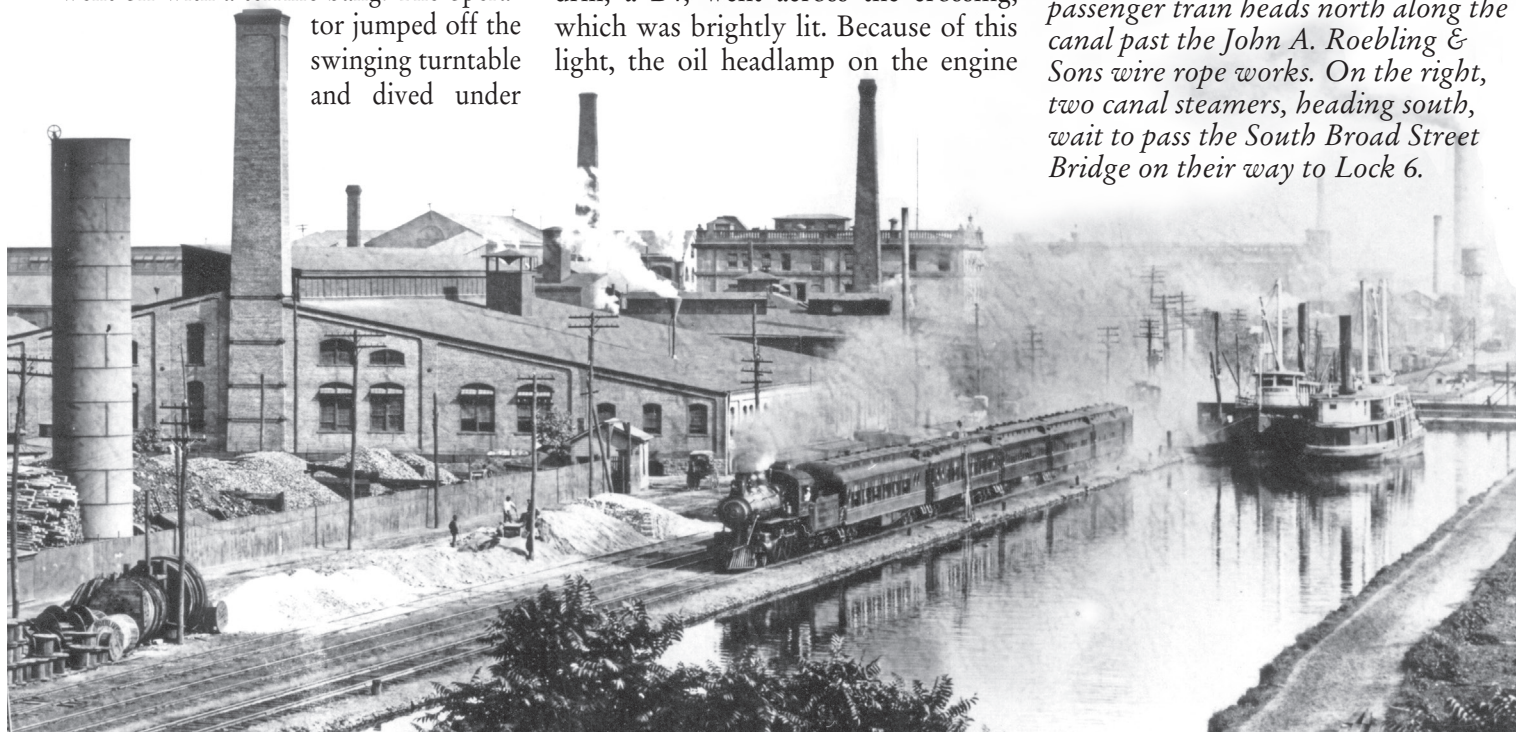
Having received the necessary hand signal from the crossing watchman, the drill, a B4, went across the crossing, which was brightly lit. Because of this light, the oil headlamp on the engine

was of little help.

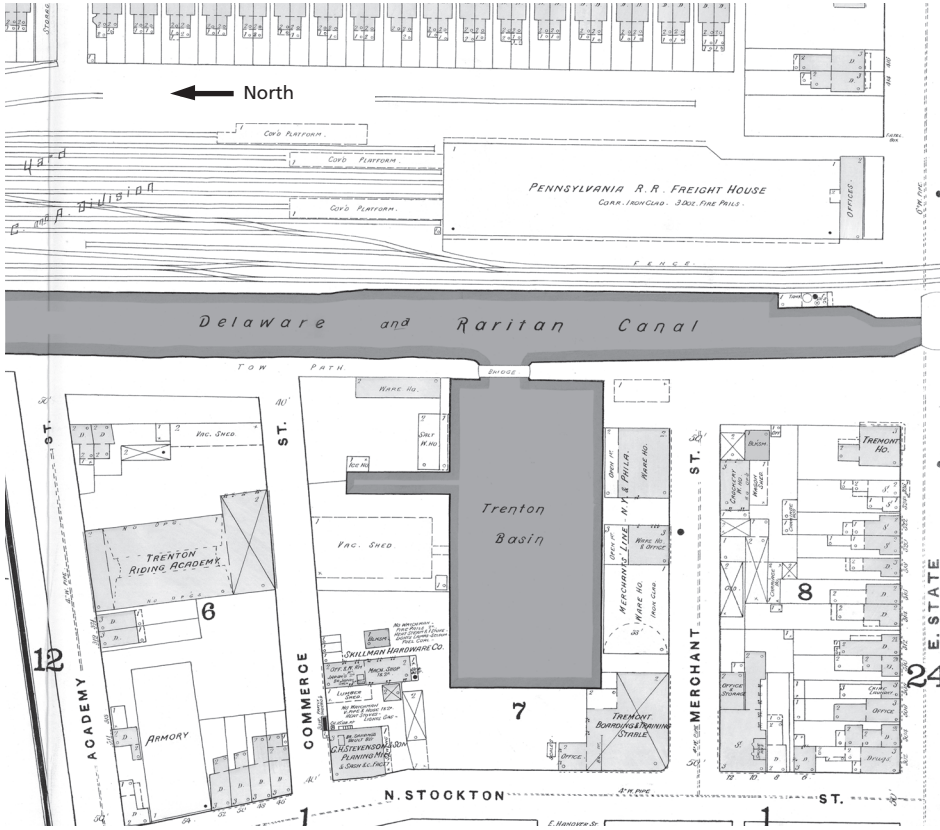
The first thing the engineer knew, there was a terrific crash accompanied by the sound of splintering wood. He had hit the stern of one of the little freight steamers that plied the canal. As the steamer was making a sharp swinging turn into the basin its stern overhanging the tracks just as the drill made the crossing.

The Captain jumped out of the pilot house yelling "What did you hit her for?" The engineer asked, what she was doing on the tracks. Although this was *(Continued on page 2)*

In this post card image of Trenton, a passenger train heads north along the canal past the John A. Roebing & Sons wire rope works. On the right, two canal steamers, heading south, wait to pass the South Broad Street Bridge on their way to Lock 6.

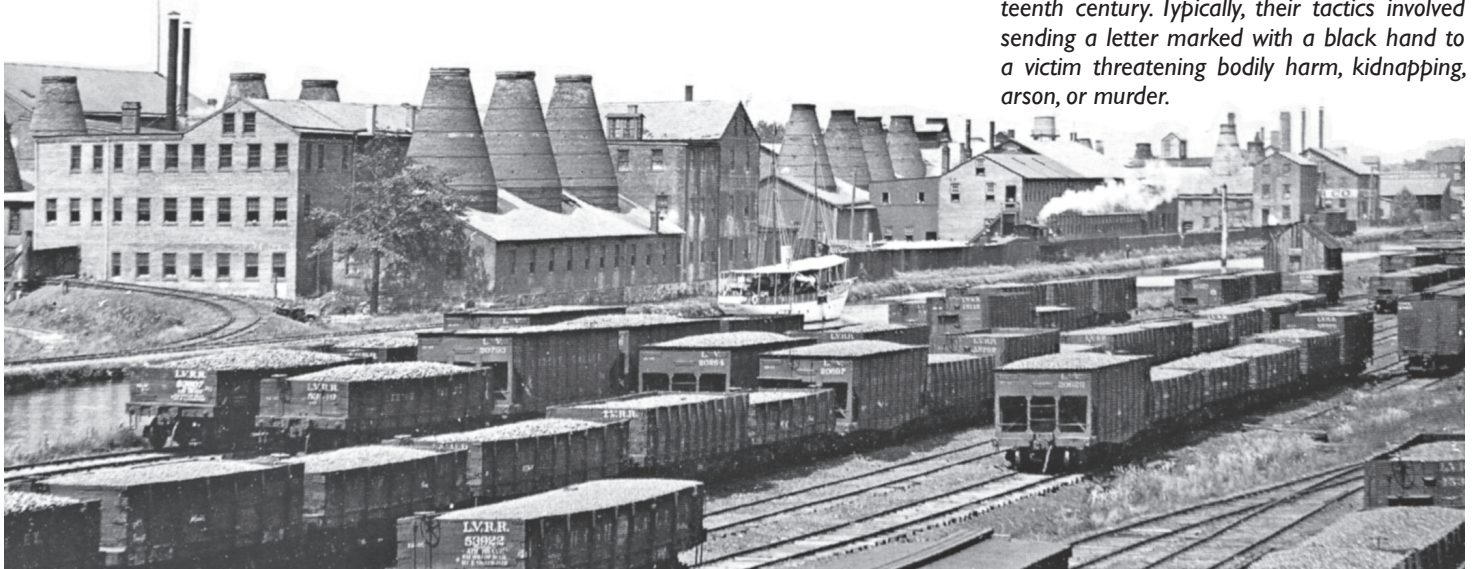


CANAL BOAT WRECK ON THE D&R



ABOVE: The Trenton Basin, located just north of East State Street, was one of the many side channels off the main line of the D&R Canal that offered moorings for the canal boats and steamers that serviced Trenton's factories and businesses. The warehouse of the Merchants Line – NY & Phila. on the south side of the basin probably made this a busy place. However, as you can see from the Sanborn map above, entering the basin required a sharp right angle turn, a difficult maneuver for a 90-foot-long steamer to accomplish. On the other side of the canal, the location of the Pennsylvania Rail Road Freight House left little room for the two north/south running tracks.

BELOW: To the north, the huge rail yard at Coalport, built in 1875, acted as a transfer point where hopper-car-loads of coal from mines in Pennsylvania were loaded into D&R canal boats to complete their journey to the New York market. The cone-shaped stacks on the other side of the canal are the pottery kilns of the Willets Manufacturing Company.



(Continued from page 1)

the general import of the conversation, the actual dialog can be left to the reader's imagination.

The damage to the boat was all above the waterline, but a lot of the stern was torn away above the main deck. The engine suffered the loss of its left hand cylinder and considerable damage to its connecting rod. When the engineer reported the damage was caused by hitting a steamboat they threw the book at him for violation of Rule G, indulging in liquor. He had no defense until the claims agent from the steamboat line came to press his claim for damages.

There were always problems on this stretch. We were moving along the inside track to couple some gondolas when, a short distance from the contact, I yelled "That'll do." The engineer skidded to a stop, and asked me what was the idea? The brakes on the front step were bothered by quick stops. Just ahead there was a man drunk on the tracks. The engine knocked him into the canal where he came to and hurriedly ran off and disappeared. These sorts of things were not unusual in those days. Along the canal on the pottery line west of Trenton you had to be very careful. ■

Notes: The Black Hand was an Italian criminal organization that specialized in kidnapping and extortion. Their activities were brought to this country by Italian immigrants in the nineteenth century. Typically, their tactics involved sending a letter marked with a black hand to a victim threatening bodily harm, kidnapping, arson, or murder.

AN ECONOMIC WASTE

The Lehigh Valley Railroad vs the Morris Canal

By the early 1900s, the Morris Canal was obsolete and being squeezed out of business by the ambitions of the railroad whose markets it had helped to create. The Lehigh Valley Railroad that had leased the canal in 1871 wanted not only to be rid of it, but now launched an aggressive campaign to profit from its demise.

By Kevin Wright

The Lehigh Valley Railroad abandoned the idea of selling the water rights of the Morris Canal to the East Jersey Water Company in 1911 and turned its attention exclusively to gaining outright ownership of its terminal basin on the Hudson River. The canal bed from Phillipsburg to Jersey City, about 103 miles in length, was probably worth millions of dollars. The canal right-of-way between Jersey City and Newark alone had an estimated value of \$5 million. The 1,600 feet of waterfront at Jersey City was estimated to be worth more than \$20 million.

Thomas N. McCarter, President of the Public Service Corporation, publicly suggested to the Mayor of Newark that the bed of the Morris Canal be used for a subway, provoking renewed debate over its usefulness. B. B. Thomas, president of the Lehigh Valley Railroad, responded with a

full-page memorial to the New Jersey Senate and General Assembly, published in local newspapers in late-February 1911, with the bold-type heading, "The Morris Canal, An Economic Waste."

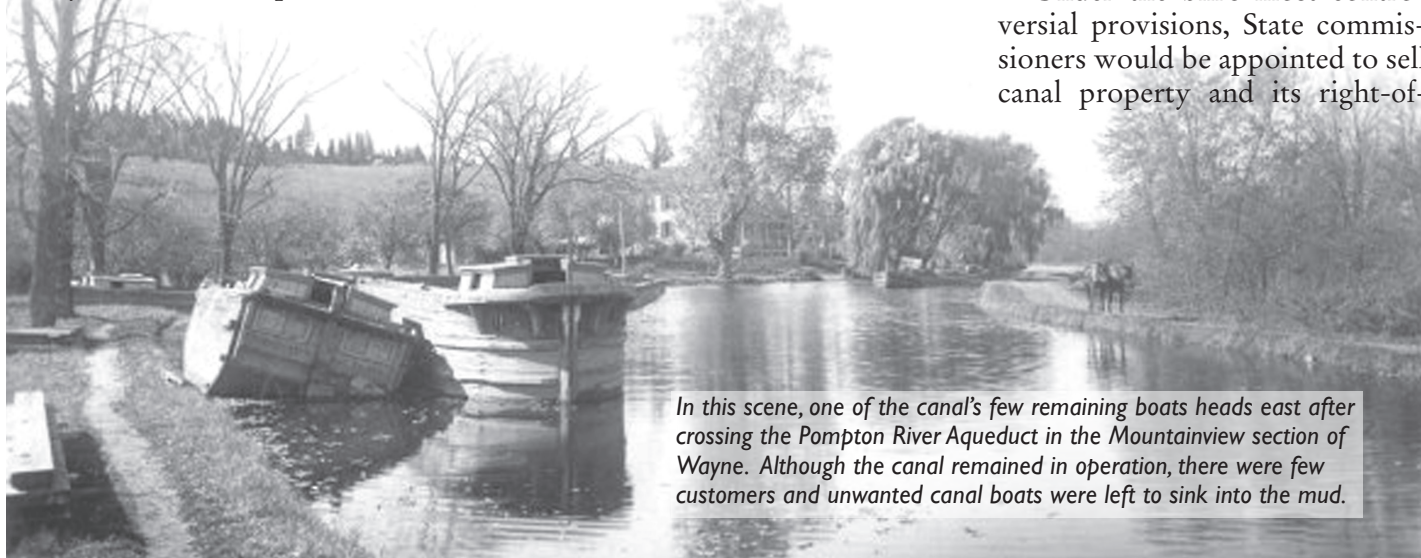
Contradicting claims that the Morris Canal Company controlled three-fourths of the potable waters of northern New Jersey with property and water-rights worth \$50,000,000, Thomas noted that the State Board of Assessors valued its entire property and rights at \$53,379,823 (which the Company thought excessive). He further noted that the canal had lost \$4,934,409 over the past twenty years of operation and that "in the last thirty-four years of its operation not one single dollar has been earned up on the outstanding securities, the contract obligations of which have been kept inviolate at the expense of the lessee."

In keeping with the Lehigh Valley Railroad's wishes to end such

"an economic waste," State Senator James F. Fielder, of Hudson County, introduced "an act to repeal the charter of the Morris Canal and Banking Company and to provide for the disposal of the property of said company" (Senate Bill 141) on February 27, 1911.

Senate Bill 141 provided for the repeal of the canal charter to take effect when the canal company should file its acceptance of the act to be passed. While stating that the canal company would release its water rights to the State of New Jersey, opponents quickly noted that these water rights would immediately cease upon repeal of the charter, as they existed only as charter rights and only for the purposes of maintaining canal navigation. An exemption from State taxation had ceased in 1884, the proffered surrender of tax exemption was considered illusory.

Under the bill's most controversial provisions, State commissioners would be appointed to sell canal property and its right-of-

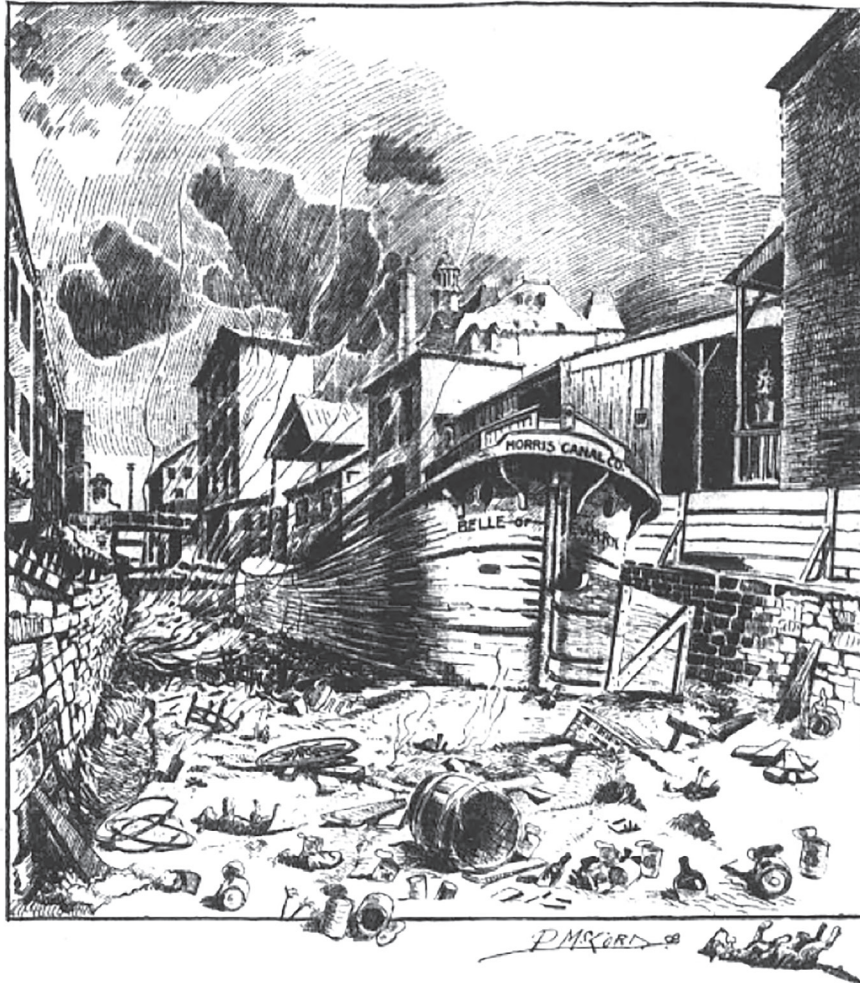


In this scene, one of the canal's few remaining boats heads east after crossing the Pompton River Aqueduct in the Mountainview section of Wayne. Although the canal remained in operation, there were few customers and unwanted canal boats were left to sink into the mud.

THE REALISTIC SCHOOL OF ART.

way, "in whole or parcels," including the valuable canal terminal at Jersey City. They were also to assess the value of the stock of the Morris Canal and Banking Company (owned by the Lehigh Valley Railroad), and The Hackensack Republican described Fielder's proposal as "the most audacious bill for the aggrandizement of a railroad corporation and its affiliated interests that ever appeared in the New Jersey legislature." This admittedly partisan sheet shouted that "the object of the bill was to rob the people of the state of the immense equity in the Morris Canal and give the property outright to the Lehigh Valley Railroad Company, the canal lessee, which has destroyed navigation on the canal for the purpose of monopoly control of anthracite coal and for getting possession of the canal terminal at Jersey City." It went on to say:

"The history of the Morris canal since its lease by a corrupt legislature to the Lehigh Valley Railroad Company is a story of Valley is a foreign corporation. Prior to 1872 it did not have a rail in New Jersey and had no access to tidewater at the Hudson. The Morris canal was then a prosperous waterway and was building up manufacturing places in Warren, Morris, Passaic, Essex and Hudson counties and was a valuable feeder, especially in coal, for the cities and towns through which it passed. Coal sold in these cities for less than \$4 per ton. Having secured control of the canal, the railroad company bought up some small [rail] roads in New Jersey, connected them and built a span across the Newark meadows, thus getting to tidewater. It illegally got possession of the valuable canal terminal at Jersey



City and in defiance of the canal charter converted it into a railroad terminal. Then the company proceeded to wreck the canal for transportation, and the traffic was entirely destroyed."

Urged onward by a powerful lobby, Senator Fielder attempted to push his canal abandonment bill through the Legislature. Yet even some fellow Democrats resolutely opposed Fielder's scheme of surrendering the public interest in such a valuable property to a railroad corporation which was considered "one of the members of the coal combine, which had wrecked all the benefits of the canal for his county, raised the price of coal \$8 a ton, robbed Jersey City of an immense coal traffic and made living inordinately dear for the people." Jersey City demanded the waterfront property for its own use; manufacturers sought to have navigation abandoned and the canal turned

over for manufacturing interests. Fielder's bill died in the State Senate.

It was widely believed that the railroad took control of the canal to throttle competition and thereby to immensely increase their revenue. According to reports of the meetings of the Canal Commission, conducted during 1912 at different stations along the line of the canal, public sentiment, outside of Newark, favored a State take over of the canal. It was said that coal could be carried from the Lehigh mines to

anywhere in New Jersey where the canal reached at a saving to the consumer of a dollar per ton.

In response, a prearranged campaign was commenced to disparage the further use of the canal as a common carrier and to advocate its abandonment. It endeavored to work up sentiment against the canal, particularly in Newark, owing to its condition as a health hazard and a receptacle for dead animals. While the State of New York was spending many millions of dollars to build up its canal facilities, New Jersey was allowing the railroads to push its canals out of existence as freight carriers. In November 1912, Mayor Smith, of Andover, argued against abandoning the Morris Canal, suggesting instead that its feeders at Lake Hopatcong, Cranberry Lake, Bear Pond and Waterloo be made navigable.

An alternate plan under consider-

ation in October 1913 would have given the canal west of Paterson to the State, while the canal lying east of Paterson would have been sold with the proceeds equally divided between the State and the Lehigh Valley Railroad. The railroad company would get the valuable canal terminal for \$500,000 with three miles of the canal in Jersey City. James F. Fielder was the Democratic candidate for Governor and the Republican press asked whether or not one needed to be a prophet to predict, "What kind of a bill will be introduced to get the powerful support of the governor?"

After two years of deliberations, the Morris Canal Investigation Commission presented its findings to Governor Fielder in March 1914, including its critique on the 1911 report on abandonment. The Commission recommended:

- That Jersey City basins go to the Lehigh Valley Railroad with a gap to be kept open for shipping.
- That the canal bed from Jersey City to Fiddler's Elbow to be deeded to the railroad.
- That all rights to the canal west of Fiddler's Elbow to be deeded absolutely to the State.
- That the Commission be given the power to control and keep as a canal that portion between Fiddler's Elbow and the Passaic River.
- That the canal in Newark be devoted to public uses and the city given the preferential right to purchase the property.
- That the canal be diverted at some point west of Newark and east of Little Falls and the canal retained between the point of diversion and Phillipsburg.
- That a boulevard be constructed along the canal between these points and the Commission be given the right to decide whether the canal will be continuous or not.
- That the boulevard be extended to Newark and connected with the Branch Brook Park system.

- That the Commission be authorized to grant use of that portion of the canal property between Newark and Paterson for an electric railway or for other public purposes.
- That canal property at Phillipsburg be sold or leased and the canal diverted at a point east of that town.
- That the Canal Company withdraw its suit to recover taxes paid and the Lehigh Valley Railroad be required to pay \$115,000 for the State's reversionary interest in the Big Basin at Jersey City.
- That all water rights heretofore leased or sold by the company, except for those affecting Newark and Jersey City, be procured by the company and conveyed to the State.
- That the canal charter be continued under control of the State.
- That the State receives not less than \$1,000,000 in cash from the railroad and from the sale of canal lands.

- That one-half of the money received be used to forward the parkway/sboulevard plan and that the other half be used for boulevards in other parts of the State.
- That a new commission be created to have charge of the whole project.

The chief reason for the recommendation to continue the canal charter was the claim that if it were repealed and the existence of the company terminated, "the right to maintain the dam which forms Greenwood Lake would cease, and the State of New Jersey would thereby lose the benefit to be derived from the water supply obtained from this lake, which in the opinion of persons well informed, is worth at least one million dollars." ■

Note: The CSNJ has an original copy of the full-page Lehigh Valley Railroad newspaper article in our archives.



In Jersey City, the tide lock and basin on the Hackensack River had become a scene of sunken canal boats and dilapidated canal company buildings.

THE MORRIS CANAL & NORTH HACKETTSTOWN

By Tim Roth

As the Morris Canal wended its way east through Warren County, it passed through numerous villages that owed their existence to the canal, such as Port Warren, Port Colden, Port Murray and Rockport. Hackettstown, on the other hand, pre-dated the canal, having been founded by Samuel Hackett, and appearing on maps as early as 1769.

Since the canal did not traverse its business district, it is negligible how much influence it had on the development of Hackettstown, but it did spawn an area in the northwest section of town called North Hackettstown. An 1874 map of this area shows a busy port village, which consisted of a coal yard, a brewery, and the canal store of James Mitchell. This is also where the canal passed under the Main Street bridge, which also was known as the Hope Street bridge and King's bridge. A freight depot for canal cargo also sat on the west side of Main Street, and for boats that were unloading at Hackettstown, a small turning basin on the east side of the bridge allowed boats to turn and start their journey back west.



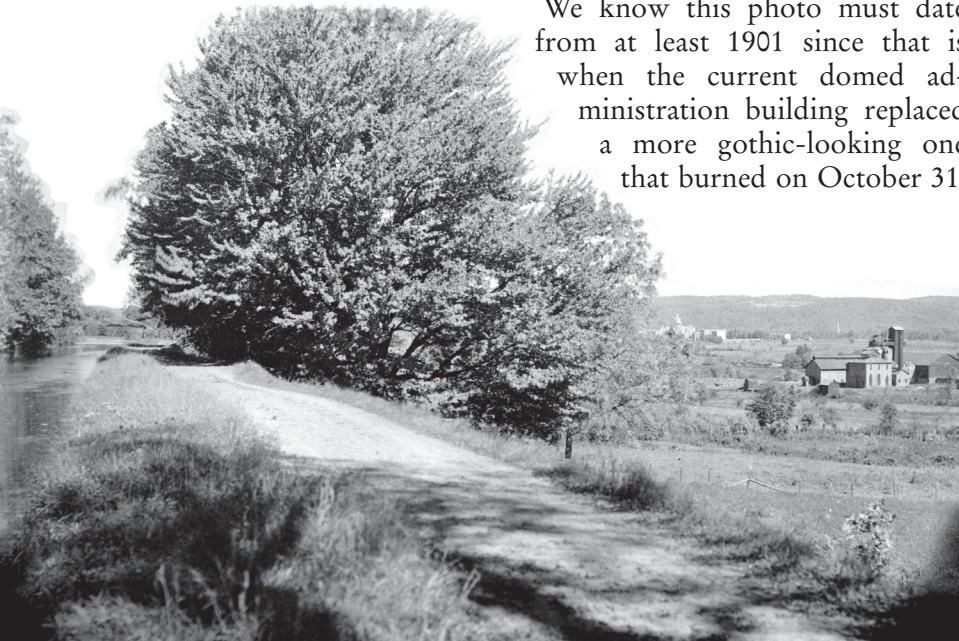
In this image, looking south across a bend in the Morris Canal, the port village of West Hackettstown is seen with Buck Hill in the background. The road that stretches across the picture from the canal bridge on the left is today's Route 46.

The canal also ran high above the town, allowing for canalers to enjoy a picturesque view of the historic town. An early 20th-century photograph taken from Hackettstown's west side shows two sites in the distance. The nearer one is the Warren Furnace, which operated until 1909, and whose remains can be found in the brush off Grand Avenue. The structure in the distance shows the distinctive dome of Centenary University, which then was known as the Centenary Collegiate Institute for Girls.

We know this photo must date from at least 1901 since that is when the current domed administration building replaced a more gothic-looking one that burned on October 31,

1899. This Halloween night fire lent to legends of ghostly intervention, most commonly a young lady named Tillie Smith, who was brutally assaulted and murdered on the Centenary campus in 1886. Although Tillie has no direct connection to the Morris Canal, she was part of the Waterloo Smith line, and was born in the village.

Today, this stretch of canal is Warren County's Kuipers Park, named for Florence Kuipers, who as a youth, enjoyed riding her horse along the towpath and was an early member of the Warren County Parks Foundation. A stroll along the canal today affords the same beautiful view of downtown Hackettstown with the shining gold dome of Centenary University reflecting the sunlight. At the eastern trailhead on Harvey Street, the foundation of James Mitchell's once-prosperous canal store still stands, and a search along the canal banks may uncover a piece of coal or old bottles from the days of a thriving North Hackettstown. ■



In this view looking north along the Morris Canal towpath a gap in the trees presents a sweeping view of the valley below. The buildings on the right belong to the Warren Furnace, built in 1874 by local businessmen and later owned by Joseph Wharton.

A LOCK TENDER AND HIS MEMORIES

"I'm sure sorry to see the old canal go, 'cause I feel like I belong to it."

By John Prieto

So said William Jewell in late 1922, right around the time the Morris Canal was officially abandoned. Jewell was the last lock tender at the canal's Lock 16 East in Newark. After an off-and-on career on the Morris Canal which spanned some 40 years, he knew a lot about the canal and its many features.

In an interview he gave to *The Newark Evening News*, Jewell recalled his prime days on the canal as he sat from his perch at the lock. He lamented the fact that because of his advanced age (77 years) he was "too old to learn a new job" and could no longer "do hard labor." Now with the end of the canal, so was a major part of his life as well.

Jewell was originally from Bucks County in Pennsylvania where he worked on the family farm. Later he relocated to Newark to work for the canal as a boatman. He recalled how the boat, which was owned by the Lehigh Valley Railroad, which had leased the canal in 1871, carried coal and iron from Phillipsburg to places like Paterson, Newark and Jersey City. The typical load carried was 70 to 75

tons "as a rule." He remembered the hard work of unloading with only a shovel and how busy the canal was in those years, especially at the Newark lock. The canal served many industries in this area, carrying a lot of freight east and west. On those long 10-day trips, Jewell said he was typically paid around four dollars after expenses were covered.

After 18 years of being on the canal boat he then became a teamster (driver) for some years. Evidently he had been a good worker on the canal because soon thereafter he went to work as the tender at the "Warren Street Lock" [The buildings at Lock 16E were listed on the 1908 Sanborn map as 199-1/2 Warren St.] He stayed at the lock for the balance of his career with the canal company and then some. Evidently there were other Jewells in Newark besides William, who lived at the locktender's house. Florence Van Horn, daughter of canal boat Captain James Campbell, remembered that there were several Jewells living in Newark. The Jewell name also appears on the canal poem "Famous



Long after the canal had seen its best days, William Jewell attended to company business at Lock 16E. When not working the lock he spent his time turning the little patch of ground next to the tender's house into a garden.

Tiller Sharks."

At the time he was interviewed, Jewell was still at the lock house and still had some duties: keeping the lock area free of trash and clearing obstructions from the canal and towpath. The canal continued to hold water until it was drained in the mid-1920s.

Besides his work, Jewell also enjoyed reading, sitting with his dog and gazing out at the quiet canal, fondly reminiscing on his early working days. He realized that the canal would eventually be gone altogether and he along with it. But he was determined to stay put as long as he could, just a man and his memories.

According to the Newark city directories, Jewell was still listed as lock tender and living at #99 Lock St. until 1922; he was lock tender through 1926. He was living at #101 Lock St. (likely the adjacent building) from 1923 through 1929, after which he was not again listed. ■



Lock 16 East as seen in the early 1900s from the Warren Street Bridge. Lock Street is on the right. The lock tender's house is to the left of the lock. A high wooden fence cordoned off the trellised garden so carefully tended the William Jewell in the photo above.

ROD HOWARTH

By Bierce Riley

Rodney “Rod” Howarth (1945 – 2022) passed away on Monday, January 17, 2022 at St. Clare’s Hospital in Denville, NJ. He was 76 years of age. Rod was a long-serving member of the Canal Society of New Jersey’s Board of Directors and Chairman of the Boat Committee. In this capacity, Rod became the chief engineer of our pontoon boat, moving it with his black Ford Excursion, choosing a marina to keep it on the hard for the winter, making repairs, keeping the batteries charged, and apprising the Board of any upcoming expenditures. The Board valued his judgment and always agreed to his modest suggestions.

Rod’s broad range of electrical and mechanical skills were essential for keeping the *Canal Explorer* in working order over the past 15 years. He built a solar charger for the boat’s batteries that was used during the summer when we kept the boat in the sunlight at Waterloo. He knew exactly how and where to put the boat into the Morris Canal, which became a major challenge after the state installed an interior gate.

Rod became interested in the Canal Society of New Jersey through his friendship with member Don Seath, whom he knew from local volunteer work. He was interested in both the Morris Canal and Delaware and Raritan Canal. In the late 1960s, Rod purchased his grandfather’s home in Wharton, adjacent to the Morris Canal. He would joke that he could look out his window every morning and see the Morris Canal!

A 50-year resident of Wharton and a 25-year member of the Wharton First Aid Squad (until its duties were assumed by a local hospital), Rod was well-connected with the municipal government. When it became increasingly difficult to put the boat in the Morris Canal with his SUV for Wharton Canal Day, he asked the Department of Public Works for assistance. They sent over a tractor, which could go farther into the water than Rod’s vehicle. Since then, DPW has been on hand to put the boat in and take it out on Wharton Canal Day.

Rod was born in Orange, NJ, and raised in Short Hills, NJ, before settling in Wharton. He

PEOPLE TO REMEMBER



was a Communications Technician for AT&T for 29 years before retiring in 1999 when he was in his mid-50s. He later started his own company, a Freon removal service, retiring in 2021 after 10 years of operation.

He was the past Master of the St. John’s Lodge #1 (F&AM) in Mountain Lakes, NJ. Rod was a volunteer EMT at Dover General Hospital for five years before joining the Wharton First Aid Squad, where he had served as President. He was a member of the Battle of the Bulge Association, an avid outdoorsman, and held a private pilot’s license. He was also an avid NASCAR fan, attending many races with his brother-in-law over the years.

Rod is survived by his devoted wife Sandra of 52 years. She gave up her job to care for Rod over the past few years. He is also survived by two daughters and four grandchildren.

Several members of the Canal Society Board of Directors attended his memorial service in late January. Last summer, a few of us stopped at his house after Wharton Canal Day to visit with him and Sandi. Rod sat on the back steps to chat with us while we sat on the lawn with Sandi. He was amused that, after the batteries gave out, our boat crew invited groups of visitors aboard to hear about the history of the Morris Canal. That’s a very pleasant way to remember him: sitting on the steps, smiling and chatting about Canal Day in his adopted hometown. ■

D&R CANAL 2022 WALKS AND EVENTS

These walks and events are sponsored by the D&R Canal Watch. Contact information for Program Leaders is listed below. If emailing for information, please use "D&R Canal" in subject header.

D&R Canal Watch, www.canalwatch.org – D&R Canal State Park, www.dandrcanal.com

Bob Barth, 201-401-3121; bbarth321@aol.com
Chuck Martin, 735-718-1859; cemart10@gmail.com

Sunday, May 8: 8:00 a.m.

Birdwatching Walk: Meet at the historic Van Wickle House off Easton Avenue at the foot of DeMott Lane (GPS 1289 Easton Avenue, Somerset NJ 08873). See and hear Baltimore and Orchard Orioles and other nesting songbirds as we walk along the D&R Canal. Leaders: Barbara and George Dawson, 732-249-2670 or email barbaradawsonwriter@yahoo.com

Saturday, June 18: 11:00 a.m.

Solar observation day at Lock 11, South Bound Brook. The Sun goes through an 11-year cycle where sunspots, flares and coronal loops fluctuate in number and size. The Sun is currently becoming much more active than it has been in recent years. We will be using special telescopes to safely view these from the park. Leader: Wayne Petko, 732-371-3524.

Saturday, June 25: 2:00 p.m.

Canal Walk: Blackwells Mills Causeway to East Millstone. 4.2 miles round trip. Meet at the Blackwells Mills Causeway. See the newly restored East Millstone bridgetender's house. Starting with the Blackwell Mills bridgetender's gardens, we will proceed along the towpath to East Millstone. Leader: Bob Barth.

Sunday, July 23: 10:00 a.m.

Bike Ride, Washington Crossing to Scudder's Falls, across to the Delaware Canal and back to Washington Crossing. 7 miles round trip. Meet in the parking lot between the river and canal, near the restrooms. Helmet required. Allow three hours. Leader: Bob Barth.

Saturday, August 13: Canal boat dinner cruise fundraiser – 5:30 to 8:00 p.m.

Dinner cruise on the canal boat Josiah White II in Easton, Pennsylvania. Join us on the mule-drawn boat and experience "locking through." Canal troubadour David Matsinko will entertain us with songs and stories. This is a fund-raiser to restore the bridgetender's station in East Millstone. \$100 per person. To sign up, visit www.canalwatch.org and on the canal dinner cruise link. Let's have some fun on the Lehigh Canal.

Sunday, August 14 – 10:00 a.m.

Bike Ride, Bulls Island to Stockton, across to the Delaware Canal and back to Bulls Island. 7.3 miles round trip. Meet in the large parking lot by the office at Bulls Island. Allow three hours. Leader: Bob Barth.

Sunday, September 18 – 10:00 a.m.

Canal walk from South Bound Brook's Lock 11 to Ten-Mile Lock and back. 4.6 miles round trip. Meet at Lock 11 in South Bound Brook, across from the post office.

Wharton Canal Day

MUSIC AND CRAFT FESTIVAL

Hugh Force Canal Park
80 West Central Avenue, Wharton, NJ

SATURDAY

August 20th

10:00AM to 5:00 PM

Warren County PARKFEST

Saturday, June 11th

Warren County Parks Foundation

11:00 a.m. to 5:00 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. For more information call 908-475-6539 or email morriscanal@co.warren.nj.us

Bread Lock Park

2627 Rt. 57

Stewartsville, NJ 08886

WATERLOO

SAVE THE DATE

Waterloo Canal Day Festival

Saturday, June 4th, 2022

10 a.m. – 4 p.m.

Volunteer Appreciation Luncheon

Sunday, May 15th

11 a.m. – 2 p.m.

INDUSTRIAL HERITAGE WALKS

May through August

May 21th

Finding Moses Hopping's Forge

Archeology Walk

June 25th

Stanhope

Canal & Iron Town

August 13th

Waterloo Valley Trail

Waterloo to Stourport

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.

Kingston Lock Tender's House

Kingston is one of the most picturesque villages along the D&R Canal. One of its most interesting features is the lock tender's house at Lock 8. Built in 1834, the building is now part of D&R Canal State Park and the headquarters of the Kingston Historical Society. It is one of the many houses built by the canal company for the employees who tended its locks and bridges. Like most of the original canal houses it is a simple two-story, three-bay, four-room house with a central stair. A two-story kitchen wing was added later.

Keeping this nearly 200-year-old building in service takes constant attention. This year the Canal Society will be working with the NJ State Park Service and partnering with the Kingston Historical Society to fund needed repairs.

The Kingston Historical Society



Today the lock and Lock Tender's House are part of D & R Canal State Park

is a non-profit organization formed in 1997 to preserve, enhance and promote the history of the village of Kingston. The society is currently offering a Kingston: On The Map

display on view at the lock tender's house on Saturdays and Sundays, April thru November from 10:00AM to 4:00PM. ■

© 2022 Canal Society of New Jersey. No part of this newsletter may be copied or reproduced without the written permission of the CSNJ.

For information visit:
canalsocietynj.org



Explore the
**Morris Canal
 Greenway**

ADDRESS SERVICE REQUESTED

Morristown, New Jersey 07963-0737

PO Box 737

CANAL SOCIETY OF NEW JERSEY

FIRST CLASS MAIL