

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: New Jersey	
COUNTY: Multiple - See Sec. 10	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
MAX 11 1973	

**1. NAME**

COMMON:  
Delaware and Raritan Canal

AND/OR HISTORIC:  
Same as above

**2. LOCATION**

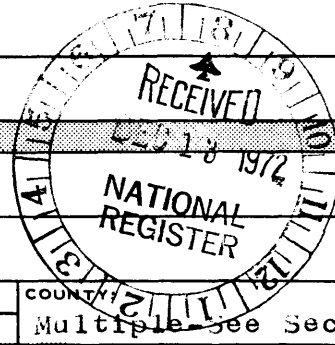
STREET AND NUMBER:  
Not Applicable

CITY OR TOWN:  
Not Applicable

STATE: New Jersey

CODE: 34

COUNTY: Multiple - See Sec. 10



**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) Recreation - Water Control and Supply

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
State of New Jersey, Department of Environmental Protection

STREET AND NUMBER:  
Box 1390, John Fitch Plaza

CITY OR TOWN: Trenton

STATE: New Jersey

CODE: 34

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Varies - See Continuation Sheet

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
New Jersey Historic Sites Inventory

DATE OF SURVEY: 1960 & 1971

DEPOSITORY FOR SURVEY RECORDS: Historic Sites Section, Bureau of Parks, Department of Environmental Protection

STREET AND NUMBER:  
Box 1420, John Fitch Plaza

CITY OR TOWN: Trenton

STATE: New Jersey

CODE: 34

SEE INSTRUCTIONS

STATE: New Jersey

COUNTY: Multiple - See Sec. 10

ENTRY NUMBER: MAX 11 1973

DATE:

FOR NPS USE ONLY

7. Description

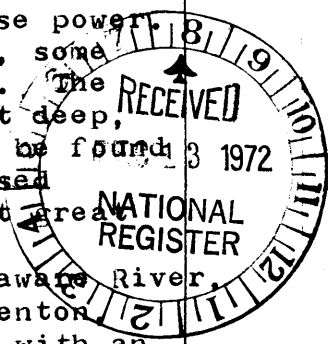
CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE  
 Original Description - according to Thomas F. Gordon's Gazetteer  
 of the State of New Jersey.  
 published in Trenton, 1834:

Under these provisions the canal was commenced, and has progressed nearly to its completion (Oct. 1833). It begins at the confluence of the Crosswicks Creek and the Delaware at Bordentown, and runs thence, through the city of Trenton and the valley of the Assunpink, crossing the creek by a noble stone culvert, to Lawrence's Meadows, whence it passes into the valley of Stony Brook; thence down the right side thereof, one mile S. of Princeton, to the junction of Stony Brook with the Millstone River; thence across the river by an aqueduct of eight arches, and by the right bank of the river to the Raritan River; thence along the right bank of the Raritan to New Brunswick, where it unites with the tide. It passes through or near Bordentown, Lambertton, Trenton, Princeton, Kingston, Griggstown, Millstone, Somerville, and Boundbrook. Its whole length is 42 miles, within which there are 116 feet lockage, viz: 58 between Trenton and the Delaware River, overcome by seven locks; one at Trenton of seven feet; one at the State Penitentiary of seven feet; three at Lambertton of nine feet each; one below Lambertton of seven feet, and one at Bordentown of 10 feet, lift. The last, by reason of the badness of the foundation, has cost an extraordinary portion of time, labour and money, in its construction. The lockage between Trenton and New Brunswick is also 58 feet, and is overcome by seven locks; one at Kingston, one at Griggstown, and one at the mouth of the Millstone, each of eight feet; two opposite to Boundbrook, seven feet each; one two miles below Boundbrook, of eight feet, where a dam has been constructed across the river to use it as a feeder, and one at New Brunswick, of twelve feet, lift. At this city, there is also a tide lick sufficiently capacious to admit a steamboat, and a basin extending the whole front of the town, formed by an embankment in the river. By turning the river into the canal, a water power will have been gained at Brunswick, equal, it is supposed, to 400 horse power. Upon the line of the main canal, there are 17 culverts, some of them very large; one aqueduct, and 29 pivot bridges. The canal is 75 feet wide on the water line, and seven feet deep, and the depth may be increased to eight feet should it be found necessary. To avoid bridging, the company have purchased a large quantity of land, in many cases whole farms, at a great expense.

The feeder commences at Bull's Island, in the Delaware River, and runs thence along the left bank of the river to Trenton where it intersects the canal, a distance of 23 miles, with an inclination of two inches in the mile. The works, beside the excavation, consist of a lift lock of 10 feet at Lambertville; two guard locks, one at Bull's Island, and the other at Prallsville; 15 culverts, and 37 pivot bridges. The width of the excavation is throughout 50 feet; at the water line, its depth six feet; but, where it could be effected without great expenditure, the width has been increased to 60 feet, and thus three-

SEE INSTRUCTIONS



8. Significance

PERIOD (Check One or More as Appropriate)

- Pre-Columbian |  16th Century |  18th Century |  20th Century  
 15th Century |  17th Century |  19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1830, 1834, 1933

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> Aboriginal          | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning             |
| <input type="checkbox"/> Prehistoric         | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy       | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic            | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | Recreation  |
| <input type="checkbox"/> Agriculture         | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | Water control and Supply                            |
| <input type="checkbox"/> Architecture        | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____   |
| <input type="checkbox"/> Art                 | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____   |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____   |
| <input type="checkbox"/> Communications      | <input type="checkbox"/> Music                  |  | _____   |
| <input type="checkbox"/> Conservation        |   |  | _____   |

STATEMENT OF SIGNIFICANCE

Historical Significance: Commerce, Engineering, and Transportation.

Early consideration was given to the construction of a canal across New Jersey as far back as 1676.

Successive efforts were made in 1804 and 1816. The latter attempt led to the chartering of a Canal Company by the New Jersey Legislature in 1824, but failing of success the charter was surrendered in 1826. A bill to have the canal built by the State was defeated in the legislature in 1829 on the basis of a public referendum.

In 1830, simultaneous charters were granted by the legislature to the Delaware and Raritan Canal Co. and the Camden and Amboy Railroad and Transportation Co. The two corporations were consolidated with legislative sanction in 1831, and were known thereafter as the Joint Companies.

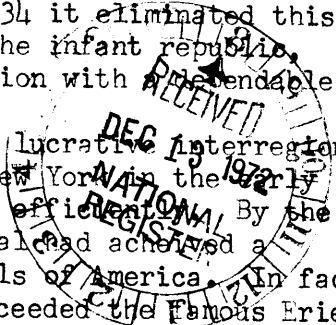
Construction of the canal was started late in 1830 and it was completed and in operation in June 1834. It is an outstanding example of early American technology and know how. The canal was cut through a region of generally flat and low topography, hugging the Delaware, Millstone and Raritan Rivers. It was so well constructed that few alterations had to be made in its lifetime. Construction was largely by immigrant labor and was marked by epidemics, notably two of cholera which took a heavy toll. From a tonnage of 12,459 during the first year, traffic increased to a maximum of 2,357,233 tons (83% coal) in 1866.

At the time the Charter was granted for the Delaware and Raritan Canal Pennsylvania coal moved through the Pennsylvania canal system down the west bank of the Delaware River to Philadelphia. Here it was transferred to schooners for the journey to New York City. The subsequent voyage, through Delaware Bay, up the New Jersey Coast, and into the New York Bay, often required as long as two weeks, depending on wind and weather conditions. When the Delaware and Raritan Canal was opened in 1834 it eliminated this ocean voyage and linked the two greatest cities in the infant republic, Philadelphia and New York. It also provided the nation with a dependable and direct connection between the North and South.

The Canal was designed primarily to exploit the lucrative interregional anthracite trade existing between Philadelphia and New York in the early 19th century. It accomplished this task rapidly and efficiently. By the close of the Civil War, the Delaware and Raritan Canal had achieved a reputation as one of the greatest coal carrying canals of America. In fact, the tonnage of the Delaware and Raritan Canal far exceeded the famous Erie Canal in New York, for years in succession.

From the 1850's on, the Delaware and Raritan Canal Company operated

SEE INSTRUCTIONS



**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

1. Dept. of Conservation and Development. Report on Recreation Possibilities on the Delaware and Raritan Canal. New Jersey, 1945
2. Dorian, Edith M. High Water Cargo. New Brunswick, N.J., Rutgers Jr. Press. 1965
3. Gordon, Thomas. Cazateer and History of New Jersey. Trenton, N.J. 1834
4. Maderia, Crawford Clark, Jr. The Delaware and Raritan Canal. East Orange, N.J.: The Eastwood Press. 1941
5. Miers, Earl Schenck. Where the Raritan Flows. New Brunswick, N.J. Rutgers University Press. 1964
6. Viet, Richard F. The Old Canals of New Jersey. Little Falls, N.J.: The New Jersey Geographical Press. 1963

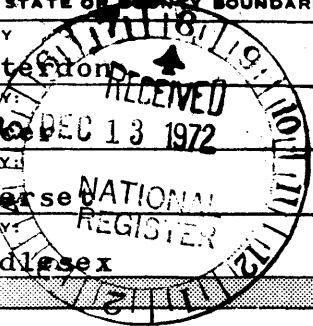
**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	40° 32' 40"	75° 02' 50"				
NE	40° 32' 40"	74° 26' 09"				
SE	40° 09' 05"	74° 26' 09"				
SW	40° 09' 05"	75° 02' 50"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Not applicable

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
New Jersey	34	Hunterdon	019
New Jersey	34	Mercer	021
New Jersey	34	Somerset	035
New Jersey	34	Middlesex	023



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE: Historic Sites Survey Team

ORGANIZATION: Historic Sites Section, New Jersey Department of Environmental Protection DATE: Nov. 30, 1971

STREET AND NUMBER: Box 1420, John Fitch Plaza

CITY OR TOWN: Trenton STATE: New Jersey CODE: 34

**12. STATE LIAISON OFFICER CERTIFICATION**      **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name: Richard J. Sullivan

Title: Commissioner, New Jersey Department of Environmental Protection

Date: November 30, 1972

I hereby certify that this property is included in the National Register.

Robert H. Utley  
Chief, Office of Archeology and Historic Preservation

Date: 5/11/73

ATTEST:

Wm. J. Smith  
Keeper of The National Register

Date: 2-16-73

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet) (1)

STATE New Jersey	
COUNTY Multiple - see Sec. 10	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal  
New Jersey 34

Section 5: Location of Legal Description:

- Hunterdon County - Hunterdon County Courthouse, Flemington, New Jersey 34
- Mercer County - Mercer County Courthouse, Broad Street, Trenton, New Jersey 34
- Somerset County - Somerset County Courthouse, Somerville, New Jersey 34
- Middlesex County - Middlesex County Courthouse, New Brunswick, New Jersey 34

Section 6: Representation in Existing Surveys:

- Historic American Buildings Survey - Kingston D & R Canal Drawbridge, 1936 & 1937 Federal Lock and Toll House (NJ-359)  
Library of Congress Washington, D.C. 11
- Historic American Buildings Survey - New Brunswick D & R Canal Lock #1, 1960 & 1961 Federal (NJ-713)  
Library of Congress Washington, D.C. 11

CONGRESSIONAL REPRESENTATION:

- Sen. Clifford P. Case
- Sen. Harrison Williams, Jr.
  
- Rep. Frank Thompson, Jr. 4th District
- Rep. Peter Frelinghuysen, Jr. 5th District
- Rep. Edward J. Patten 15th District
- Rep. Cornelius E. Gallagher 13th District



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) (2)

STATE New Jersey	
COUNTY Multiple - See Sec. 10	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
MAY 11 1973	

(Number all entries)

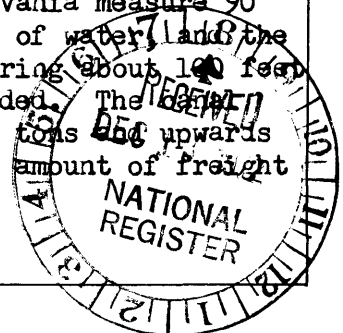
Delaware and Raritan Canal  
New Jersey 34

Section 7 (Cont.): fourths of the distance will afford good sloop navigation. A large basin has been constructed by the company, upon the feeder near the center of Trenton, for the accommodation of the city.

The canal is adapted to vessels exceeding 150 tons burden, and has been executed in the most substantial manner. Its cost is now estimated at two millions of dollars. The estimate, when the proposition was made to the State to undertake the enterprise, was stated at \$1,142,741; but the present canal is every way larger than that originally proposed.

The following description of the canal was published in 1894 (Vol. III, Final Report of the State Geologist, by C. C. Vermeule):

"This is the most important artificial waterway of the State. The main canal runs from the head of navigation of the Raritan, at New Brunswick, to the Delaware at Bordentown, a distance of 43 miles. The feeder, which is also navigable, runs from the main canal, at Trenton, to the Delaware River, at Bull's Island, a distance of 22 miles. A peculiarity of the canal is that its summit level extends almost to the banks of the Delaware at Trenton, and the water of the Delaware River is brought through the feeder entirely across the State, emptying into the Raritan at New Brunswick. The width of the canal at surface is about 80 feet, at bottom 50 feet and it is 8 feet deep. There are 14 locks on the main canal and 2 on the feeder, making 16 in all. The locks are 220 feet long by 24 feet wide, with 7.5 feet of water over the mitre sills. The canal was built about 1833. Its cost was reported in 1854 to be \$3,707,916, and in 1880, \$4,735,353. The gross receipts in 1854 were \$474,740, and in 1880 \$419,431. The tonnage in 1880 was 1,348,082 tons. The maximum traffic upon the canal was probably during the Civil War, when it was extremely heavy, taxing the canal to its utmost capacity. The season of navigation usually lasts from April 1st to the middle of December or about 250 days. The traffic is drawn from ports on the Delaware River below Trenton, and those on Chesapeake Bay through the Delaware and Chesapeake Canal, and also from the Schuylkill Canal and the Lehigh Canal via the Delaware division of the Pennsylvania Canal, boats being locked from the latter into the Delaware River and thence into the feeder at Lambertville. At the eastern end, the Hudson River ports and Erie Canal and ports on Long Island sound are reached, but at present the largest part of the traffic consists of coal from the Pennsylvania Canals, carried to New York harbor, etc. Two classes of barges were in common use until recent years. Those from the small canals in Pennsylvania measure 90 feet long by 10.5 feet beam, drawing, when loaded, 5.5 feet of water, and the river boats from the Hudson River and the Erie Canal, measuring about 100 feet long by 17.5 feet beam and drawing 7 feet of water when loaded. The latter will accommodate 500-ton barges, and recently barges of 300 tons and upwards have been considerably used. There is quite a considerable amount of freight carried in steam vessels."



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) (3)

STATE New Jersey	
COUNTY Multiple - See Sec. 10	
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	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal

New Jersey 34

Section 7 (Cont.)

CANAL HOUSES (Location keyed to maps via roman numerals)

Many of the lock tender and bridge tender dwellings remain along the canal. Groups of dwellings are very similar, probably being built on contract by one builder using the same plan. Many of the first houses, as built at the time of the canal, c. 1830's, were remodeled. Many had porches added in the mid-19th Century; porch column brackets were of only 2 different designs. This probably indicates a contract for work on numerous houses at one time. These houses were built of stone or wood frame and were rather small. Generally they were 2 stories and one room deep.

Description - Bridge Tender's House, 15-17 Bridge St., Lambertville:

I - House appears to be early 19th century with original second floor windows and two arched roof dormers. It is a 2½ story, five bay, center chimney, frame structure with a gable roof. The house was extensively remodeled, c. 1870's, adding paired roof brackets, a store front on the first floor, and changing the window sash on the first floor. First floor again recently remodeled and wing extended to rear. (See photo)

II - Bridge Tender's house, feeder lock, Lambertville: A rough fieldstone two story house with a walk in basement. Probably built at time of canal with construction into the bank of the canal lock. Chimney at center of each gable end, structure 18 feet by 30 feet in plan.

III - Bridge Tender's house, Wilburtha Road, Trenton: A small two story frame house, 14 feet by 28 feet in plan. Appears to be c. 1830's, probably built at time of canal. Altered and enlarged in 1940's-50's, center chimney removed.

IV - Bridge Tender's house, West State Street and Prospect, Trenton: A small two story frame house, 16 feet by 30 feet in plan. Built c. 1860's-70's with roof brackets. There are two front doors opening onto a front porch with bracketed columns. Exterior has no alterations. (See photo)

V - Canal Supervisor's house, 25 Calhoun Street, Trenton: Irregular plan 2 story frame house, probably resulting from later additions. Rough stone foundations. Two story bay window and front porch probably later additions.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

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STATE New Jersey	
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MAY 11 1973

(Number all entries)

Delaware and Raritan Canal  
New Jersey  
Section 7 (Cont.)

VI - Bridge Tender's house, 233 West Hanover Street, Trenton:  
A small two story frame house built c. 1850's-60's. Front  
Porch with open ceiling and bracketed columns forming a  
covered porch over entrance to walk in basement. Exterior  
has no alterations.

VII - Bridge Tender's house, Hutchinson Mill Road, Bakers Basin:  
A 2½ story frame house, 18 feet by 26 feet, with a wing.  
Projecting eaves with exposed rafters. Center chimney and  
chimney in wing - Built probably c. 1850's. (See photo)

VIII- Bridge Tender's house, Port Mercer: A 2½ story frame house,  
17 by 30 feet, with a leanto. Probably built at the time  
of the canal c. 1830's. Front porch added c. 1850's-60's  
with square wood columns and scroll brackets of the same de-  
sign as on numerous other canal houses.

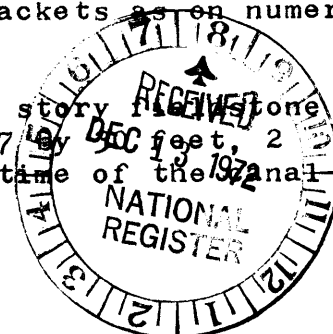
IX - Lock Tender's house, Kingston: A small 2 story masonry  
house, 18 by 30 feet, with a wing. Has 2 gable end chim-  
neys. It is built on the slope of the canal lock bank with  
a walk in cellar. Built probably at the time of the canal,  
c. 1830's.

Toll House: Built in the bank of the canal next to the  
lock house, wood frame. Possibly mid-19th century. (See photo)

X - Bridge Tender's house, near lock 9, Griggstown: A 1½ story  
frame house with 2 gable end chimneys (one removed recently),  
9/6 sash. Possibly an earlier house with additions. Built  
into a hillside for a walk in cellar.

XI - Lock Tender's house, Griggstown: A frame building with  
2 end chimneys, 18 by 46 feet, including an extension built  
shortly after. Probably built at time of the canal, c.  
1830. Coursed rubble foundation. Front porch, c. 1850's -  
60's, with wooden columns and scroll brackets as on numer-  
ous other canal houses. (See photo)

XII - Bridge Tender's house, Griggstown: A 2 story  
house, stucco remaining on two sides, 17 feet, 2  
gable chimneys. Probably built at the time of the canal  
c. 1830's. (See photo)





NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

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STATE	
New Jersey	
COUNTY	
Multiple	
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	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal  
New Jersey, Code:34

Section 7. Description (Cont.):

XIII - Bridge Tender's house, Blackwells Mills: A two story masonry, stuccoed house, 18 by 30 feet. Mid-nineteenth century front porch with stick brackets on wood columns as on numerous other canal houses. Several later 19th century additions to the rear. House probably of the canal period, circa 1830's. (See photo)

Toll house: One room frame building with match board interior. Vertical boarding exterior. Built circa 1900. (See photo)

XIV - Bridge Tender's house, East Millstone: A 2 story stone house, stuccoed, 18 by 30 feet, two gable end chimneys. Porch, mid-19th century with stick brackets on wood columns as on numerous other canal houses. House probably built at the time of the canal.

XV - Bridge Tender's house, Weston: A two story fieldstone house, stuccoed, 18 by 30 feet. Two gable end chimneys, brick oven cantilevered through the exterior wall. Mid-19th century porch with stick brackets on wood columns as on numerous other canal houses. House built circa 1830, when the canal was constructed. (See photo)

XVI - Bridge Tender's house, Zarepath: A two story masonry, stuccoed house, 18 by 30 feet, and a wing. Two gable end chimneys, brick oven cantilevered through the exterior wall. Porches recently removed. House probably built around 1830.

XVII - Lock Tender's house, Ten Mile Lock: A 2½ story frame house, 18 by 48 feet, with a leanto, two chimneys, one on the gable end. Front porch added about 1850-1860 has wood columns and scroll brackets of same design as on numerous canal houses. House probably built at the time of the construction of the canal.

XVIII - Lock Tender's house, South Bound Brook: A two story frame house, 18 by 30 feet, with a two story wing, 4 chimneys, 3 on gable ends. Fieldstone foundation. Probably built at the time of the canal, circa 1830's.



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(Continuation Sheet) (6)

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Delaware and Raritan Canal  
New Jersey 34

Section 8: Statement of Significance (cont')

a fleet of steam tugs for towing purposes, on the waterway. The "Robert F. Stockdon" was perhaps the most outstanding of these early steam tugs. Built in England, it was brought to New Jersey where it immediately captured two firsts in American navigation. The "Robert Stockdon" was the first screw propellar ship operated for utilitarian purposes on American waters, and it opened the era of mechanically propelled barges on American canals.

In 1867 the Joint Companies combined with another railroad (Jersey City to New Brunswick) to form the United New Jersey Railroad and Canal Company. Property of the latter company, together with a leased line along the bank of the feeder, was leased with legislative sanction to the Pennsylvania Railroad Co. in 1871 for 999 years.

Traffic and income on the canal declined steadily, and by about 1900 it was operating at a loss. In 1913, traffic was abandoned on the feeder and in 1933 the main canal failed to open for navigation.

The property was taken over by the State in 1934 and in 1936 the Trenton portion of the main canal was deeded to the city and filled in as a WPA project. A portion of this section has again been excavated for construction of a depressed Freeway to relieve traffic congestion in the city. A reach of the present waterway through Trenton, somewhat over a mile in length, has been enclosed in a double culvert, on top of which another section of the Freeway was built.

A special commission was appointed by the legislature to collect information and take action to interest the Federal Government in improving the canal and continuing its operation as a commercial waterway. However, the U.S. Army engineers in 1942 issued a report advising against restoration and the legislature requested recommendations for the ultimate use of the canal.

The Department of Conservation's (now Department of Environmental Protection) report in 1942 discussed several possibilities. Abandonment would have cost more than rehabilitation, and highway use or restoration as a commercial waterway was found to be impractical. Although possibly suitable for recreation, it was felt that such use alone would not justify the appreciable cost of major repairs becoming urgently necessary to preserve the structures, safeguard adjoining property and maintain full diversion rights.

Water Control and Supply

The long-established right to divert water from the Delaware River is one of the major assets of the canal property, and development of available water resources has for several years assumed growing importance in the State. The value of the canal was in this respect recognized in former Governor Moore's proposal to develop it as a potable water supply, but the 40-million dollar cost apparently precluded such use in the foreseeable future.

However, the increasing demand on potable supplies could be relieved



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New Jersey 34

Section 8: Statement of Significance (cont')

by development of a source of raw water to replace the unnecessarily expensive use of treated water for industrial purposes. The canal, without any expenses other than that for the repairs necessary regardless of use, presents a ready-made industrial supply. The generally rural route of the canal offers low land costs in an area naturally situated for expansion outside of the now crowded metropolitan sections, and information from real estate brokers indicates a definite interest in the possibility of water-supplied industrial sites. The canal route has the additional advantage of proximity to labor markets and accessibility to main highways and rail lines. Studies indicate that sale of water at rates lower than the cost of well supplies will make such canal use as an industrial water supply self-supporting.

The water control and supply restoration work was designed to provide a delivery capacity of 75 million gallons per day in the Bound Brook - New Brunswick area. As of September, 1966, this delivery capacity has been fully allocated on a peak-demand basis. Water sale income for the fiscal year ending June 30, 1966, was \$429,253. Income from the rental of bridge houses and for miscellaneous privileges amounts to approximately \$16,000 per year with operating costs amounting to approximately \$109,849.75 during the 1966 fiscal year.

Recreation

The following was taken from a report titled "Report on Recreational Possibilities on The Delaware and Raritan Canal. . . . ." dated June 29, 1945.

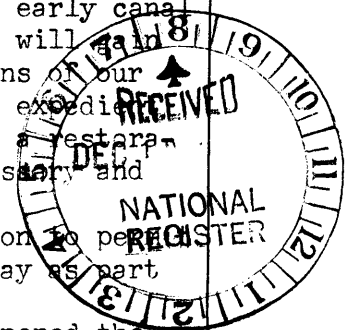
"The Delaware and Raritan Canal offers so much in recreational, scenic and historic values to the State that the Department of Conservation and Development (now Department of Environmental Protection) feels that this additional report is warranted and is hereby submitted as the time approaches for the canal to be taken from its custody.

In the development of canal properties for future recreational use it is urged that importance should be attached to the preservation of the canal picture. To date few proposals, if any, have considered the canal for what it was, or brought out the desirability of preserving a . . . . portion of it in its original state.

As transportation modes change in future years the relics of early canal usage such as the locks, swing bridges and other canal structures will gain in importance. Too often the opportunity to preserve such portions of our past history are allowed to slip by in doing what is necessary or expedient in present day trends. When it is then found desirable to effect a restoration much undoing, difficult research and reconstruction are necessary and costly.

Enough present canal structures show the original construction to permit a relatively easy restoration of desirable units and canal waterway as part of the recreational development."

The Department of Environmental Protection recently (1970) opened the first section of the canal to recreation (Kingston area). Canoeing and boating as well as fishing, hiking and cycling are done on special areas of the canal and tow path. Further expansion of this program is planned for the future.



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INVENTORY - NOMINATION FORM

(Continuation Sheet)

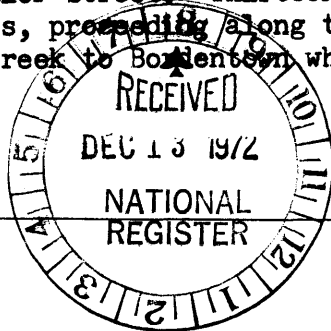
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ENTRY NUMBER	DATE
	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal District  
New Jersey, Code:34  
Section 10, Geographical Data (Cont.)

The Delaware and Raritan Canal begins at the northernmost point of Bulls Island (Hunterdon County) on the Delaware River. All the land 100 yards to either side of the center of the canal should be considered part of the district. From thence the canal continues in a path somewhat parallel to the Delaware River, River Road (Route 29) and the Penn Central Railroad in a southeastern direction. Crossing Lockatong and Wickecheoke Creek the canal proceeds to the town of Stockton where it goes underneath the bridge there. Between Stockton and Brookville the canal is crossed by the Penn Central Railroad and from this point onward the tracks are between the canal and the river. Proceeding thence in a southeastern direction continue through Brookville, then across Alexanuken Creek, and through western Lambertville alongside Holcombe Island. At a point about 1300' south of Route 200 the canal divides and becomes about 200 yards wide for less than 1200 feet when the canal again becomes one. Thence, continue southward into Mercer County to the River, Route 29, and the railroad tracks. At the Mercer County line the canal veers away from the river but still follows the tracks and road. Approximately 2200 feet southeast of the Mercer-Hunterdon County line the canal (also the highway & railroad) returns to travel close to the Delaware. Thence, continuing southeast the canal crosses Moore Creek and then Fiddler Creek at Titusville. At this point the canal (and again Route 29 and the railroad) slowly draws away from the Delaware for about 4000' and then, when it is nearly 800' from the river, the canal slowly returns to within 200' of the river as the canal crosses Route 546. Thence, proceeding southeast to Jacobs Creek, crossing the creek and traveling 5600' where the canal once again veers from the river. (The railroad tracks follow the canal, but Route 29 follows the Delaware) When the canal crosses the West Upper Ferry Road it is about 1600' from the river. Thence, continuing southeast the canal crosses the Reading Railroad at a perpendicular 1000 feet north-north-east of the Delaware River. Thence, the canal crosses Lower Ferry Road and proceeds into Trenton. Thence, still parallel to the railroad tracks, the canal crosses Parkside and Hermitage Avenues. Thence, about 900' further southeast the canal and railroad cross part company for a time. The tracks continue relatively straight while the canal arcs toward the river and then returns to the railroad about 400' west of Princeton Avenue. Again the canal and tracks cross and then continue together across Warren and Broad Streets to a point about 1600' east of Broad. At this point the canal branches off; one segment going south, the other northeast.

The southern branch of the Delaware and Raritan Canal was filled in by a W.P.A. project along the Trenton Freeway to Lalor Street. Thirteen hundred yards south of Lalor Street the canal continues, proceeding along the north-eastern bank of Duck Creek across Crosswicks Creek to Bordentown where this branch of the canal terminates.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

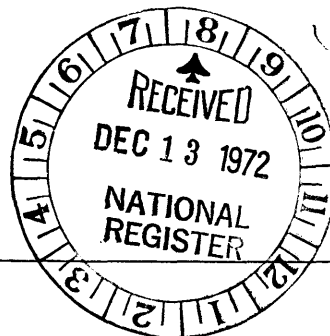
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	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal District  
New Jersey, Code:34  
Section 10, Geographical Data (Cont.)

The northeastern branch of the canal follows the Trenton Freeway for approximately 500 feet when it goes underground (about 400 feet southwest of Southard Street) and continues 11 to the Freeway, but beneath the surface. The canal continues thus until Mulberry Street when it surfaces and follows the railroad which is on the canals tow path. Continuing in this general NE direction the canal goes underneath Whitehead Road continues to a point nearly 3500 feet southwest of Denow Road where the railroad terminates. Thence, continuing northeast the canal passes under Denow Road, Route 1, and then Quaker Bridge Road at the community of Port Mercer. Thence, proceeding in a NE direction generally parallel to Route 1 the canal continues to the southernmost point of Carnegie Lake and runs alongside of the southeast portion of the lake. At this southern point of Carnegie Lake the Pennsylvania Railroad (Princeton Junction to Princeton Commuter Service) crosses perpendicular to the canal. Thence, proceeding northeast along the lake the canal goes under Washington Road and then under Harrison Street to the Mercer and Middlesex County Boundaries at the Aqueduct. Thence, it proceeds north along Carnegie Lake, Millstone River, and the Mercer and Middlesex boundaries to the Somerset County boundary at Route 27. The canal then continues northward into Somerset County, located between the railroad tracks and the Millstone River under Route 518 to a point 1900 feet north of Route 518 where the tracks end. The canal then travels alongside Canal Road to Griggstown. Thence, it proceeds NE parallel to River Road (which is, nearly 1300 feet NW of the canal at Griggstown) to Blackwells Mills. Thence, still parallel to River Road, the canal proceeds north to the town of East Millstone. Thence, crossing Amwell Road (Route 514) the canal continues northward in a somewhat winding pattern to the intersect of Weston Road and Canal Road. At this point Canal Road to the East, parallels the canal into South Bound Brook. The Raritan River now follows alongside the canal which passes under Main Street and continues along the Raritan into New Brunswick where the canal meets the Landing Lane Bridge. At this point, the Delaware and Raritan Canal Historic District is suspended until the Albany Street Bridge (also known as Raritan Avenue, Lincoln Highway, on Rote 27). Here the district begins again and proceeds about 3400 feet south of Raritan Avenue where the canal ends, at the outlet lock into the tidewaters of the Raritan River.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

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STATE New Jersey	
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(Number all entries)

Delaware and Raritan Canal  
New Jersey, Code: 34

10. Geographical Data (cont.)

Longitude and Latitude Coordinates

Square #13 - Scudders Falls

	NW	NE	SW	SE
Longitude	74°52'15"	74°49'25"	74°52'15"	74°49'25"
Latitude	40°18'00"	40°18'00"	40°14'40"	40°14'40"

Square #14 - Titusville

	NW	NE	SW	SE
Longitude	74°56'00"	74°52'15"	74°56'00"	74°52'15"
Latitude	40°20'15"	40°20'15"	40°18'00"	40°18'00"

Square #15 - Lambertville

	NW	NE	SW	SE
Longitude	74°58'00"	74°56'00"	74°58'00"	74°56'00"
Latitude	40°24'00"	40°24'00"	40°20'15"	40°20'15"

Square #16 - Raven Rock

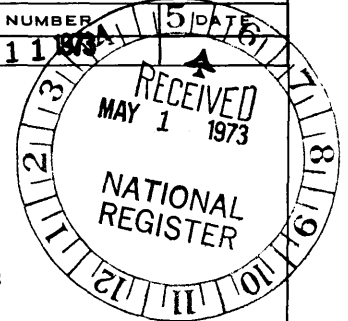
	NW	NE	SW	SE
Longitude	75°02'50"	74°58'00"	74°02'50"	75°02'50"
Latitude	40°24'55"	40°24'55"	40°24'00"	40°24'00"



**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	New Jersey
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MAY 11 1973	MAY 1 1973



(Number all entries)

Delaware and Raritan Canal  
New Jersey, Code:34

10. Geographical Data (cont.)

Longitude and Latitude Coordinates

Square #1 - New Brunswick

	NW	NE	SW	SE
Longitude	74°26'25"	74°26'00"	74°26'25"	74°26'00"
Latitude	40°29'46"	40°29'46"	40°29'15"	40°29'15"

Square #2 - WJZ Radio Station

	NW	NE	SW	SE
Longitude	74°32'00"	74°27'55"	74°32'00"	74°27'55"
Latitude	40°33'33"	40°33'33"	40°30'20"	40°30'20"

Square #3 - South Bound Brook

	NW	NE	SW	SE
Longitude	74°34'00"	74°32'00"	74°34'00"	74°32'00"
Latitude	40°33'33"	40°33'33"	40°32'33"	40°32'33"

Square #4 - Millstone-Blackwells Mills

	NW	NE	SW	SE
Longitude	74°36'00"	74°34'00"	74°36'00"	74°34'00"
Latitude	40°32'33"	40°32'33"	40°26'55"	40°26'55"

Square #5 - Griggstown-Kingston

	NW	NE	SW	SE
Longitude	74°38'00"	74°36'00"	74°38'00"	74°36'00"
Latitude	40°26'55"	40°26'55"	40°20'30"	40°20'30"

Square #6 - Penn's Neck

	NW	NE	SW	SE
Longitude	74°40'00"	74°38'00"	74°40'00"	74°38'00"
Latitude	40°20'30"	40°20'30"	40°19'07"	40°19'07"

Square #7 - Port Mercer-Franklin Corner

	NW	NE	SW	SE
Longitude	74°43'40"	74°40'00"	74°43'40"	74°40'00"
Latitude	40°19'07"	40°19'07"	40°15'00"	40°15'00"

Square #8 - Trenton(1.)

	NW	NE	SW	SE
Longitude	74°46'00"	74°43'40"	74°46'00"	74°43'40"
Latitude	40°15'00"	40°15'00"	40°13'25"	40°13'25"

Square #9 - Trenton(2)

	NW	NE	SW	SE
Longitude	74°45'35"	74°45'05"	74°45'35"	74°45'05"
Latitude	40°13'25"	40°13'25"	40°11'23"	40°11'23"

Square #10 - Sturgeon Pond

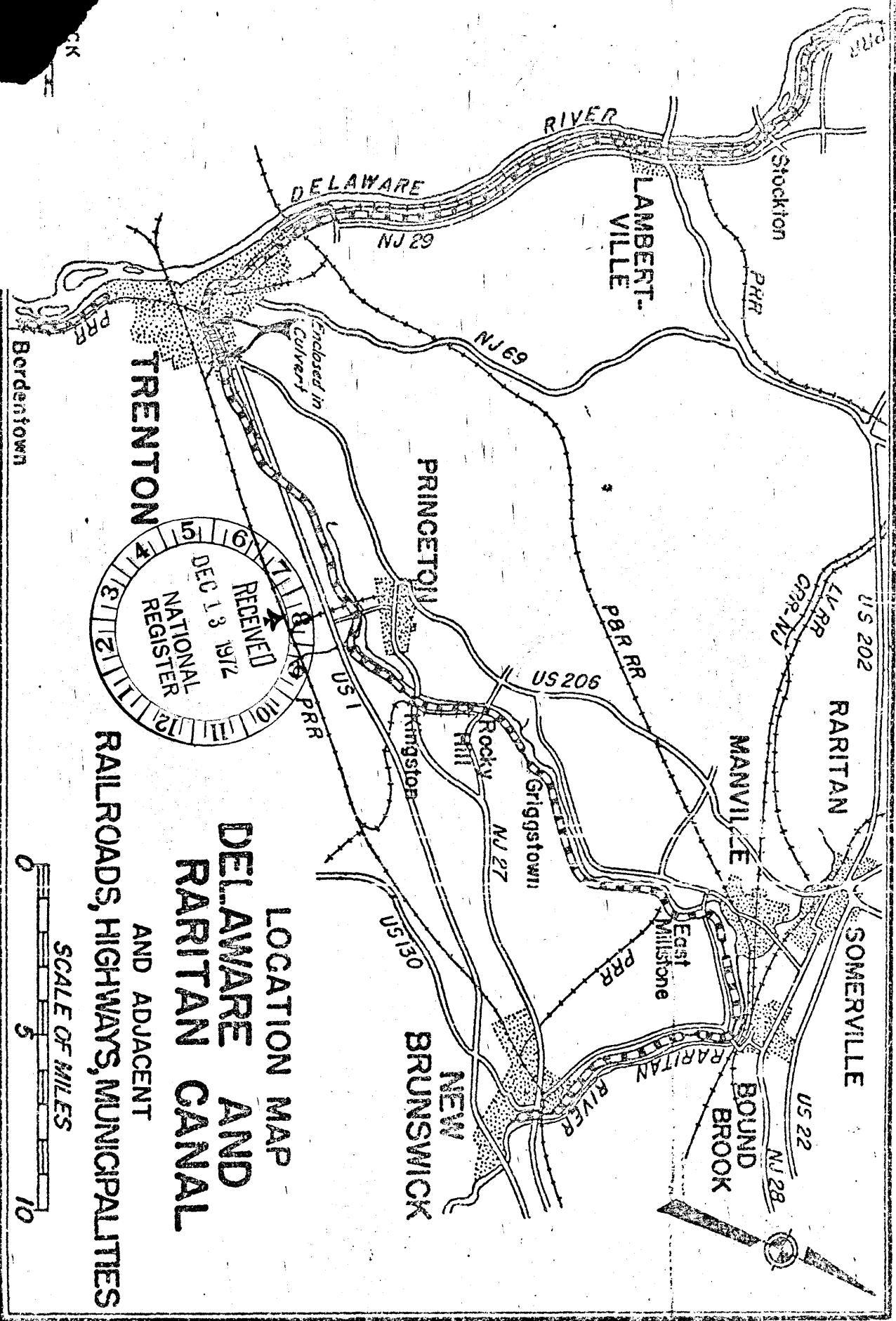
	NW	NE	SW	SE
Longitude	74°45'10"	74°43'52"	74°45'10"	74°43'52"
Latitude	40°11'23"	40°11'23"	40°10'55"	40°10'55"

Square #11 - Duck Island

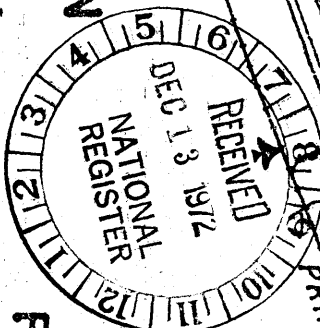
	NW	NE	SW	SE
Longitude	74°43'52"	74°42'50"	74°43'52"	74°42'50"
Latitude	40°10'55"	40°10'55"	40°09'05"	40°09'05"

Square #12 - Cadwalader Park

	NW	NE	SW	SE
Longitude	74°49'25"	74°46'00"	74°49'25"	74°46'00"
Latitude	40°14'40"	40°14'40"	40°13'22"	40°13'22"



**LOCATION MAP  
DELAWARE AND  
RARITAN CANAL  
AND ADJACENT  
RAILROADS, HIGHWAYS, MUNICIPALITIES**



Latitude  
see Sec. 10  
sheets