



Number 99

www.canalwatch.org

April 2025

D&R Canal Watch Activities Schedule for 2025

Sunday, April 27: 10:00 a.m. Towpath Walk, Weston Canal lot to East Millstone, 4.2 miles roundtrip. See the **spillway** at Somerset County's Colonial Park and the newly restored bridgetender's station in East Millstone. Leader: Bob Barth, 201-401-3121, bbarth321@aol.com.



Saturday, May 3: Second Annual Canoe Race.

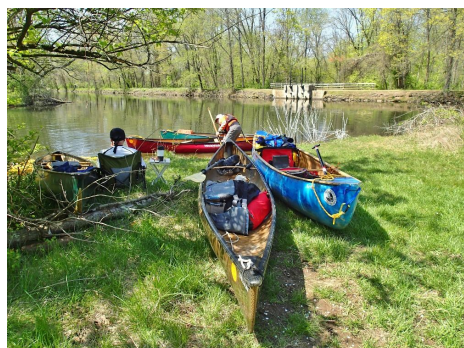


Commemorating the 51st Anniversary of the D&R Canal State Park! Come join us for a **paddling race** on the D&R Canal on Saturday, May 3, 2025 at 10 a.m. Proceeds go to the Canal Watch in support of projects in the park. You can choose from 8-mile or 1-mile race distances. Canoes, kayaks, and SUPs welcome. Race begins and ends at the Turning Basin in Princeton, NJ. \$35. Mandatory pre-registration and additional details available: <https://paddleguru.com/races/DandRCanalPark50thAnniversaryRace>. (There is a "contact race" button on the page of the above website that directs to there as well.) Contact: Alan Lamb, Alan.Lamb3@gmail.com or 972-742-1500.

Saturday, May 17: 2:00 p.m. Nature Walk: Meet at the historic Van Wickle House off Easton Avenue at the foot of DeMott Lane (GPS 1289 Easton Avenue, Somerset NJ 08873). See and hear Baltimore and orchard orioles and other nesting songbirds as we walk along the D&R Canal and identify the nature around us. Leaders: Diana and Chuck Martin, 908-420-8711, cemart10@gmail.com.



Sunday, June 22: 2:00 p.m. Canal Watch Annual Meeting.

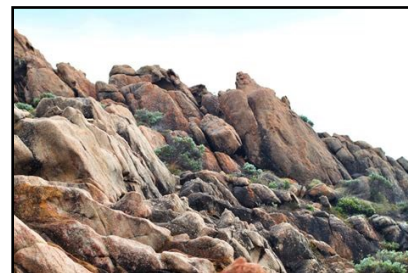


“Creating a Water Trail for Our Canal.” Mohawk Canoe Club member Don Griffin will explore the possibilities of making a proper water trail along the watered section of our canal to make it easier to portage kayaks and canoes.

We will meet in the Fellowship Hall of the Griggstown Reformed Church; the hall is behind the church. Use the GPS address of 1065 Canal Road, Princeton (even though it is nowhere near Princeton). For information, call Linda Barth, 908-240-0488; barth-linda123@aol.com. Photo courtesy of Mohawk Canoe Club. The Canal Watch Annual Meeting will precede the talk. Refreshments will be served; Canal Watch sales items will be available.

(continued on the next page)

Sunday, July 20: 10:00 a.m. until about 1 p.m. **Geology walk and talk** along the D&R Canal at Scudders Fall. Meet in parking lot at Scudders Falls (Lat long 40.264997, -74.847955, west of D&R Canal near intersection of Bernard Road and River Road). We will visit sedimentary rock outcrops at Scudders Falls. We will walk both the D&R canal and the Trenton hydromechanical canal. Participants will have to walk up and down short steep hills. Walk led by Pierre Lacombe, retired USGS geologist, pjlacombe25@gmail.com

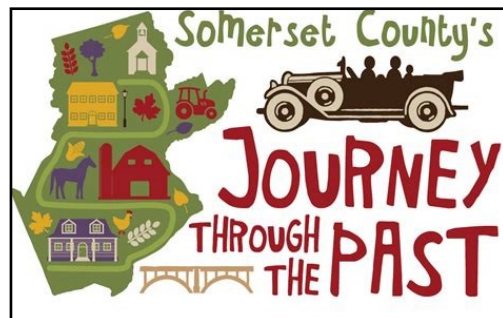


Sunday, July 27: Canal Road Walk and Roll. 10:00-4:00. Canal Road closed from East Millstone to Butler Road. Enjoy a day with friends and family along the scenic D&R Canal with no cars!

Sunday, August 31: Canal Road Walk and Roll. 10:00-4:00. Canal Road closed from Griggstown Causeway to Route 518 in Rocky Hill. he prepares to march with the army to Yorktown, VA. Enjoy a day with friends and family along the scenic D&R

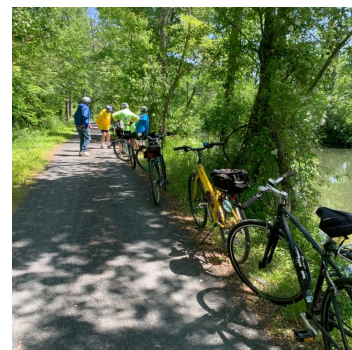
Canal with no cars!

Saturday-Sunday, October 11-12: 10:00 a.m. to 5:00 p.m. on Saturday; noon to 4:00 p.m. on Sunday. Somerset County's Journey Through the Past. Canal Watch members will open the East Millstone bridgetender's home and station (and the historic outhouse, for observation only). Bob Barth, 201-401-3121, bbarth321@aol.com. (To see the many other historic sites that will be open, Google "Journey Through the Past, Somerset County, NJ.")



Saturday, October 26 — Tour de Towpath, celebrating the 51st anniversary of the D&R Canal State Park and Canal Commission. Your chance to support the D&R Canal Watch and bike, walk, and run. Canal festival at Cadwalader Park, Trenton. Bike to Somerset County's East Millstone Park and back. Walk north from Trenton and back. Run along the feeder from Cadwalader Park to Washington Crossing and back.

Sunday, November 2: 10:00 a.m. Bike Ride on the Feeder Canal. Starting and ending point for this round-trip ride to be determined. **Helmet required. SAVE THE DATE.** Tim Roth, timroth@comcast.net, 973-222-0586.



NEWS FROM OUR PARK SUPERINTENDENT

The Canal Watch is pleased to offer news of the park from our new superintendent, Maggie Mitchell-Strehl.

Greetings from the D&R Canal State Park Staff and Happy Spring! There is a lot happening in the park as we prepare for the spring and summer seasons! Visitors may have noticed on their stroll along the towpath that our maintenance staff has been hard at work replacing boards on the Millstone Aqueduct as well as repairing benches throughout the park. We know there are many bridges that need repairs, and we are working to address those issues.



This bench is just south of Griggstown

We are looking for a seasonal gardener for Rockingham Historic Site! The garden at Rockingham is an important part of the interpretation of the historic site, the home and farm of prominent NJ Supreme Court Justice John Berrien and his family through most of the 18th century. The home also served as General George Washington's final wartime headquarters in 1783. The garden is planted with vegetables, herbs, and flowers that were typically grown in a kitchen garden of that period for culinary (food), household and medicinal uses. (A list of approved plants, which is by no means exhaustive, is posted on the website, Rockingham.net, under "Get Involved/Garden"). The raised beds, with field crops (such



as pumpkins, corn, and hops) grown on one end, are interspersed with crushed stone walkways for easy access. While there are several intrepid volunteer gardeners who maintain many of the beds, there are still plenty of unclaimed areas, including the walkways, that need to be weeded, pruned, planted, and harvested. The garden is irrigated, and gardening tools and supplies are provided. Be at ease, as this position does not require the wearing of period clothing nor the use of 18th-century gardening methods (though we won't stop you if you wish to do so)!

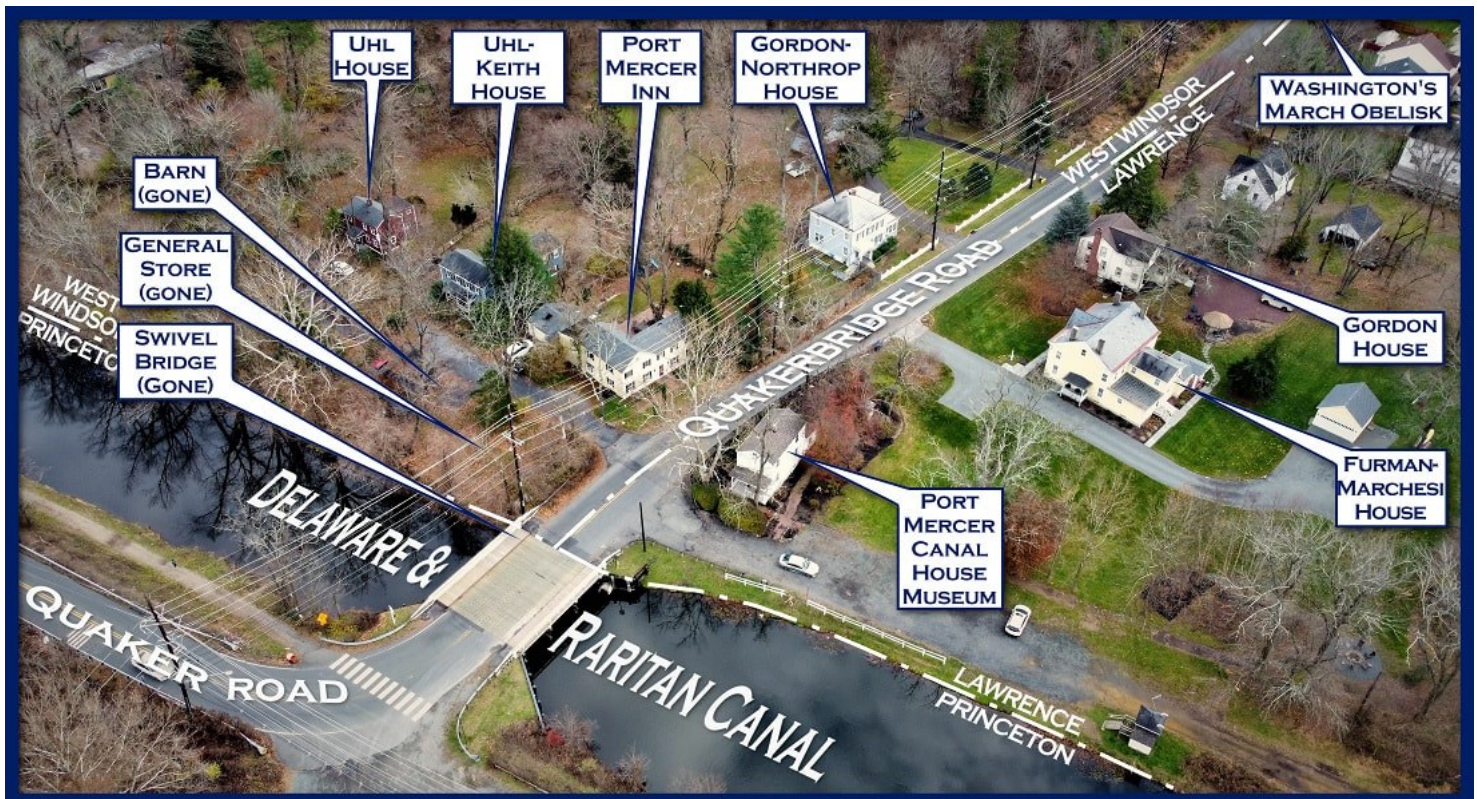
This position is seasonal and pays \$16 an hour. Please email Lisa.Flick@dep.nj.gov if you are interested.

The park is also pleased to welcome Claire, the new hourly trail interpreter/history assistant who will be working with our historian on collection projects and programming for the upcoming season. A graduate student at Rutgers with a BA in History and currently studying Library and Information Science, she is eager to delve into the story of the D&R Canal and share it with the public. We are excited to have her join the team! In the coming weeks, the park historian will be working with her new assistant to introduce her to the park and the canal's many narratives, people, structures and engineering features.

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On Saturday, May 10th at 10:00 am, Vicki Chirco, the park historian, will partner with the Historical Society of West Windsor and Lawrence Township to offer a walking tour of the canal and the community of Port Mercer. This joint program will touch on the general story of the D&R and its influence on this small community. Attendees will hear about the people who built and occupied the surviving homes and the village that once flourished here. Registration is required and participation will be limited to 30 attendees. Make sure to secure your spot by registering here: <https://www.westwindsorhistory.com/tour.html>.

As a reminder to all visitors, please ensure you remove valuables from your vehicle and lock the doors when you are in the park.



Stroll through history with the Delaware & Raritan Canal State Park, the Lawrence Historical Society, and the Historical Society of West Windsor...

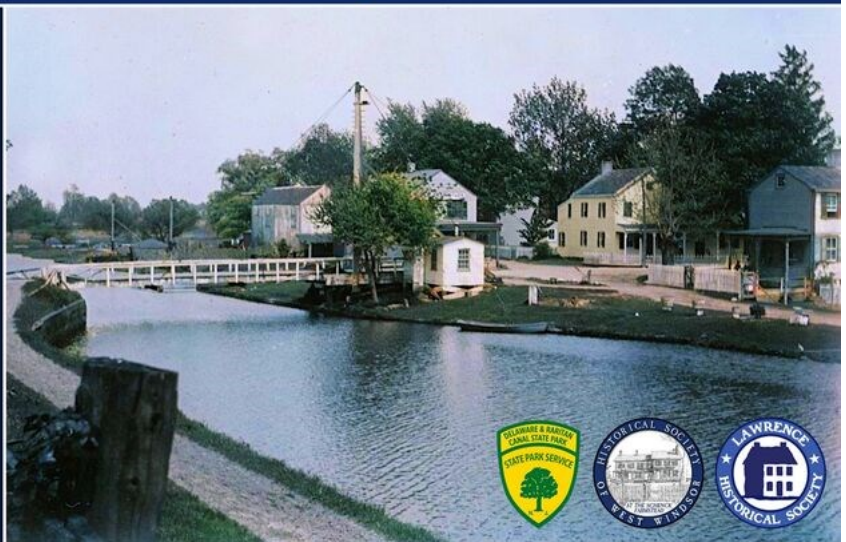


PORT MERCER HISTORY TOUR

A guided walk of the Delaware & Raritan Canal, the 19th century community of Port Mercer, and the Port Mercer Canal House!

May 10 at 10AM

Limited space; pre-registration required.



More info and registration at: [WestWindsorHistory.com/Tour](https://www.westwindsorhistory.com/tour.html)

Celebrating the Erie Canal's Bicentennial

Photos by Will Van Dorp

On Sunday, March 30, we were happy to welcome Will Van Dorp, a member of the Canal Society of New York State. Will grew up on a dairy farm near the Erie Canal in upstate New York. As a younger person, he paid no attention whatsoever to the canal. By the time he was in his early 60s, his fascination with NY state canals was so intense that he took an unpaid leave of absence from his position as English professor at Union County College in NJ and hired on as a deckhand on an Erie Canal tugboat for the 2014 season. That tugboat, *Urger*, had a special educational mission, and Will embraced that mission fully.



Lock 35E, Lockport, New York

Before working at Union County College, he taught English in three states and four countries, including the Congo—then called Zaire—where he was a Peace Corps volunteer, teaching at a high school along a tributary of the Congo River.

Since 2015, he has lectured and written about waterways and the vessels of all sorts, speaking aboard passenger vessels on the Great Lakes, the Saint Lawrence River, and the Erie Canal. Sadly, no overnight passenger vessels currently transit the New York State canals. In less than two weeks, Will begins the 2025 season, his sixth on the Lakes, this time as “**lakelorian**” signing on in Portland, Maine bound for the Great Lakes aboard Victory Cruise Lines ship *Victory I*. He’s published dozens of articles and photos mostly in *Professional Mariner* magazine and made a short documentary film about a boat graveyard near Carteret, NJ.

His favorite song for karaoke—which is NOT on to-

day’s schedule—is “Sittin’ on the Dock of the Bay,” not “Low Bridge, Everybody Down.”

Will explained the differences among the original Clinton’s Ditch, the Enlarged Erie, and the current Erie Canal or Barge Canal. He shared the pictures and biographies of the canal’s important people, including Jesse Hawley, Benjamin Wright, John B. Jervis, and our own Canvass White.

Audience members had many questions and comments that enlightened everyone.



◀ View of the **Noses**, a gap in the mountains. Looking back east from the water, you see rail and highway traffic on opposite sides. The Walmart trucks are explained by a Walmart distribution center near Johnstown.

WHAT IS IT?

Canal terms explained

Culvert—A culvert is a channel, usually in a pipe, that crosses under the canal. A road can also be carried through a culvert under the canal; see the Medina image below. On the D&R Canal (top image) generally natural bodies of water do not flow directly into the canal. They are directed UNDER the canal. There are exceptions, but very few.

Culvert on the D&R Canal. The stream at the bottom passes under the canal (top of picture) to the other side.



Culvert Road passes under the Erie Canal at Medina, New York. You can see the canal tug *Urger* above, cruising on the canal.
Photo courtesy of Will Van Dorp

Culvert on the Miami & Erie Canal, Troy, Ohio. A stream passes through the arches and under the canal.



Along the Delaware & Raritan Canal A History & Resources Database

© by Capt. Bill McKelvey
(2nd installment)

Over forty years ago the author began extensive and in-depth research on the D&R and its connecting canals along the Atlantic seaboard. I corresponded with and interviewed dozens of canal employees, boatmen, boat captains, and local historians. Unfortunately, they have mostly all passed away. Thousands of pages of records were examined in detail and a multitude of newspapers were searched. A tremendous amount of help was provided by members of the Friends of the New Jersey Transportation Heritage Center: Edward T. Francis (my mentor), Robert Yuell, Warren Lee in his *Bel Del Chronology* and *Down Along the Old Bel-Del* books, Barker Gummere, Bob and Linda Barth, and many, many others. Much information and hundreds of photographs and illustrations were published in the author's two books (*The Delaware & Raritan Canal: A Pictorial History*, 1975, and *Champlain to Chesapeake: A Canal Era Pictorial Cruise*, 1978) as well as books authored by Harry L. Rinker and published by McKelvey's Canal Captain's Press (CCP).

However, the definitive history of the D&R has yet to be written. The basis for this can be found in the dozen loose-leaf scrap books, packed with newspaper clippings, in the author's collection. In these volumes resides the true history of the canal; its day-to-day operations, its people, finances, rules, and events are well documented as are the accomplishments and tragedies that littered its way. Books, reference works, and research papers are also cited, as are the important people, industries and places "Along the D&R." On these pages, and the ones that follow in future issues, time and space will only permit a fraction of the story to be told. And, there is a lot that has yet to be discovered and learned.

James C. **Amon** was the first Executive Director of the Delaware & Raritan Canal Commission (D&RCC), from Sept., 1975 until Feb., 2005. The regulatory program of the D&RCC was the first regulatory program in the State of NJ to:

- Attempt to manage stormwater runoff for both quality and quantity. It took the the NJ DEP ten years to adopt stormwater management regulations that were, at the time very similar to those of the D&RCC.
- Establish visual impact standards on a regional basis (which were flexibly structured to accommodate urban, suburban and rural land use conditions) for historic structures.
- Establish Watershed-based protection for stream corridors. This was done by the D&RCC 12 years before the NJ DEP adopted somewhat similar regulations to protect the highest quality streams in the state.

When the D&RCC began there were about 8 miles of usable towpath and one parking lot for visitors. When Amon departed there were about 85 miles of trails and about 30 parking lots. The D&RCC was responsible for over \$25 million worth of improvements to the D&R canal park that were made at no cost to the taxpayers, mostly via concessions from developers and contractors. These improvements included building new trails (e.g. the trail between Kingston and Rocky Hill on the berm bank and the restoration of the towpath at Port Mercer); bridges and walkways (e.g. the bridge across the Millstone River on the east side of the canal at the Millstone Aqueduct; parking lots at access areas (in connection with the 1984-85 dredging of the canal, the D&RCC had the contractors build four parking lots along the Feeder); restoration of historic structures (along with Donald Jones and others, Amon led the Delaware River Mill Society in raising more than \$1 million to make improvements to the historic Prallsville Mill on the Feeder Canal); the pedestrian bridge over U.S. Rt. One; the restoration of Lock One; the creation of National Historic Districts at Lambertville, Titusville, Griggstown, Kingston, and several others; the establishment of "Wild and Scenic" status for the portion of the Delaware River that adjoins the Feeder; the establishment of Scenic Road Status for NJ Route 29; the scenic pull-offs on I-295 that give access to Lock One; the addition of almost 1,000 acres to the Canal Park; the extension of the Canal Park path to Frenchtown; permanent protection for 3,000 acres of riparian buffer land along streams that enter the Canal Park; and many more similar improvement items.

These things were achieved because Amon and the D&RCC did them, got others to do them or worked with others to do them. Jim was the right man at the right time for the job. Over the years he has collected historic images and artifacts of the D&R and recorded hundreds of contemporary views. Amon has done presentations and talks on the D&R throughout our state including several times for the Canal Society of New Jersey. Jim also was instrumental in the saving and moving of the "Chicken House" switch from the Bel Del immediately west of the railroad bridge over the feeder, which was west of the site of the Warren Street passenger

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WELCOME NEW MEMBERS

station. It and three old cast iron crossing gate bases and signal hardware were also saved for the NJ Transportation Heritage Center and moved in two tractor-trailer loads to Phillipsburg.

AMOY, a Chinese junk on a round the world cruise in the late 1920s came through the D&R Canal and tied up at the Johnson & Johnson plant in New Brunswick for several days.

Anthracite Coal or “hard coal” (also known as “stone coal”) was the major cargo carried through the D&R Canal and has been termed the fuel which ignited an industrial revolution. Anthracite has an average fixed carbon content of 86%; volatile matter amounts to only 4.3%. It is therefore more difficult to ignite, but it burns longer and cleaner than the softer bituminous coal, making it more attractive for domestic use. It also is easy to store and is more resistant to deterioration. Anthracite was mined in northeastern Pennsylvania and transported to tidewater by canalboat. Short feeder railways were constructed to move the coal from the mines to the canals and as those railways expanded they began to compete directly with the canals and began to replace them. *The Kingdom of Coal*, by Donald L. Miller and Richard E. Sharpless Anthracite constituted well over half the total tonnage carried by the D&R Canal – in 1860 1,283,000 tons of coal were transported. *From Indian Trail to Iron Horse*, by Wheaton J. Lane, p. 265 Much coal was destined for delivery along the D&R Canal as well as to industries and distributors which were located on connected tidewaters. Huge volumes of anthracite were brought to Coalport in Trenton via the Belvidere Delaware Railroad and transloaded into canal vessels for final delivery. As much as 18% of the anthracite coal mined in the US was carried by the D&R Canal in 1871.

Antiquing Along the D&R: The Sunday Driver Directory of Dealers in Quality Antiques lists two dealers near the D&R Canal in the Lambertville area. They are 1. Golden Nugget Antique Market, open 6am to 4pm Wednesday, Saturday and Sunday at 1850 River Road (Rt. 29), south of Lambertville, 609-397-0811 www.gnmarket.com, and 2. The Peoples Store, “Lambertville’s Largest Antique Center,” 28 No. Union St., Lambertville (609) 397-9808. But there are many more smaller antique establishments in the Lambertville (known for its arts and antiquing) as well as the New Hope, PA area.

Arcadia Publishing, Images of America books which cover all or portions of the D&R Canal include: Bordentown; The Delaware & Raritan Canal; The Delaware & Raritan Canal at Work; Franklin Township; Lambertville & New Hope; Lawrenceville; New Brunswick; Prallsville Mills and Stockton; Princeton; Rocky Hill, Kingston & Griggstown; and Trenton.

Captains Henry & William **Ashmore** operated vessels between Trenton and Philadelphia on the Delaware River and began using the D&R as soon as it opened; eventually merged to become part of The Merchants Transportation Co. 1843: “The Schooner *JAS. MADISON*, Capt. Wm. Ashmore, will leave the Trenton Basin for New York, on Friday the 5th inst., and New York for Trenton on the Friday following. For freight apply to the Capt. on board, or to W.A. & A.B. GREEN.” *New Jersey State Gazette*, May 1, 1843. Also see “Tucker, William.”

George W. **Aspinwall** of Philadelphia had *ASHLAND* and *OCEAN*, two iron-hull, twin-screw steam vessels built with Grasshopper engines by Harlan & Hollingsworth in 1844. They were the first steam vessels used on the outside passage (around Cape May) between NY and Philadelphia. They were similar to the early iron-hull propellers *ANTHRACITE*, *BLACK DIAMOND*, *IRONSIDES*, and *VULCAN*, built for the D&R Canal. They made but a few trips by the outside route when an agreement was reached with the “monopoly” for them to use the canal. They ran through the D&R to Albany and Troy, NY and were subsequently purchased by the US Quartermaster Department during the Mexican war for service in the Gulf. *Dayton, Steamboat Days*. A contract was made between the Joint Companies and Aspinwall in 1845 for the establishment of a transportation line, primarily for coal, between Philadelphia and Albany/Troy called the Iron Steam Packet Line for seven years with reduced payments in lieu of tolls.

The **Assunpink Creek Navigation Company**, a private corporation, was formed in 1796 to construct a canal across New Jersey. The project was abandoned due to insufficient funds. *Borough of South Bound Brook, H. Kells Swan, Compiler.*

Assanpink Trail: See “Old Dutch Road.”

The **Association for the Preservation & Improvement of the Delaware & Raritan Canal** published a pamphlet titled *The Delaware and Raritan Canal, Past, Present and Future*, by Morgan R. Seiffert and Eric Fleming in the 1930's. It included a map of New Jersey prominently showing the canal boldly proclaiming “Open the Water Trail Through the Garden State for Commerce and Pleasure. It was drawn by “Eric Fleming, Engr., & Archt.” and was published after the canal was closed. It advocated 1. Keeping the canal open, 2. Preserving the retained rights of the people if the D&R is abandoned, 3. Having the state take over the canal if abandoned, 4. Working for improvement and expansion of the canal as a free waterway under federal operation, 5. Preventing irreparable damage to owners of property adjacent to the canal, and 6. Preserving for the people of New Jersey one of its greatest potential assets.

Atlantic Deeper Waterways Association: At the ADWA meeting in Baltimore, attended by 300, it was reported that the Pennsylvania RR was willing to surrender its rights in the Delaware & Raritan Canal, connecting New York and Philadelphia, which would greatly facilitate the building of that link. *Deeper Waterways, NY Tribune, Nov. 18, 1908, pg. 3.* The question of an intra coastal canal across New Jersey, thus connecting Philadelphia and NY, will be discussed at the meeting of the ADWA in Providence on August 31, (1910). *New Brunswick Daily Times, August 20, 1910.* PRR not opposed to coast canal per President McCrea. The steamer *PURITAN* took delegates from the Central RR Jersey City pier to Providence in 12 hours. *New Brunswick Daily Times, September 1, 1910.* Business men unite to push state canal: Governor Fort calls meeting of shippers who will be invited to join in a demand on Congress. *New Brunswick Daily Times, September 9, 1910.* New Jersey will donate land for intercity canal: Announcement made at enthusiastic meeting held in Philadelphia. At the time Congressman J. Hampton Moore was the president of the ADWA. *New Brunswick Daily Times, September 15, 1910.* Ship Canal plans are given boost: Enthusiastic meeting for the cross-state waterway was held in Trenton. *New Brunswick Daily Times, September 28, 1910.* Trans-State canal bill introduced in upper house. *New Brunswick Daily Times, January 31, 1911.* Jersey Ship Canal resolution signed by the governor. *New Brunswick Daily Times, April 17, 1911.* Ship Canal to be 500 to 1,000 feet wide and 40 feet deep. *New Brunswick Daily Times, May 6, 1911.* Congressional party inspecting Ship Canal route will visit New Brunswick. *New Brunswick Daily Times, May 27, 1911.* Jersey Ship Canal would pay well. *New Brunswick Daily Times, June 23, 1911.* Sea-Level Canal across Jersey decided on by Ship Canal Commission. *New Brunswick Daily Times, September 1, 1911.* NJ Ship Canal Commission for state control of canals. *New Brunswick Daily Times, November 29, 1911.* Scully asks 20 millions for canal across NJ. . *New Brunswick Daily Times, December 3, 1913.* The cost of the project was estimated as follows: \$20 to 45 million in 1912; \$65 to 85 million in 1937; and \$187 million in 1942 for a deeper excavation. *The District: A History of the Philadelphia District, U.S. Army Corps of Engineers - 1866 - 1971.* Also see “Trans-Jersey Ship Canal - Proposal.”

The series will be continued in subsequent issues of this newsletter.

Class of 2024-2027

Tom Lederer (Princeton)
Joseph Ciccone (Lawrence Township)
Charles Martin (Franklin Township)
Sarah Verbeke (Bridgewater)

Class of 2022-2025

Linda Barth (Somerville)
Robert Barth (Somerville)

Christopher “Kip” Bateman (Branchburg)
Barbara ten Broeke (East Millstone)

Class of 2023-2026

Theodore Chase (Griggstown)
Tim Roth (Long Valley)
Laurie Reynolds (Bound Brook)
Barbara Ross (Princeton)

Saturday, April 12 -- Hunterdon County

On Saturday April 12th, from noon to 4:00 p.m., the Red Mill Museum Village will host the first ***Hands-On History Traditional Crafts Festival***, giving visitors a unique opportunity to step back in time and experience history firsthand. Last year's inaugural Hands-On History Day was so popular that it is being offered in an expanded version this spring. Like the initial event, attendees will have the opportunity to use the tools, complete the tasks and play the games of childhood as well as try their hands at the essential skills of daily life from the Colonial period to the early 1900s.

Additionally, April's event will include live demonstrations including candle making, tinsmithing and more, presented by both Red Mill Museum Village staff and other artisans who are well-versed in practicing the skills of yesteryear. Many of these artisans will have items available for purchase at the event, including members of our sponsor organization the Collectors of Rare and Familiar Tools Society ([CRAFTS of NJ](#)) who will be sharing their knowledge and artifacts with attendees.

There is particular excitement over the inclusion of Baltimore, Maryland-based historical artisan Lauren Munev of “[Silhouettes By Hand](#)” at the festival. Lauren is one of only 20 freehand-scissoring silhouette artists in the world. These types of portraits are iconic to early American history as silhouettes were the portraits of the common people before the invention of photography.

Lauren will be creating freehand silhouette portraits made with only scissors and paper. She simply looks at her sitter to create a remarkable likeness - no shadows or any machinery are used. The shape of the face and hair appear on the paper as if by magic - ready to be affixed to a card, and ready to be taken home, in just a few minutes.

The silhouettes will be free of charge, but only for those lucky people who pick up a timed-ticket available at the silhouettes table.

The Hands-On History: Traditional Crafts Festival

EVENTS YOU MAY WISH TO ATTEND

**Every Saturday -- Burlington County
Company Town Walking Tour**

Every Saturday | 1 PM

Join us on a guided walking tour of the company town of Roebling to discover the stories of workers who lived in the unique houses-- from immigrant laborers to wealthy superintendents.

Cost: \$5 for the tour or \$3 when purchased with museum admission. Tickets are for sale at the admission desk— you do not need to register or buy in advance.

Roebling Museum, 100 2nd Avenue, Roebling, NJ 08554; 609-499-7200.

WINE Tasting

Support HCBS by joining us for an afternoon of delightful wines and hot hors d'oeuvres at the historic Perryville Inn!

📅 April 6, 2025

📍 167 Perryville Inn, Hampton, NJ

Come learn about the Inn and painter William Bonnell!



offers families a unique opportunity to step back in time and experience history firsthand. Through demonstrations and interactive activities, participants will gain a deeper understanding of the tools and tasks that shaped everyday life in the past.

For more information, please contact Curator of Education and Public Programming, Robbie-Lynn Mwangi at educator@theredmill.org. 56 Main Street, Clinton.

For more information on Lauren Munev's “Silhouettes By Hand”, including seeing galleries of silhouettes and the history of silhouettes, please visit

www.silhouettesbyhand.com

September 21-25 | Erie Canal | Buffalo, NY

The World Canals Conference is the marquee event for inland waterways experts and enthusiasts from all over the world to gather and learn from one another. Follow your passion to experience how the challenges we all share are being addressed around the globe.

On its 200th anniversary, the Erie Canal provides the perfect backdrop for the 2025 conference. Discover how the same spirit of innovation that built the canal and transformed America is revitalizing the Erie Canal for future generations.

Sunday, September 21

- Conference kickoff with community events and entertainment at Canalside and in the greater Buffalo region International Reception for all delegates in the evening

Monday, September 22

- Plenary and Paper Sessions
- Exhibitor Hall opens
- Screening of a new Erie Canal documentary
- Welcome reception and dinner

Tuesday, September 23

All-Day Field Sessions

Lunch and dinner at various tour locations

These full-day excursions will take place on Tuesday, September 23rd. Every attendee is guaranteed a spot in a field session, but each has limited seats. Field

first serve basis — so register now to secure your top choice!

BROCKPORT - FAIRPORT Field Session

Recreation, Access, and Accessibility

Discover ways that canal communities are capitalizing on recreational tourism, integrating boating, cycling, and paddling into waterfront and community developments, while also ensuring that recreation is accessible for people of all abilities. This trip includes a boat cruise and a demonstration of an adaptive kayak launch, as well as a visit to a new pedestrian bridge connecting communities to the Erie Canalway Trail.

LOCKPORT - MEDINA Field Session

Downtown Revitalization Through History and Art

See how communities that are rich in canal history, architecture, and engineering are using these assets as the basis for heritage development and revitalization. This trip includes a boat cruise through Erie Canal double locks 34/35, and into the “deep cut,” an impressive canal channel blasted through solid limestone in 1824. You’ll also take a guided tour of the restored historic Flight of Five Locks as the centerpiece of the Lockport Locks Heritage District.

NORTH TONAWANDA - LOCKPORT Field Session

Waterfront Revitalization and Economic Development

Visit North Tonawanda’s canal waterfront at Gateway Harbor, as well as the historic Riviera Theatre, and Remington Lofts to learn about the city’s economic development planning, investment, and community waterfront transformation. This tour also includes a visit to Lockport for a boat cruise and a tour of the Locks Heritage District.

NIAGARA FALLS Welland Canal

Cross Border Connections: From Past to Present

Visit the Niagara Falls Underground Railroad Heritage Center and the St. Catharine’s Museum and Canals Center to hear stories of freedom seekers who used the canal to escape from slavery and crossed the Niagara River to live in Canada. This trip also includes a tour of the Welland Canal and dinner at Niagara Falls.

Wednesday, September 24

- Exhibit Hall open at breakfast
- Delegates attend the send-off celebration for replica 1825 canal boat Seneca Chief on its cross-canal bicentennial voyage
- Afternoon Paper Sessions



We have been sending the Canal Watch newsletter by email so that you can read it in **COLOR**. You also have one less item to recycle. If you would like a black-and-white paper copy, please write to Linda Barth at barthlinda123@aol.com and she will mail a printed copy to you.



The 2025 D&R Canal Watch calendar is nearly sold out. **The remaining copies have been discounted to only \$10 each.** The judges have again chosen stunning pictures taken by our friends and members who love the canal.

To purchase a copy, please contact Linda Barth at barthlinda123@aol.com or 908-240-0488. Provide your phone number and your town and she will call you to arrange for delivery. 12" x 12" -- \$20, with all proceeds going to the D&R Canal Watch to purchase items for the park.

Since we were not able to sell out this year's calendar, we have decided to take a break and NOT publish a 2026 calendar. Keep taking pictures as we hope to produce a 2027 calendar.



Fixing a flat tire near Griggstown.
Photo by Carla Olsen.

Board of Trustees

Linda Barth, president
Charles Martin, vice president
Ted Chase, secretary
Tom Lederer, treasurer

Robert Barth
Christopher "Kip" Bateman
Joseph Ciccone
Laurie Reynolds
Barbara Ross
Tim Roth
Barbara ten Broeke
Sarah Verbeke

The D&R Canal Watch
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Rocky Hill, New Jersey 08553
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Our Mission

The D&R Canal Watch is an independent, nonprofit organization working to engage the public in the protection of the environment and preservation of the heritage of the D&R Canal.



The D&R Canal Watch is asking for your support for our activities that protect, maintain, and promote the recreational, historical, aesthetic, and environmental qualities of the Delaware & Raritan Canal State Park. Over the past years, the Canal Watch has:

- **Sponsored a number of events for the park's 50th Anniversary and created the Tour de Towpath.**
- **Restored the Kingston canoe/kayak boat launch**
- **Paid for the conditions assessment and the engineering drawings for the East Millstone and Griggstown bridgetender stations.**
- **Working with the park, we posted signage at six locations to help visitors find their way through Trenton.**
- Led history walks along both the main canal and the feeder, pointing out historic structures and Light Rail study tours
- Led history bike rides along the main canal.
- Sponsored star-gazing and solar observation events.
- Sponsored bird watching walks along the main canal and bilingual nature walks
- Installed and facilitated canal interpretive signage at locks and spillways
- Activities in 2009 marking the 175th anniversary of the opening of the Delaware and Raritan Canal. These included "Meet the Canal Authors Day" and "The D&R Canal: Yesterday, Today, Tomorrow," by Richard Hunter" walks, bike rides, canoe and kayak rides, "Hands Along the Canal," and proclamations from our legislature.
- Examination of Lock 9 to determine the feasibility of reopening the lock to navigation
- Post-flood cleaning of canal structures in Griggstown, Zarephath, and East Millstone
- Painting over graffiti in East Millstone
- Repair of shutters on the East Millstone bridgetender's home
- Straightening and painting of the outhouse at the East Millstone bridgetender's home
- Staffing the East Millstone bridgetender's home during the village's Canalfest in October
- A photographic exhibit of the homes of bridgetenders and locktenders.
- Services of an information technology consultant for the park's computers
- Funded classes to certify maintenance staff in small motor repair, applying herbicides, etc.
- Contacted legislators and the governor's office to keep the parks open and retain the commission
- Facilitated the mothballing of an empty bridgetender's home by buying lumber and painting the windows.
- Installed Kaya-Arms on docks to facilitate entering and exiting kayaks
- Funding the park's website and continued updating
- Paying the dues for the Meetup site used for announcing park activities

Canal Watch Achievements (continued on next page)

Canal Watch Achievements (continued from previous page)

- Sponsored lectures on topics such as “The Role of the Delaware and Raritan Canal in the Growth of Trenton’s Industrial Potteries,” “The Operation of the Joint Companies and the Interrelationship of the canal with the state’s first railroad,” “The Roebling Story,” “Photography Along the Delaware and Raritan Canal State Park: Treasure in Central New Jersey,” “Meet Ashbel Welch, the second chief engineer of the Delaware and Raritan Canal,” and Jim Amon on how the canal and the park changed during his tenure with the commission.
- Purchased gifts that the park budget could not provide. These include a digital camera, seven picnic tables, several benches, a laptop computer and software, a desktop computer, an LED projector, an inflatable screen for outdoor viewing of videos, a subscription to the Meetup website, a scanner, printer ink, a water testing kit, an external computer drive, lumber for canoe dock at Griggstown, folding tables and twenty chairs for Bulls Island, development of a new park website and maintenance of the site at the rate of \$50 per month, and professional courses for the maintenance staff.

Renew your Membership for 2025

We would like to remind our members to please renew their membership. You can do so online by visiting www.canalwatch.org and clicking on “Join” at the top right.

Please wait a few seconds for the membership form to appear. When you click “Submit,” you will be taken to the payment page. If you prefer to pay by check, please make it payable to D&R Canal Watch and mail it to the Canal Watch at P.O. Box 2, Rocky Hill, New Jersey 08553.



D&R Canal Watch 2025 Membership Renewal Form

Membership year: January 1 to December 31

Nonprofit Org \$10 _____ Individual \$15 _____ Family \$25 _____ Organization \$40 _____
Supporter \$100 _____ Patron \$250 _____ Business member \$500 _____ Benefactor \$1000 _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone(s) _____

Email address _____

Please send this form and your check, payable to the D&R Canal Watch, to D&R Canal Watch, P.O. Box 2, Rocky Hill, New Jersey 08553-0002. Dues can also be paid online at <https://canalwatch.org/join/>

For reasons of fiscal and environmental responsibility, newsletters will be posted on the Canal Watch website, www.canalwatch.org, and emailed to members for whom we have email addresses. If you require a paper copy, please check here _____.

Volunteers are needed to lead walks/trips. Do you have computer, photography, or design skills that you are willing to use for the organization? Would you like to join the Wednesday Work Crew? May we call on you? Yes _____ No _____ Try me _____ (circle your skill)