

# **Delaware & Raritan Canal Papers –MC3**

Finding aid created by Eric Schkrutz, 3 May, 2010

Supervising archivist E. K. Adams (edits and additions are ongoing)

## **Scope and Content**

The **Delaware & Raritan Canal Papers** spans almost a century, from 1912 to 2010 and includes booklets, pamphlets, newsletters, newspaper articles, correspondences, and photographs related to the Delaware & Raritan Canal. Though there is one booklet from 1912 about a proposed canal (*not* the D&R Canal which was completed in 1833), most of the content in this collection relates to the years after 1974, when New Jersey Legislature created the Delaware & Raritan Canal State Park. A significant percentage of this collection originates from the 1980's. During this decade two significant events occurred: in 1984, the Canal celebrated its sesquicentennial and in 1985, in what can be characterized as a loss to both D&R Canal history and local New Brunswick history, the Locktender's House was demolished by city authorities. Post-1974 documents suggest increasing public involvement in issues related to the Delaware & Raritan Canal; newsletters from the Delaware and Raritan Canal Commission and the New Jersey Historical Commission are two examples. The artifacts to be returned to display were culled from excavation circa 1998. While the library has a few of the total number, there are more strewn about the state in various institutions. William McKelvey is currently making an effort to locate the complete inventory. In recent years, the D&R Canal State Park has experienced frequent use and increasing appreciation as recreational space in America's most densely populated state.

## **Historical Sketch**

In the summer of 1830, construction began on a canal that would traverse the width of New Jersey, from Bordentown and Trenton to New Brunswick. Before this time, transportation between these points was difficult and slow: the quality of roads was poor and high fees made shipping products prohibitively expensive. In fact, it was cheaper to ship coal from Europe to New York than to transport it from Pennsylvania across New Jersey. In the early 1830's, laborers – mostly Irish immigrants – dug the Delaware & Raritan Canal almost entirely by hand. In 1834, the canal was officially opened when Governor Peter D. Vroom traveled the route from Trenton to New Brunswick, with much fanfare and celebration along the way. In the 1860's and 1870's the Delaware & Raritan Canal experienced its greatest period of use. During this period coal made up about 80% of tonnage shipped and in 1871 total tonnage shipped surpassed that of the Erie Canal.

This prosperity would not endure. Just as the Delaware & Raritan Canal replaced inefficient roads, the railroad – faster and cheaper – replaced the canal. In 1893, the Delaware & Raritan Canal recorded its first year of deficit operation. Canal use continued to decline until 1932, when the canal closed for the winter season and did not reopen in the spring. In 1934 ownership of the canal passed from the United New Jersey Railroad and Canal Company to the State of New Jersey.

Though the canal is no longer used for commercial transportation, it has been adapted for other functions. In 1973, the canal was listed on the National Register of Historic Places. A year later in 1974, the New Jersey Legislature created the Delaware & Raritan Canal State Park. Today, the towpath of the canal provides recreational space for hikers, joggers, and bicyclists, and the canal offers opportunities for boating and fishing. Additionally, the canal serves as a water source for nearby municipalities, pumping out about 75 million gallons of water daily. The transformation of the canal is described by Howard Green, research director of the New Jersey Historical Commission: "Now, [the Delaware & Raritan Canal] is one of the most beloved parks in the state, a sinewy, snake-like greenway through one of the most heavily populated parts of the world. It has gone from being the machine in the garden, to being garden in the machine."

**Repository:** New Brunswick Public Library

## **Arrangement**

The arrangement of the Delaware & Raritan Canal Papers is organized into 1 box containing 4 folders. Folder 3 contains item-level descriptions of material in Folder 1 and 2. Folder 4 includes item-level descriptions of photos. Location is in NBFPL Archive location file cabinet 1, drawer 2 for folders 1-4. Artifacts will be on display in the Henry Guest House as of June 2010.

Digital images may also be found at The New Jersey Digital Highway  
<http://njdigitalhighway.org/>

Location: Archives Shelf 2.1A

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## Folder One

### **Folder Information**

**Title:** Delaware & Raritan Canal Papers: Folder One

**Date Range:** 1912 – 2010

**Language:** English

**Folder One Description:** Folder One of the Delaware & Raritan Canal Papers includes: a booklet, a newsletter, an e-mail, an inventory of photographs and an inventory (with photographs) of the D&R Canal artifacts that were stored in the Henry Guest House. Together with Folder Two, Folder Three, and Folder Four, this collection provides information on the ongoing history of the Canal; from its official opening in 1834 to its busiest year in 1871, through its closing for commercial navigation in 1933. In 1974, the towpath of the D&R Canal was established as a State Park, marking a new period in the history of the canal. This new period saw a transformation of the uses of the canal. Today, boaters paddle where barges once transported coal and joggers and hikers move on the same towpath where mules once tugged cargo. Continuing improvements and plans for development along the canal suggest that the popularity and importance of the canal is increasing.



## Items List

1. New Jersey Ship Canal and Waterways
  2. New Jersey Transport Heritage – newsletter Vol. 18, No. 6, Dec., 2009
  3. McKelvey, Bill. “RE: Canal Artifacts in Henry Guest House.” Email to Kim Adams. 2 January 2010.
  4. Inventory of Photographs on Exhibit in Henry Guest House
  5. Henry Guest House Inventory of D&R Canal Artifacts
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## Folder Two

### Folder Information

**Title:** Delaware & Raritan Canal Papers: Folder Two

**Date Range:** 1974 – 2010

**Language:** English

**Folder Two Description:** Folder Two of the Delaware & Raritan Canal Papers is organized into the following categories: Informational Texts; Locktender’s House; Newsletters; Miscellaneous Documents; Newspaper Articles; and Sesquicentennial. This folder of the Delaware & Raritan Canal Papers include letters, newspaper articles, photographs, pamphlets, booklets, brochures, newsletters and event programs. Together with File One, Folder Three, and Folder Four this collection provides information on the ongoing history of the Canal; from its official opening in 1834 to its busiest year in 1871, through its closing for commercial navigation in 1933. In 1974, the towpath of the D&R Canal was established as a State Park, marking a new period in the history of the canal. This new period saw a transformation of the uses of the canal. Today, boaters paddle where barges once transported coal and joggers and hikers move on the same towpath where mules once tugged cargo. Continuing improvements and plans for development along the canal suggest that the popularity and importance of the canal is increasing.

### File List

1. Informational Texts
2. Locktender’s House: Relocation and Demolition (1985)
3. Newsletters: Organizations
4. Miscellaneous Documents
5. Newspaper Articles
6. Sesquicentennial

## 1) Informational Texts

- a) Delaware and Raritan Canal Commission
  - i) D&R Canal State Park, pamphlet
- b) The Canal Society of New Jersey
  - i) Canals of New Jersey, A Guide to the History and Preservation of the.
- c) Durnin, Richard G.
  - i) The Delaware and Raritan Canal
    - (1) A Chronology
    - (2) A Selected Bibliography
- d) Lawrence Historical Society
  - i) Brochures

## 2) Locktender's House

- a) Newspaper Articles
  - i) 1984
    - (1) Toomey, Jeanne. "Sidelights." *Woodbridge N.J. News Tribune* 28 September 1984
  - ii) 1985
    - (1) Gordon, Myles. "Death knell sounds for New Brunswick locktender's house." *The Home News* 2 May 1985.
    - (2) Editorial. "Locktender house not worth saving." *The Home News* 6 May 1985
    - (3) Reisner, Neil. "City reaping funds for razing canal house." *The Home News* 11 May 1985
    - (4) Gordon, Myles. "Locktender house to die but its lore is living on." *The Home News* 5 June 1985
    - (5) Robinson, Michelle. "Last-gasp bid made to save canal house." *Home News* 6 June 1985
    - (6) Robinson, Michelle. "Rescue fails, locktender's house falls." *The Home News* 7 June 1985
  - iii) 1986
    - (1) Reisner, Neil. "Federal agency wants to prevent demolition of historic structures." *The Home News* 30 March 1986
- b) Correspondences
  - i) 1985
    - (1) M. J. Babcock, Ph.D. Letter to Mayor John A. Lynch. RE: Early removal of the Lock Tender's House. 11 February 1985.
    - (2) Weingartner, Thomas A., City Engineer. Letter to Mr. Roy Wagner. Re: D & R Canal Restoration, Route 18 – Lock Tenders House. 19 February 1985

- (3) Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes Anna M. RE: Boyd Park: Locktenders' House. 18 April 1985.
  - (4) Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes, Anna M. RE: Raritan River Festival Committee Meeting: 22 April, 1985.
  - (5) Aschkenes, Anna M. Director of Middlesex County Cultural and Heritage Commission. Letter to ALL COMMISSIONERS. Subject: Locktenders' Cottage. 6 May 1985.
- c) Notes
- i) 1980
    - (1) Note From Durnin, Richard G. "Architectural Resources Survey of the City of New Brunswick, New Jersey." Volume I By Constance Greiff, Princeton: Heritage Studies, 1980

### 3) Newsletters

- a) Delaware and Raritan Canal Commission
  - i) News to the Friends of the Delaware & Raritan Canal
    - (1) Newsletter Number 1, November 1985
    - (2) Newsletter Number 2, January 1986
    - (3) Newsletter Number 3, May 1986
  - ii) Annual Reports
    - (1) "1987 Report on the Delaware & Raritan Canal"
    - (2) "1989 Annual Report"
- b) New Jersey Historical Commission
  - i) Newsletter
    - (1) Volume 14 / Number 8 / April 1984

### 4) Miscellaneous Documents

- a) Amon, J.
  - i) "Improvements to the D&R Canal State Park Since 1974."
- b) Catherine Barnes, Autographs & Signed Books
  - i) Letter to Richard G. Durnin
    - (1) Item # 97 – Stockton, Robert F.
- c) Green, Howard L "Factories in a Ditch: The Men Who Built the Delaware and Raritan Canal, 1971
- d) "The Building of the Delaware and Raritan Canal and the Irish Contribution to New Brunswick", New Brunswick Free Public Library Brochure, nd.

### 5) Newspaper Articles

- a) 1974

- i) Editorial. "Canal's future may be decided today." *The Home News* 2 April 1974
- b) 1985
  - i) Courtney, Marian. "Plans to Build Along Raritan Gather Speed." *The New York Times* 24 March 1985
  - ii) Carney, Leo H.. "Towpath of Old is Yielding to Canal Project." *The New York Times* 5 May 1985
  - iii) Strohmeyer, Sarah. "Canal ownership probe is sought." *The Home News* 17 May 1985
  - iv) Risi, Mary Kay. "Goals watered down – authority to lease canal." *Home News* 6 June 1985
  - v) Salgado, Robert J. "Canal Cable Ride? 'It Would Be a Gas'." *The New York Times* 1 December 1985
- c) 1987
  - i) Bradley, Bill. "D&R Canal: Irish labor of love." *Unknown source* 12 March 1987
- d) 1998
  - i) Miller, Penelope. "New duties for Delaware-Raritan Canal." *Star-Ledger* 7 June 1998
  - ii) Crafton, Tina. "A journey along the Delaware & Raritan Canal." *Sentinel* 2 September 1998

## 6) Sesquicentennial

- a) Programs
    - i) Program for The Delaware and Raritan Canal: A 150<sup>th</sup> Anniversary Symposium
    - ii) Booklet. "Sesquicentennial of Opening Delaware Raritan Canal." Prepared by Dr. Richard G. Durnin, Commissioner, Middlesex County Cultural & Heritage Commission, April 1984
  - b) Newsletters
    - i) New Jersey Historical Commission Newsletter  
(1) Volume 14/Number 9/May 1984
    - ii) Newsletter of the Sesquicentennial Celebration of the D & R Canal  
(1) Newsletter #4; 17 May 1984
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## Folder Three

### Folder Information

**Title:** Henry Guest House Inventory

**Date:** All artifacts accepted in 1998

**Language:** English

**Henry Guest House Inventory Description:** In 1998, the New Brunswick Free Public Library accepted 31 artifacts that were recovered from the Delaware & Raritan Canal outlet lock and towpath. These objects were at first stored in the Henry Guest House, but today are stored in the library's archives to be returned to display in the Henry Guest House during the summer of 2010. The various artifacts are organized into six different categories: Tools; Pieces of Canal; Milk Bottles; Mule Shoes; Workers Personal Objects; and Bones. As a part of this inventory, each artifact is listed with a label (Item no., Title, Description, and Date Accepted), an expanded description, and photograph(s).

### File List

1. Tools: Items: 2, 3, 5, 6
2. Pieces of Canal: Items: 4, 10, 11, 42, 52, 62, 72, 76, 82, 114, 119, nn2, nn1
3. Milk Bottles: Items: 17, 18, 19, 20, 21
4. Mule Shoes: Items: 58, 59, 60, 61
5. Workers Personal Objects: Items: 27, 39, nn3
6. Bones: Items: 88, 89

**Repository:** New Brunswick Public Library

### 1. Tools: Items #: 2, 3, 5, 6

Item no.: 2

Title: adjustable wrench from lock

Description:

Date Acc.: 1998

“Artifact two is a wood handled wrench that could have been used in many different ways in the construction and maintenance of the canal and its boats. On a canal



barge or ship the wrench could probably have been used as a tool to fix the engine or the boat itself. In the canal it could have been used by canal engineers to fix the wicket and [miter] gate mechanisms as well as tightening the metal turnbuckles within the [miter] gate doors.”

(From index card “7 Artifact 2# & 6# & 5# Wrench, Sledge Hammer, Wooden Shovel”)



Item no.: 3

Title: wood chisel & handle in two pieces

Description:

Date Acc.: 1998

“In order to construct and maintain a canal many laborers were needed to work on the many areas of the canal. Artifact three is a wood workers chisel with a wooden handle. It was one of the many tools used by wood workers to shape the wood and timbers of canal parts. These chisels might have also have been used by boatmen to craft new canal going vessel”

(From index card “1 Artifact 3# Wood-Working Chisel (Auger)”)



Item no.: 5

Title: shovel handle

Description:

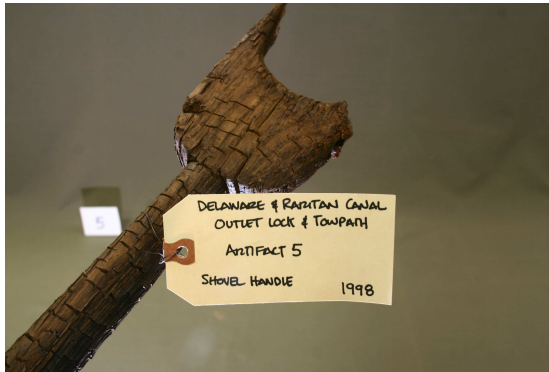
Date Acc.: 1998

“Artifact [five] is a shovel handle that when complete would have been used not only to construct the original canal but also to maintain the banks and depths of the canal through constant maintenance.”

(From index card “7 Artifact 2# &”)



6# & 5# Wrench, Sledge Hammer, Wooden Shovel”)



Item no.: 6  
 Title: sledge hammer with wooden handle  
 Description: ~12 pounds  
 Date Acc.: 1998



“Artifact six is a sledgehammer. It is an important tool in a railroad and canal setting and would have been useful in the construction of wood sections of the canal.”  
 (From index card “7 Artifact 2# & 6# & 5# Wrench, Sledge Hammer, Wooden Shovel”)

**2. Pieces of Canal:** Items #: 4, 10, 11, 42, 52, 62, 72, 76, 82, 114, 119, nn2, nn1



Item no.: 1  
Title: Canal anchor  
Description: shank 55" long x  
2.25" diam.; teeth spread 32",  
stay rod 57"; chain ~12'  
Date Acc.: 1998



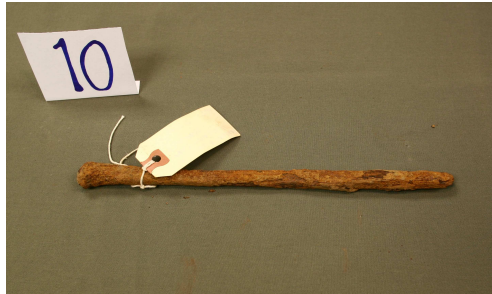
Item no.: 4  
Title: Wooden roller  
Description:  
Date Acc.: 1998





Item no.: 10  
Title: timber spike  
Description: ~9.5”  
Date Acc.: 1998

For Artifacts 10 & 11: “In [the] nineteenth century many canals including the Delaware and Raritan canal were made of mostly clay, gravel, iron, and wood. The main parts of these canals like the [miter] gates, drop gates, swing bridges, and locks were constructed largely of wood. Artifact [ten and eleven are spikes that were] found in the area of the outlet lock and, [were] probably part of the building material of the canal.” (From index card, “2 Artifact 10#&11# Small Metal Spikes”)



Item no.: 11  
Title: spike  
Description: ~9”  
Date Acc.: 1998



Item no.: 42

Title: swing bridge pivot

Description:

Date Acc.: 1998

“One of the many feature of nineteenth century canals was the Swing Bridge. These bridges crossed the canal and allowed traffic from one side to the other. Usually these bridges operated from the bank of the canal to the towpath on the opposite side. The Swing bridges rotated upon a pivot. This artifact illustrates the pivot mechanism that allowed this rotation. This pivot allowed the bridge to move to the side and allow boats and other water traffic to pass through.”

(From index card “6 Artifact 42# Swing Bridge Pivot”)



Item no.: 51

Title: timber cross member  
towpath cribbing

Description:

Date Acc.: 1998



Item no.: 52

Title: wood coin sample

Description:

Date Acc.: 1998

“During the nineteenth century wood was widely used by canal builders and engineers. This particular wood sample could have been retrieved from a variety of different parts of the



canal. It could have been used in the [miter] gates, swing bridges, lock chambers as support for the canal banks or even possibly as part of a canal going vessel. This wood retrieved from the outlet lock area represents the reliance upon woodworking as opposed to steel construction in the nineteenth century.”  
 (From index card “3 Artifact 52# Wood Coin Sample”)



Item no.: 62  
 Title: metal strap from top course of granite blocks  
 Description: to secure and prevent movement of block  
 Date Acc.: 1998



Item no.: 72  
 Title: metal strap from drop gate baffles  
 Description:  
 Date Acc.: 1998



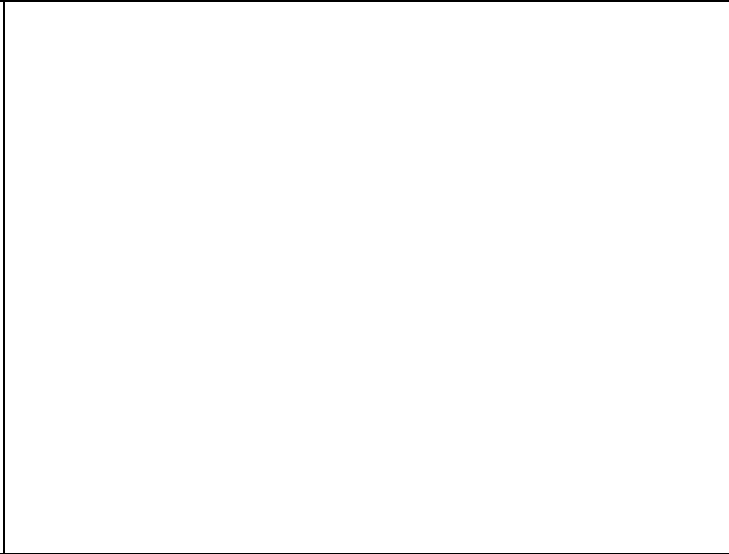
Item no.: 76  
 Title: [miter] gate metal bumper, or per McKelvey, “automatic [miter] gate wicket closing lever.”  
 Description: 25” with two rollers on it  
 Date Acc.: 1998



“...[E]ssentially a device for automatically closing the wickets when the [miter] gate was moved to the open position. One end of it was secured to the vertical wicket rod. As the gate



was opened the rollers touched the lock walls in the gate recess and rotated the wicket rods to close the wickets –simple but effective and it saved time for the locktender. Therefore, I would call it an “automatic [miter] gate wicket closing lever.”  
 (McKelvey, Bill. “RE: Canal Artifacts in Henry Guest House. Email to Kim Adams. 2 January 2010.)



Item no.: 82  
 Title: machine mount from power house  
 Description:  
 Date Acc.: 1998

“Along the banks of the canal where there [were] locks and gates “Power House” or “Dog Houses” were located. They provided the housing for the gears and mechanisms needed to open and close the [miter] gates and wicket gates of the locks. This artifact is a machine mount which provided the support for the power house machinery.”  
 (From index card “5 Artifact 82# Machine Mount from Power House”)



Item no.: 114  
 Title: large metal spike  
 Description: 28”  
 Date Acc.: 1998

“Spike from towpath cribbing at New Brunswick”  
 (From index card “11 Artifact 114# Metal Spike”)



Item no.: 119

Title: Wicket actuating lever

Description: 32" actuating lever

Date Acc.: 1998





“It was located at the top of the [miter] gates and was used by the locktender to open the wickets – there were several on each gate. Each wicket was connected to the actuating lever by a substantial vertical rod extending from the wicket at the bottom of the gate to the actuating lever at the top.”

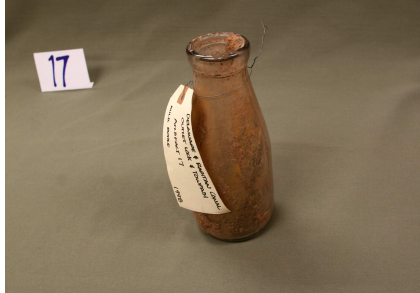

(McKelvey, Bill. “RE: Canal Artifacts in Henry Guest House. Email to Kim Adams. 2 January 2010.)

“One of the most important parts of the canal lock system is the wicket gate. The wicket gate is located within the [miter] gates. The wicket gates allowed water to pass through to the lock chamber which provided equal levels of water when the next gate was opened. Many of the early wicket gates were mechanized. However, they still required manpower in the form of a crank mechanism. The wicket rod was the tool used to open and close the wicket gates.”

(From index card “9 Artifact 119# Wicket Rod”)

<p>Item no.: nn2  Title: heel post [bearing] for lock gate (per McKelvey)  Description: diameter 14" x 1" high, mound in middle 4" h x 4.5" diameter  Date Acc.: 1998</p>	
<p>Item no.: nn1  Title: two pieces of coal  Description: Pennsylvania anthracite  Date Acc.: 1998</p>	

### 3. Milk Bottles: Items #: 17, 18, 19, 20, 21




<p>Item no.: 17  Title: Milk bottle  Description: New Brunswick Milk Co.  Date Acc.: 1998</p>	
<p>Item no.: 18  Title: Milk Bottle  Description: Krauzer's Dairy  Date Acc.: 1998</p>	



Item no.: 19  
Title: Milk bottle  
Description: Paulus Dairy  
Date Acc.: 1998





	
<p>Item no.: 20  Title: Milk bottle  Description: Paulus Dairy  Date Acc.: 1998</p>	
<p>Item no.: 21  Title: Milk bottle  Description: Middlesex Farm Dairy Inc.  Date Acc.: 1998</p>	

**4. Mule Shoes:** Items #: 58, 59, 60, 61



Item no.: 58  
Title: mule shoe  
Description: small under 3" x 4"  
Date Acc.: 1998

“Animals, in particular, mules played an important role in the workings of a canal system. Mules provided a means of labor through which boats could be towed in the canal. These mules shoes and bones are representative of the use of mule power in the canal transportation system.”  
(From index card “10 Artifact 59# & 88#,89# Mule Shoe & Mule Bones”)



Item no.: 59  
Title: mule shoe  
Description: small under 3" x 4"  
Date Acc.: 1998



Item no.: 60  
Title: mule shoe  
Description: Large 6" x 6.5"  
Date Acc.: 1998

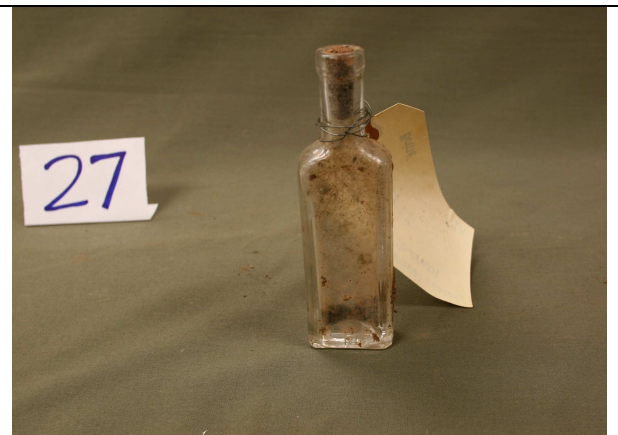


Item no.: 61  
Title: mule shoe  
Description: Large 6" x 6.5"  
Date Acc.: 1998



**5. Workers Personal Objects: Items #: 27, 39, nn3**

Item no.: 27  
Title: bottle  
Description:  
Date Acc.: 1998



Item no.: 39  
Title: tobacco pipe bowl  
Description:  
Date Acc.: 1998

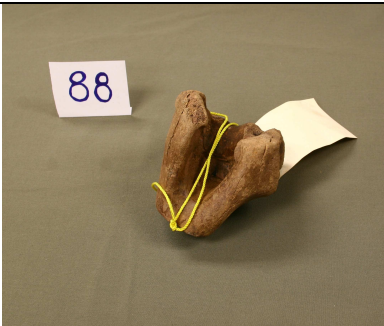


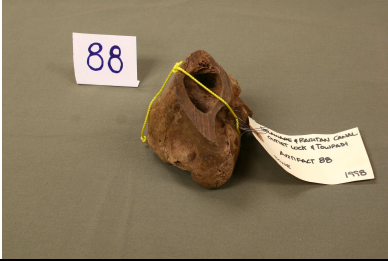

Item no.: nn3  
Title: bottle  
Description: blue, pressed glass,  
rectilinear 6.5" x 2.25" x 1.25"; Mark: J  
on bottom  
Date Acc.: 1998



**6. Bones: Items #: 88, 89**

Item no.: 88  
Title: bone  
Description:  
Date Acc.: 1998



	
<p>Item no.: 89  Title: bone  Description:  Date Acc.: 1998</p>	

Information regarding the photographs:

Photographer: Eric Schkrutz

Camera: Canon 20D Digital SLR

Lens: Canon EF 20mm f/2.8 USM

Lighting: Canon Speedlite 420 EX E-TTL Flash with reflector

## Folder Four

### Folder Information

**Title:** Delaware & Raritan Canal Papers: Folder Four

**Date Range:** 1912 – 2010

**Language:** English

**Folder Four Description:** Folder Four contains expanded descriptions or summaries of each item listed in Folder One and Folder Two. Files 1 through 6 are the contents of Folder Two, while File 7 contains the contents of Folder One.

## **File List**

1. Informational Texts
2. Locktender's House: Relocation and Demolition (1985)
3. Newsletters: Organizations
4. Miscellaneous Documents
5. Newspaper Articles
6. Sesquicentennial
7. Folder One

## **File 1. Informational Texts**

### **Items List**

1. Delaware and Raritan Canal Commission
  - a. D&R Canal State Park, pamphlet
2. The Canal Society of New Jersey
  - a. Canals of New Jersey, A Guide to the History and Preservation of the.
3. Durnin, Richard G.
  - a. The Delaware and Raritan Canal
    - i. A Chronology
    - ii. A Selected Bibliography
4. Lawrence Historical Society
  - a. Brochure

### **Item 1.a. D&R Canal State Park**

-Color pamphlet prepared by the New Jersey Department of Environmental Protection and the Delaware and Raritan Canal Commission

-Brief history and significance of D&R Canal: "New Jersey Governor Peter Vroom and a party of dignitaries officially opened the Delaware and Raritan Canal on June 24<sup>th</sup> and 25<sup>th</sup>, 1834, traveling by barge for its entire length. They were met at every bridge and lock by crowds of cheering citizens, and when they finally got to New Brunswick they were greeted by a twenty-four gun salute, a brass band-led parade through the city, and a festive formal dinner. ¶It is hard for us to imagine now why such a fuss was made over the opening of a canal, but few people in America today are as isolated as Central New Jerseyans were in the early 1830's. There were few roads then and those that did exist were at best difficult and at worst simply impassable. Railroading was in its infancy at this time, and the rivers were not easily navigated. The canal was seen as a broad, smooth connection with Philadelphia and New York City. It meant markets for farm products, or an opportunity to start a store or a small factory. It meant coal from Pennsylvania, fancy dresses or furniture from New York City, but most importantly it meant a connection with the rest of the world..."

-“In its busiest year, 1871, [the D&R Canal] even surpassed any total that the much longer and more famous Erie Canal ever recorded.”

-“Coal accounted for about 80% of the total tonnage carried on the canal during most of its busiest years.”



-“By the end of the nineteenth century enthusiasm for canals was dying all over Eastern America. They were too slow compared with the railroads and not enough cheaper to justify the expense of keeping them in good condition. The D&R never showed a profit after 1892, but it stayed open until the winter of 1932-33 when it was finally closed permanently. ¶Shortly after the canal was closed to navigation, the State of New Jersey took it over and...began to operate the canal as a source of raw water for farms, industry, and homes...it was also informally used as a recreation site for hikers, canoeists, and nature lovers.”

-“In 1973 it was included on the National Registry of Historic Places. In 1974 the State Legislature responded to citizen requests and passed a bill which established the sixty mile long canal and the narrow band of State-owned land along its banks as a state park.”

-Includes: color photos of recreational use of the D&R Canal Park, map of “The Route of the Delaware and Raritan Canal”, and the following brief sections: Hiking & jogging; Bicycling & horseback Riding; Picnicking; Camping; Boating; Fishing.

TAGS: D&R Canal -- recreational uses, history; New Jersey Department of Environmental Protection; Delaware and Raritan Canal Commission; National Registry of Historic Places; D&R Canal Park.

## Item 2.a. The Canal Society of New Jersey. “Canals of New Jersey, A Guide to the History and Preservation of the.”

-“The American canal era dates from the successful completion of the Erie Canal across New York State in 1825. Inspired by the success of this major advance over the turnpike system, the canal boom lasted for twenty years. By 1840, the combined length of completed canals in this country exceeded 4,000 miles. ¶Canals offered quicker and cheaper transportation than the young nation’s poor roads and unnavigable rivers. Before canals, freight charges were up to ten times the value of goods. Indeed, it was cheaper to transport coal across the Atlantic than to bring it by wagon from eastern Pennsylvania to New York City.”

-Description of the Morris Canal

-Description and history of the Delaware & Raritan Canal:

-“The D&R Canal began as a towpath canal and was part of the inland waterway system. Its large size, riprapped banks, and relatively level configuration facilitated the passage of large, powered vessels.”

-“In 1932 the D&R Canal was abandoned as a waterway but continues as a water source for various communities in central New Jersey. The D&R Canal State Park was created in 1974 as a linear park...”

-Information about the Canal Society of New Jersey: Mission, Meetings and Tours, Guiding at the Canal Museum, Newsletter, and opportunities for Participating in Preservation

-Additional information regarding the Canal Museum at Waterloo, a restored Morris Canal town on the Musconetcong River between Stanhope and Hackettstown

TAGS: D&R Canal; The Canal Society of New Jersey; Canals of New Jersey -- History of, Preservation of; Morris Canal; D&R Canal State Park.

### Item 3.a.i. The Delaware and Raritan Canal: A Chronology

-“The original version of this chronology was prepared by Richard G. Durnin and published by the Middlesex County Cultural and Heritage Commission for the sesquicentennial of the Canal’s opening. It is reprinted with the Commission’s permission.”

-Chronology from 1816 through 1974

TAGS: D&R Canal – chronology; Chronology – 1816 through 1974; Middlesex County Cultural and Heritage Commission.

### Item 3.a.ii. The Delaware and Raritan Canal: A Selected Bibliography

-No source found, though probably prepared by Richard G. Durnin (who prepared the related chronology)

TAGS: D&R Canal – bibliography.

### Item 4.a. Brochure. Lawrence Historical Society.

-Description of the history and significance of the D & R Canal

-Description of the history of Lawrence Township

-Description on the Port Mercer Canal House: “[B]uilt in the 1830’s to house the bridgetender and his family. From approximately 1900 to 1934 the bridgetender was John Arrowsmith.”

-Information regarding the Lawrence Historical Society and a membership registration form

TAGS: D&R Canal; Lawrence Township; Port Mercer Canal House; Lawrence Historical Society.

## File 2: Locktender’s House

### Items List

#### 1. Newspaper Articles

##### a. 1984

- i. Toomey, Jeanne. “Sidelights.” *Woodbridge N.J. News Tribune* 28 September 1984

##### b. 1985

- i. Gordon, Myles. “Death knell sounds for New Brunswick locktender’s house.” *The Home News* 2 May 1985.
- ii. Editorial. “Locktender house not worth saving.” *The Home News* 6 May 1985
- iii. Reisner, Neil. “City reaping funds for razing canal house.” *The Home News* 11 May 1985

- iv. Gordon, Myles. "Locktender house to die but its lore is living on." *The Home News* 5 June 1985
- v. Robinson, Michelle. "Last-gasp bid made to save canal house." *Home News* 6 June 1985
- vi. Robinson, Michelle. "Rescue fails, locktender's house falls." *The Home News* 7 June 1985
- c. 1986
  - i. Reisner, Neil. "Federal agency wants to prevent demolition of historic structures." *The Home News* 30 March 1986
- 2. Correspondences
  - a. 1985
    - i. M. J. Babcock, Ph.D. Letter to Mayor John A. Lynch. RE: Early removal of the Lock Tender's House. 11 February 1985.
    - ii. Weingartner, Thomas A., City Engineer. Letter to Mr. Roy Wagner. Re: D & R Canal Restoration, Route 18 – Lock Tenders House. 19 February 1985
    - iii. Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes Anna M. RE: Boyd Park: Locktenders' House. 18 April 1985.
    - iv. Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes, Anna M. RE: Raritan River Festival Committee Meeting: 22 April, 1985.
    - v. Aschkenes, Anna M. Director of Middlesex County Cultural and Heritage Commission. Letter to ALL COMMISSIONERS. Subject: Locktenders' Cottage. 6 May 1985.
- 3. Notes
  - a. 1980
    - i. Note From Durnin, Richard G. "Architectural Resources Survey of the City of New Brunswick, New Jersey." Volume I By Constance Greiff, Princeton: Heritage Studies, 1980

Newspaper Articles:

**Item 1.a.i. Toomey, Jeanne. "Sidelights." *Woodbridge N.J. News Tribune* 28 September 1984**

-“Canals are becoming more and more popular as part of a nostalgia vogue. Restoration programs include the preservation of such structures as lock tenders’ houses, like the one currently on pilings being set up in Boyd Park, New Brunswick, next to the canal which runs parallel to the Raritan River there.”

-To left of column is a photo of the lock tenders’ house taken by Jeff Tarantino

-The caption of the photo reads: “Relocated – A house occupied by a locktender for the Delaware & Raritan Canal is being relocated in Boyd park in New Brunswick adjacent to the historic waterway.”

TAGS: D&R Canal; Locktender’s house; Boyd Park.



Item 1.b.i. Gordon, Myles. “Death knell sounds for New Brunswick locktender’s house.” *The Daily – Home News* 2 May 1985.

-“NEW BRUNSWICK – The historic locktender’s house in Boyd Park will be demolished “around May 25,” city Business Administrator Stanley Marcinczyk said yesterday. ¶ Marcinczyk told the City Council the decision to demolish the 150-year-old structure was made in conjunction with the state Historic Preservation Division and the Department of Transportation.”

TAGS: D&R Canal; locktender’s house; Boyd Park; 1985; Department of Transportation

Item 1.b.ii. Editorial. “Locktender house not worth saving.” *The Home News* 6 May 1985

-“Destruction of the 150-year-old locktender’s house now sitting in inglorious condition in the middle of Boyd Park is the right thing to do. The City of New Brunswick doesn’t want it, and no one yet has been able to establish any historical reason to restore it.”

-“It would be a shame to destroy it if it were the only locktender’s house left, but it is not, and the monies allocated in 1975 can be better used to restore another house or, as the DEP suggests, the double-outlet locks in Boyd Park.”

TAGS: D&R Canal; locktender’s house; Boyd Park; New Brunswick; Department of Environmental Protection.

Item 1.b.iii. Reisner, Neil. “City reaping funds for razing canal house.” *The Home News* 11 May 1985

-“NEW BRUNSWICK – The city will receive about \$1.25 million from the state to demolish the Delaware & Raritan Canal locktender’s house and pursue several other projects to enhance the waterfront.

-“The funds would also go to builds a canal interpretive center, improve Boyd Park and renovate a city building, under an agreement with the state Department of Transportation and Environmental Protection.

-“DOT agreed in 1975 to provide the \$2 million in exchange for DEP permission to construct the Route 18 extension.”

TAGS: Cities --New Brunswick; D&R Canal; Locktender’s house; Boyd Park; Department of Transportation; Department of Environmental Projection; Route 18.

Item 1.b.iv. Gordon, Myles. “Locktender house to die but its lore is living on.” *The Home News* 5 June 1985

-“For 27 years, [Bob Nolan] has been a flood-control and maintenance person for the state Water Supply Authority, which has jurisdiction over the canal.

-“Nolan now lives in the locktender’s house on Weston Canal Road at the canal’s lock No. 10. But from 1958 until 1975, he lived in the locktender’s house at the Deep Lock in New Brunswick, making him the last resident of the first such house built along the canal.”

-Drop gates: “Would slide under the oncoming water when the lock would fill

-Miter gates: “would open like a double door as a boat exited the lock to a lower level of the canal.”

-Several anecdotes about the D&R Canal and its history

TAGS: D&R Canal; Locktender’s house; New Jersey Water Supply Authority; Deep Lock; Boyd Park; Department of Transportation; Route 18 extension.

### Item 1.b.v. Robinson, Michelle. “Last-gasp bid made to save canal house.” *Home News* 6 June 1985

-“NEW BRUNSWICK – A citizens group made a last-ditch legal effort last night to prevent the demolition of the 150-year-old locktender’s house in Boyd Park...

“The house, one of the last remnants of New Brunswick’s past, was scheduled to be demolished in accordance with a revised agreement among the city, the state Department of Transportation and the state Department of Environmental Protection.”

TAGS: D&R Canal; Locktender’s house; Department of Transportation; Department of Environmental Protection.

### Item 1.b.vi. Robinson, Michelle. “Rescue fails, locktender’s house falls.” *The Home News* 7 June 1985

-“NEW BRUNSWICK – The locktender’s house in Boyd Park came tumbling down as planned yesterday, despite last-minute efforts by a citizens group to save it.

-“The house, one of the last remnants of New Brunswick’s past, was torn down in accordance with a revised agreement among the city, the state Department of Transportation and the state Department of Environmental Protection. The house was moved from the Deep Lock in New Brunswick to Boyd Park in 1981 by the DOT to make way for the Route 18 extension. In return, the DOT promised to maintain and renovate the house, as well as the surrounding canal area.

-““If the Statue of Liberty was in New Brunswick, they would melt it down to pennies,” [archaeologist Bill Sandy] said.

TAGS: D&R Canal; Cities – New Brunswick; Locktender’s house; Boyd Park; 1985.

### Item 1.c.i. Reisner, Neil. “Federal agency wants to prevent demolition of historic structures.” *The Home News* 30 March 1986

-“A federal agency responsible for historic preservation is trying to close a legal loophole that permitted the unauthorized demolition last year of the Delaware & Raritan Canal locktender’s house by the city of New Brunswick.

-“The 150-year-old locktender’s house was demolished by city contractors on June 6, 1985, one day before the annual Raritan River Festival was to take place in Boyd Park, where the house stood. The bulldozers rolled less than four hours before a court hearing on the house’s fate...

-“Both the canal and the house were listed on the National Register of Historic Places, protecting them under federal law. As a result, any federally funded project that might affect them – highway construction, for example – had to be reviewed and approved by the advisory council.”

TAGS: D&R Canal; Historic Preservation; Locktender’s house; Boyd Park; National Register of Historic Places; 1986.

#### Correspondences:

**Item 2.a.i. M. J. Babcock, Ph.D. Letter to Mayor John A. Lynch. RE: Early removal of the Lock Tender’s House. 11 February 1985.**

-“...I suggest that efforts to restore the Lock Tender’s House be abandoned and that it be removed as soon as possible so that the lawn can be restored in time for the Raritan River Festival on June 8 and other recreational uses this summer. I suggest that the house be offered to the D & R Canal Commission and East Jersey Olde Town. If neither wants to move it and restore it...it should be demolished and any historic construction material salvaged...”

TAGS: D&R Canal; Locktender’s house.

**Item 2.a.ii. Weingartner, Thomas A., City Engineer. Letter to Mr. Roy Wagner. Re: D & R Canal Restoration, Route 18 – Lock Tenders House. 19 February 1985 COPY**

-“Although the attached letter from Mr. Babcock is self-explanatory, I would like to emphasize that the City has similar concerns. My office had numerous residents expressing their concern about the ultimate location of the building. Perhaps a compromise as to the intent and location is in order.

“I suggest that another meeting be scheduled as soon as possible between the D.E.P., Department of Transportation (D.O.T.), the City and concerned residents (Mr. M.J. Babcock) to resolve this issue once and for all. Please contact my office after you have arranged for such a meeting with the D.E.P. We are willing to meet in Trenton or New Brunswick at your convenience.”

TAGS: D&R Canal; Locktender’s house; Route 18; Letter

**Item 2.a.iii. Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes Anna M. RE: Boyd Park: Locktenders’ House. 18 April 1985.**

-“On April 10, 1985, representatives of the DOT, DEP and New Brunswick Municipal Department of Engineering met to discuss future action regarding the New Brunswick Locktenders’ house, currently located in Boyd Park. The issue currently remains unresolved. Herewith the positions and alternatives posited by the opposing factions:”

*City of New Brunswick:*

“-Will not maintain house

“-Is opposed to its location in Boyd Park.”

*DOT*

“-Has no current plans to restore the house or lock...”

*DEP*

“-Proposed the following alternatives:

“A. Total restoration of house and lock

“B. Give the City the locktenders’ house...

“C. Offer the house to the D&R Canal Commission or offer the equivalent monetary value for a restoration project that would credit the DOT.

“-Expressed great concern re. New Brunswick’s lock: it is the only double lock system on the D&R Canal...”

TAGS: D&R Canal; Middlesex County Cultural and Heritage Commission; Locktender’s house; New Brunswick – Municipal Department of Engineering; Department of Transportation; Department of Environmental Protection.

Item 2.a.iv. Brick, Laurie, Middlesex County Cultural and Heritage Commission. Letter to Aschkenes, Anna M. RE: Raritan River Festival Committee Meeting: 22 April, 1985.

-“According to Elly Paulus, and a general consensus of committee members, the state has promised to move the locktender’s house prior to the festival. Since the DEP & DOT were supposed to meet today, this news was rather a surprise.”

TAGS: D&R Canal; Middlesex County Cultural and Heritage Commission; Locktender’s house; Department of Environmental Protection; Department of Transportation.

Item 2.a.v. Aschkenes, Anna M. Director of Middlesex County Cultural and Heritage Commission. Letter to ALL COMMISSIONERS. Subject: Locktenders’ Cottage. 6 May 1985.

-“An emergency meeting has been called by Chairman Estelle Goldsmith for May 8<sup>th</sup>, at 8:30 p.m. at the office of the Cultural and Heritage Commission. ¶The topic of discussion shall be the Locktenders’ cottage on the grounds of Boyd Park and in danger of demolition within the next few weeks. ¶Mrs. Goldsmith has spoken to the D.E.P. in reference to this matter and has invited on of the concerned parties to address the Commission, Mr. Dale Reynolds, Senior Historian/Preservation Specialist, Department of Environmental Protection (D.E.P.) Office of New Jersey Heritage, Trenton.”

TAGS: D&R Canal; Locktender's house; Middlesex Cultural and Heritage Commission; Boyd Park.

Notes:

**Item 3.a.i. Note From Durnin, Richard G. "Architectural Resources Survey of the City of New Brunswick, New Jersey." Volume I By Constance Greiff, Princeton: Heritage Studies, 1980**

-“New Jersey Office of Historic Preservation Historic Sites Inventory #, Structure Survey Form”

-Architectural description of Locktender's house at D&R Canal

-Includes photo of Locktender's house

-“COMMENTS: i.e., construction of Route 18 extension. This house is due to be removed soon to Boyd Park, New Brunswick.”

TAGS: D&R Canal; Locktender's house; Route 18 extension; Boyd Park; Durnin, Richard G.; Architectural Resources Survey.

## File 3: Newsletters

### Items List

1. Delaware and Raritan Canal Commission
  - a. News to the Friends of the Delaware & Raritan Canal
    - i. Newsletter Number 1, November 1985
    - ii. Newsletter Number 2, January 1986
    - iii. Newsletter Number 3, May 1986
  - b. Annual Reports
    - i. “1987 Report on the Delaware & Raritan Canal”
    - ii. “1989 Annual Report”
2. New Jersey Historical Commission
  - a. Newsletter
    - i. Volume 14 / Number 8 / April 1984

Delaware and Raritan Canal Commission:

### Item 1.a.i. News to the Friends of the Delaware & Raritan Canal

Newsletter Number 1, November 1985

Publication of the Delaware and Raritan Canal Commission

-Front-page article: “Review of the Canal Dredging Project.”

-“It seems so long ago now. In early 1980 the New Jersey Water Supply Authority (then operating under a different title) announced that thirty-two miles of the D & R Canal would have to be dredged if the historic waterway were to continue operating as a water supply system. With this announcement came an invitation to a large number of people to join the planning process.”

-Contents: Protection or Restoration of Cultural Resources; Protection of Natural Resources; Impact on Recreation; Knowledge About The Canal; Conclusion.

TAGS: D&R Canal – dredging project; Delaware and Raritan Canal Commission; Friends of the Delaware & Raritan Canal; Newsletter – 1985.

### Item 1.a.ii. News to the Friends of the Delaware & Raritan Canal

Newsletter Number 2, January 1986

Publication of the Delaware and Raritan Canal Commission

-front-page article: “Development Plans for the Canal Park”

-“In 1974 the New Jersey Legislature recognized the value of the D & R Canal as a public resource and passed the law which established the entire sixty-mile length of the canal as a State Park.

-“At the time this action was taken, the canal bore witness to the forty years of neglect it had suffered since it was abandoned by the Canal Company. While the waterway was kept clear and intact so it could function as a water supply system, there was never enough money to do more than the most essential maintenance jobs. Canal houses were abandoned to vandals and then often bulldozed. The towpath narrowed to a one-lane trail encased in trees and vines. The historic structures which had once made the canal work—the locks, spillways, stone culverts, etc.—were covered with concrete or otherwise destroyed of their historic character by underfinanced repairs.

-There is a second article on the third page, “Tree Management Policy”

-“For almost a year the hottest subject along the D& R has been the management of trees within the park. Ever since so many trees were cut as part of the dredging project it has seemed to the canal’s overseers that public attention has been exclusively focused on this one subject.” (3)

-A back-cover article is titled, “The Canal Is Leased”

-“At its November, 1985, meeting the Canal Commission approved a proposal to lease the canal and both banks (including the towpath) to the New Jersey Water Supply Authority. Ownership of the canal will remain with the State Department of Environmental Protection.” (4)

TAGS: D&R Canal; Delaware and Raritan Canal Commission; Friends of the Delaware & Raritan Canal; Canal Park.

### Item 1.a.iii. News to the Friends of the Delaware & Raritan Canal

Newsletter Number 3, May 1986

Publication of the Delaware and Raritan Canal Commission

-“Development Plans Gain Support:

-There is good news about the Canal Park this month. For twelve years—ever since the canal was made a State Park—there have been promises of improvement projects but there has been very little action. In January of this year, however, the Canal Commission introduced a specific program for the repair, restoration, and enhancement

of the Canal Park. This program outlines a \$12.8 million dollar list of improvements, scheduled over a ten year period. It includes restoration of historic structures, enhancement of recreation and recreational access, and landscape work to beautify the park and improve its natural areas.”

-Photo: “The Canal Commission’s development plans call for the repair of four canal houses so that they, like the Blackwells Mills house above, can be focal points for the Canal Park.”

-“Canal News from the 19<sup>th</sup> Century”

-Brief summary of articles found by William J. McKelvey, Jr. (2)

-“Four New Construction Projects.”

-“The dredging is over so the construction work that disrupted the serenity of the canal is a thing of the past, right? Wrong! Four major construction projects are either underway or will soon begin. These projects undertaken by the New Jersey Water Supply Authority, are all designed to improve the canal as a water supply system. They will cause some inconvenience to recreational use of the Canal Park but no area will be closed as it was for the dredging.”

-Projects: repair of a waste gate a little bit north of Scudder’s Falls, in Ewing Township; two projects in the City of Trenton are associated with leaks in the canal; repair of two major culverts in Franklin Township. (3)

-“An Eager Canal Park User.”

-“It turns out that dredging contractors are not the only cutters of trees growing beside the D & R. Unmistakable signs of a beaver have been seen along the upper part of the feeder canal in Hunterdon County. A number of small river birches, pin oaks, and ash stumps—obviously chewed—can be seen and the Water Supply Authority maintenance staff had to remove what looked like the start of a beaver dam across the canal.” (3)

-“Fishing in the Canal.”

-“The D & R’s fishermen (along with its fisherwomen and—I guess—fisherchildren) are celebrating the return of one of the most popular canal management practices. After a two year interruption because of the dredging project, the canal is once more being stocked with trout.” (4)

TAGS: D&R Canal; Delaware and Raritan Canal Commission; Friends of the Delaware & Raritan Canal.

### Item 1.b.i. Delaware and Raritan Canal Commission. “1987 Report on the Delaware & Raritan Canal.”

-Headline article: “Introduction: The Vision of the Canal Park.”

-Author considers the historical significance and purpose of parks, the Present Condition of the Canal Park, 1987 Canal Park Projects, and Canal Commission Actions

-Includes on the fourth page a section titled, “Private Contributions to the Park.”

-On page five, there is a section, “Reasons for Vigilance in 1988” that summarizes threats to the Canal Park’s serenity in the form of large housing projects, developments, highway construction and a solid waste site under consideration by Hunterdon County.

-On the back cover of the newsletter: “How You Can Help The Canal Park.”

\*A note on the condition of newsletter: the top-right and bottom-right corners are torn, eliminating some text on pages one, two & three.

TAGS: D&R Canal; Delaware and Raritan Canal Commission; 1987; D&R Canal Park; Newsletter.

### Item 1.b.ii. Delaware and Raritan Canal Commission. “1989 Annual Report.”

-“*News of 1989: Commission Adopts New Master Plan and Regulations.*”

-“The new plan...recognizes that the park has five basic roles: a water supply system, a recreation site, a historic site, a natural area, and a means of enhancing urban areas. The Canal Park is recognized as a spine for the central New Jersey region; it holds together in an unbroken chain the natural, recreational, and cultural resources of the region.” (Page 1)

-“The new regulations represent a major change in the Commission’s ability to protect the Canal Park...The new regulations increase the required distance between adjoining projects and the park, require the preservation of corridors along the major streams that enter the Canal Park, and establish standards for the design of new or improved roads in the vicinity of the park. ¶The most significant feature of these new regulations is the stream corridor preservation requirement.” (Page 2)

-Additional sections include:

- Sierra Club Sign Project—project of erecting 30 signs along the Canal Park
- Roads and Bridges—lists new roads and bridges either proposed, planned or closed.
- Canal Park Acquisition—plans for three major acquisition projects for the Canal Park
- Historic Photo Collection—the Commission was able to add over 100 historic images of the canal to its photographic archive over the past year
- World Series of birding
- 1989 Review Zone—work was slightly reduced compared to 1988 load
- Delaware River Greenway—formation of a new organization to help improve the setting of part of the Canal Park
- Six Mile Run Reservoir—study in progress to determine whether the land should be used for a reservoir or developed as a park
- Financial Report for 1989—total expenses: \$155,220.00

TAGS: D&R Canal; Delaware and Raritan Canal Commission; D&R Canal Park; 1989; Delaware River Greenway; Six Mile Run Reservoir; Newsletter.

New Jersey Historical Commission:

### Item 2.a.i. New Jersey Historical Commission Newsletter

Department of State

Volume 14/Number 8/April 1984



-“Exhibition, Symposium on D & R Canal”

-“The exhibition, “The Delaware and Raritan Canal: A Retrospective.” Will open in the State Museum on June 16 and will be shown through the fall. Using historical photographs, engravings, maps and artifacts, it will interpret three aspects of the canal’s history: the technology of the canal’s construction and maintenance, industrial development along its length, and its use as a recreational area long before it became a state park. The sources of the exhibits include the State Museum, the Canal Society of New Jersey, Rutgers University Libraries, Historical Society of Princeton, New Jersey Historical Society and Princeton University Library. ¶The symposium will be held in the State Museum auditorium on June 16...” (1)

-Includes list of speakers at symposium and photograph of tugboat pulling a barge on the Delaware and Raritan Canal

TAGS: D&R Canal; New Jersey Historical Commission; Exhibition – “The Delaware and Raritan Canal: A Retrospective”; 1984.

## File 4: Miscellaneous Documents

### Items List

1. Amon, J.
  - a. “Improvements to the D&R Canal State Park Since 1974.”
2. Catherine Barnes, Autographs & Signed Books
  - a. Letter to Richard G. Durnin
    - i. Item # 97 – Stockton, Robert F.

### Item 1.a. Amon, J. “Improvements to the D&R Canal State Park Since 1974.” 15 November 1999

-Lists 56 improvements to the Feeder Canal

-Lists 53 improvements to the Main Canal

-Endnote: “(J. Amon compiled this list from memory. We will welcome additions or corrections.)”

TAGS: D&R Canal; D&R Canal State Park – Improvements; 1974, Feeder Canal; Main Canal.

### Item 2.a.i. Catherine Barnes, Autographs & Signed Books. Letter to Richard G. Durnin.

-Enclosed page #40 is part of a catalogue of historical documents

-Under the heading “The Delaware and Raritan Canal: Robert F. Stockton and the Era of Canal Building in America” is listed Item # 97 – Stockton, Robert F.

-Description: “An archive of 109 documents signed by Stockton, most 1830-33, but some later, relating to the building of New Jersey’s Delaware and Raritan Canal. Two of the documents are also signed by Edwin A. Stevens. 136 pp., most 12½” x 8”. \$8500.00”

-Stockton, an American naval officer, served as president of the Delaware and Raritan Canal Company from 1830 until his death in 1866.

-“The Delaware and Raritan Canal Company had several unusual features. Unlike most other canals of the day, it was built by private capital, not government funds, and Stockton invested his own fortune in the venture...[T]he Delaware and Raritan pioneered in bringing steam-powered ships to American canals...Combined with other canals, traffic along the Delaware and Raritan went as far as New England and the South.”

-“Ninety-seven of the documents in this collection are agreements to purchase land for the canal. Dated between June 26, 1830 and May 9, 1833, each agreement identifies the land being sold and its purchase price, which ranges from \$60 to \$100 per acre in most of the contracts...Seven other documents, dating from 1832 to 1856, are contracts for the later purchase or sale of land by the canal company, or specialized agreements with individuals...Together, these documents provide a detailed view of the canal company’s land acquisition procedures.”

-“Three of the most interesting documents are construction contracts for parts of the canal. Two, dated December 2, 1830, are for locks along the canal, and another, dated July 14, 1831, is for the building of a stone culvert over a creek.”

TAGS: D&R Canal; Robert F. Stockton; Edwin A. Stevens; Delaware and Raritan Canal Company; steam-powered ships; Land acquisition documents.

## File 5: Newspaper Articles

### Items List

1. 1974
  - a. Editorial. “Canal’s future may be decided today.” *The Home News* 2 April 1974
2. 1985
  - a. Courtney, Marian. “Plans to Build Along Raritan Gather Speed.” *The New York Times* 24 March 1985
  - b. Carney, Leo H.. “Towpath of Old is Yielding to Canal Project.” *The New York Times* 5 May 1985
  - c. Strohmeyer, Sarah. “Canal ownership probe is sought.” *The Home News* 17 May 1985
  - d. Risi, Mary Kay. “Goals watered down – authority to lease canal.” *Home News* 6 June 1985
  - e. Salgado, Robert J. “Canal Cable Ride? ‘It Would Be a Gas’.” *The New York Times* 1 December 1985
3. 1987
  - a. Bradley, Bill. “D&R Canal: Irish labor of love.” *Unknown source* 12 March 1987
4. 1998
  - a. Miller, Penelope. “New duties for Delaware-Raritan Canal.” *Star-Ledger* 7 June 1998

- b. Crafton, Tina. "A journey along the Delaware & Raritan Canal." *Sentinel*  
2 September 1998

Item 1.a. Editorial. "Canal's future may be decided today." *The Home News* 2 April 1974

-“A bill, expected to be passed during the current session of the legislature, would designate the canal a state park and establish a commission to act as caretaker, seeking to halt deterioration of the historic trade route and repair the erosive influence of the elements. ¶The bill is the result of a year’s study by a legislative commission headed by Sen. Raymond H. Bateman, R-Somerset, and has been introduced simultaneously in both houses of the legislature.

-“The measure would establish a nine-member commission to oversee the development of the canal as a state park, and makes an initial appropriation of \$125,000 to acquire land and to draw a master plan for the development of the canal.”

-Includes map of D&R Canal

TAGS: D&R Canal; D&R Canal Park; map.

Item 2.a. Courtney, Marian. "Plans to Build Along Raritan Gather Speed." *The New York Times* 24 March 1985

-“Three and a half years ago, Assemblyman David C. Schwartz took a group of people on a boat ride up the Raritan River “to see the beauty and the tragedy of this waterway.””

-Describes plans for commercial, residential and community development along the Raritan River.

TAGS: D&R Canal; Schwartz, David C.; Raritan River – plans for development.

Item 2.b. Carney, Leo H.. "Towpath of Old is Yielding to Canal Project." *The New York Times* 5 May 1985

-“Along the old towpath of the Delaware and Raritan Canal here, there is little left but dust and stones, as well as twigs from a couple of thousand trees that, until recently, dotted the area.

-Opposition to trees removed during dredging process

TAGS: D&R Canal – towpath, dredging, tree removal.

Item 2.c. Strohmeyer, Sarah. "Canal ownership probe is sought." *The Home News* 17 May 1985

-“FRANKLIN – State officials should investigate the proposed transfer of ownership of the Delaware & Raritan Canal, the Township Council said in a resolution passed unanimously last night.”

TAGS: Cities – Franklin; D&R Canal; Department of Environmental Protection; New Jersey Water Supply Authority.

Item 2.d. Risi, Mary Kay. “Goals watered down – authority to lease canal.” *Home News* 6 June 1985

-“The New Jersey Water Supply Authority has declared a truce in its months-long battle with environmentalists over the Delaware & Raritan Canal, a lawyer for the state Attorney General’s Office confirmed yesterday.

-“Rather than assume ownership of the waterway from the state, the [New Jersey Water Supply Authority] will negotiate a long-term lease for its use, said George Cook of the Attorney General’s Office.”

TAGS: D&R Canal – Leasing; New Jersey Water Supply Authority.

Item 2.e. Salgado, Robert J.. “Canal Cable Ride? ‘It Would Be a Gas’.” *The New York Times* 1 December 1985

-“STOCKTON – In the 19<sup>th</sup> century, coal barges would get from New Jersey’s Delaware and Raritan Canal to Pennsylvania’s Delaware Canal (or vice versa) by being attached to a cable 15 feet above the water and floated across the Delaware River.

-““We want to reinstitute the cable,” James C. Amon, executive director of the Delaware and Raritan Canal Commission, said in an interview at the commission’s headquarters here the other day. “Having a cable ride from Lambertville to New Hope [Pa.] and back would really be a gas.”

-“The cable ran at right angles from bank to bank and the current would carry the barges across in either direction, according to how the rudder was set, Mr. Amon explained.”

-Includes information about the history of the canal and its role in providing water to local water companies and industries (Johnson & Johnson, Shell Chemical, PSE&G)

TAGS: D&R Canal; Delaware and Raritan Canal Commission; Cable ride.

Item 3.a. Bradley, Bill. “D&R Canal: Irish labor of love.” *Unknown source* 12 March 1987

-“This unique and important canal developed from unusual sacrifice by mainly Irish immigrants who had been arriving in the United States in large numbers since 1816. From 1830-1833, with little more than picks, shovels and wheelbarrows, they spent six days a week from sunrise to sunset, cutting through the forests and farmland of central Jersey. Their wages were at most \$1 a day. They lived in extreme poverty, with inadequate food and under filthy living conditions.”

-“In the summer of 1832, Asiatic cholera spread quickly among the workers, killing scores of them. Many died within a day of contracting it. Because the cholera virus thrives amidst squalor, the environment along the canal was a perfect breeding ground. Many workers and their families are thought to have been buried along the canal.”

-Appreciation of the work completed by Irish immigrants, in light of St. Patrick’s Day

-Authored by Bill Bradley, former U.S. Democratic senator from New Jersey

TAGS: D&R Canal; Immigrants – Irish; Labor; Asiatic cholera – 1834.

**Item 4.a. Miller, Penelope. “New duties for Delaware-Raritan Canal.” *Star-Ledger* 7 June 1998**

-Subtitle: “A \$12.4 million project funded by the state will give New Brunswick 24 acres of park.”

-Describes structural restoration of canal section between the Albany Street bridge and the Rutgers University boathouse

-“The canal and Boyd Park, adjacent to the canal, will end up being 24 acres of parkland, an outdoor exhibition center and café, a concert area, and a 1-mile toe path. Fourth of July celebrations, complete with waterside fireworks, are planned, as are other festivals, including the annual Riverfest at the end of September, Jim Campbell, municipal park supervisor said.”

TAGS: D & R Canal; restoration; Boyd Park; Canal Society of New Jersey; Department of Transportation; Route 18.

**Item 4.b. Crafton, Tina. “A journey along the Delaware & Raritan Canal.” *Sentinel* 2 September 1998**

-Includes eighteen photographs of points along the canal

-Includes map of canal

-“The history of the canal is inextricable from that of the railroad in the region...[T]he canal became eclipsed by the railroad due in part, McKelvey said, to the ability of the railroads to run throughout the winter. The canal would freeze solid in harsh winters, making the boats inoperable from mid-December until early March.”

-Describes push to establish a railroad/transportation museum in New Jersey: “According to a newsletter put out by the United Railroad Historical Society (URHS), the commission has chosen three possible sites for the museum: Phillipsburg, Port Morris and Plainfield. ¶ The newsletter states, “New Jersey is unquestionably the birthplace of much surface transportation technology and invention...More transport was invented, designed, built and operated here in New Jersey than anyplace its size in North America.”

TAGS: D&R Canal – history; United Railroad Historical Society; New Jersey; railroad.

## File 6: Sesquicentennial

### Items List

#### 1. Programs

- a. Program for The Delaware and Raritan Canal: A 150<sup>th</sup> Anniversary Symposium

- b. Booklet. "Sesquicentennial of Opening Delaware Raritan Canal."  
Prepared by Dr. Richard G. Durnin, Commissioner, Middlesex County Cultural & Heritage Commission, April 1984
- 2. Newsletters
  - a. New Jersey Historical Commission Newsletter
    - i. Volume 14/Number 9/May 1984
  - b. Newsletter of the Sesquicentennial Celebration of the D & R Canal
    - i. Newsletter #4; 17 May 1984

Programs:

**Item 1.a. Program for The Delaware and Raritan Canal: A 150<sup>th</sup> Anniversary Symposium**

Saturday, June 16, 1984

State Museum Auditorium, Trenton

Sponsors: Delaware and Raritan Canal Commission, Department of Environmental Protection, New Jersey State Museum, New Jersey Historical Commission, Canal Society of New Jersey

-Program guide for Morning Session and Afternoon Session

TAGS: D&R Canal – 150<sup>th</sup> Anniversary Symposium; 1984.

**Item 1.b. Booklet. "Sesquicentennial of Opening Delaware Raritan Canal." Prepared by Dr. Richard G. Durnin, Commissioner, Middlesex County Cultural & Heritage Commission, April 1984**

-Location map of Delaware and Raritan Canal

-Delaware & Raritan Canal: A Chronology [1816 – 1974]

-Bibliography

-Photo: "N.E. View of New Brunswick, N.J."

TAGS: D&R Canal – chronology, sesquicentennial; Middlesex County Cultural & Heritage Commission; 1984; map.

Newsletters:

**Item 2.a.i. New Jersey Historical Commission Newsletter**

Department of State

Volume 14/Number 9/May 1984

-“D & R Canal Sesquicentennial”

-“The Delaware and Raritan Canal Commission has announced the following schedule of events to commemorate the canal’s opening in June 1834.”

-List of events from June through September

TAGS: D&R Canal -- Sesquicentennial; Delaware and Raritan Canal Commission; 1984.

## Item 2.b.i. Newsletter of the Sesquicentennial Celebration of the Delaware & Raritan Canal

Newsletter #4

17 May 1984

- List of State Agencies; County & Municipal Governments; Non-profit, Private Organizations;
- Second list of “tangible, long-lasting benefits from [the sesquicentennial] celebration
  1. Restoration of the muletender’s barracks in Griggstown
  2. Ten milestones will be reconstructed and placed along canal
  3. Cliff Crawford is making a new film on the D & R
  4. A slide show put together to explain the Canal Park and promote community participation
  5. Creation of pamphlet about canal history and recreational use
  6. Postal cancellation at Stockton
  7. A number of historic photographs are turning up
  8. A collection of children’s art on the canal is emerging
  9. A number of brass plaques or other historic markers are being erected to mark the canal or historic communities along the canal.
  10. The Canal Society of New Jersey is planning to erect plaques at several locations along the canal
  11. “Several efforts are underway to produce a working scale model of a D & R lock”
  12. “Friends of the D & R” certificates
  13. Three books are being produced on the canal.
- List of events during day-long conference and exhibits of canal artifacts, memorabilia, and photographs
- List of planned celebrations by location: Prallsville Mill in Stockton, Lambertville, Port Mercer (Quakerbridge Road), Princeton Basin (Alexander Road), West Windsor (Washington Road), Kingston (Route 27), Griggstown (Canal Road), Blackwells Mills (Canal Road), South Bound Brook (At the lock on Weston-Canal Road).

TAGS: D&R Canal – Sesquicentennial Celebration; Newsletter; 1984

## File 7: Folder One

### Items List

1. New Jersey Ship Canal and Waterways
2. New Jersey Transport Heritage – newsletter Vol. 18, No. 6, Dec., 2009
3. McKelvey, Bill. “RE: Canal Artifacts in Henry Guest House. Email to Kim Adams. 2 January 2010.
4. Inventory of Photographs on Exhibit in Henry Guest House

## 1. New Jersey Ship Canal and Waterways

By New Jersey Ship Canal Commission 1912

-“It is the opinion of the Commission that a sea-level canal connecting Delaware and New York Bays, and capable of accommodating barges of 1000 to 3000 tons burden, would be actively used by companies now operating barges by the outside route between Philadelphia and New England points.” (3)

-Addresses need for “inside waterway”: “minimize the losses of property and human lives caused by shipwrecks”; “from 1900 to 1909 there were over 5700 disasters to shipping on our Atlantic seaboard.” (3)

-Army Engineers estimate cost of canal between New York and Philadelphia will be \$45,000,000 (3)

-“Distance from wharves in Philadelphia to the Battery in New York City (via canal), about 87 miles.

“Distance from wharves in Philadelphia to the Battery in New York City (via outside route), about 274 miles.” (4)

-“[T]he time of transit from the wharves at Philadelphia to the Battery in New York City (via canal) would be about 8 hours and 40 minutes; between the same points (via outside route), about 20 hours, or over twice as long as it would take via canal.” (5)

-Booklet includes section on “Leading Cities of New Jersey” (8-17)

-Lists Newark, Jersey City, Trenton, Paterson, New Brunswick, Atlantic Coast Cities, Perth Amboy, Elizabeth, and Camden.

-Description and “Manufactures” of each

## 2. New Jersey Transport Heritage

Vol. 18, No. 6, Dec., 2009

(Issue No. 93)

-Segment, “Along the Delaware & Raritan Canal”, by Bill McKelvey 2009, Part Five

-Encyclopedia-like entries of topics relating to the Canal, covers “Canal Poems of the D&R” through “Charles G. Davis” (pages 4 – 9)

EXCERPTS from segment:

- “Canal Traffic: Anthracite constituted well over half the total tonnage carried by the D&R Canal, but the volume of other “inferior” commodities steadily increased. In 1860 there were transported 1,283,000 tons of coal, 40,000 tons of iron, nearly 12,000,000 board feet of lumber, and 2,315,000 cubic feet of timber...” (4)

-“Canoeing Today: The D&R main canal and the feeder offer endless opportunities for quiet cruising and has been called one of the finest recreation waterways in the country...” (4)

-“Coal Traffic: As expected, coal proved to be the greatest source of revenue and shipments so increased that it overshadowed all other traffic. Placed between the anthracite fields of eastern Pennsylvania and the markets of New York and New England, the D&R Canal bore a steady procession of barges (canal boats) sloops, and schooners. Eastbound tonnage eventually became ten times as great as westbound. *From Indian Trail to Iron Horse*, by Wheaton J. Lane. In 1866 the total D&R Canal tonnage was 2,857,233, 83% of which was coal...” (7)

-“Construction of the D&R Canal: Workers dug the entire canal trench using pick axes, shovels, wheelbarrows and horse-drawn scraper. Laborers were paid \$1.00 a day – those



who dug tree stumps received an additional 25¢ per stump. They worked six days a week from sunrise to sunset.” (8)

-“Cost of the D&R Canal: By 1840 (construction) expenditures upon the canal and equipment totaled \$2,829,797, far more than the original estimates.” (8)

### 3. McKelvey, Bill. “RE: Canal Artifacts in Henry Guest House. Email to Kim Adams. 2 January 2010.

-Expands upon artifacts numbers 76 and 119

-Artifact 76: “automatic [miter] gate wicket closing lever”

-Artifact 119: “wicket actuating lever”

### 4. Inventory of Photographs on Exhibit in Henry Guest House

	Title	Description	Size	Comments
1	“Scene on the Raritan River”	B&W photograph	8.5x11”	
2	Man standing on bridge	B&W photograph	5x7”	
3	“View on the Canal and River-New Brunswick”	B&W photograph	8.5x10.5”	Laminated
4	Two boats in canal	B&W photograph	5x7”	
5	River with people	B&W photograph	4x5”	Strickly B&W item 234
6	Aerial view of New Brunswick	B&W photograph	4x5”	Strickly B&W item 581
7	Map of New Brunswick 1829 location Bell Hotel (Indian Queen)	B&W photograph	4x5”	Strickly B&W item 72
8	Map of Trenton from book	B&W photograph	4x5”	Strickly B&W item NA
9	Captain Skinner...	B&W photograph	4.25x6.5”	Copy from unknown text
10	River from Historical Society of Princeton Publ.	B&W photograph	4.25x7.25”	
11	Canal lock	B&W photograph	5x7”	
12	Bridge from boat prow	B&W photograph	5x7”	
13	Boat: Socony 77	B&W photograph	5x7”	
14	River through the trees	B&W photograph	14.5x12”	

