



Number 100

www.canalwatch.org

June 2025



What are these two people looking at? And why?

Photos by Darlene Yuhas

To find the answers, and to learn more about the D&R Canal Commission, please pay a visit to www.nj.gov/dep/drcc/ and scroll down a bit to “View Annual Report.”

The first 15 pages will introduce you to the commissioners and commission staff. Then view the highlights of last year’s 50th anniversary celebration.

Finally, on p. 25, you can find out why these folks are using magnifying glasses.

The D&R Canal Commission is working with the State Drone Team to create “Taking Flight on the D&R Canal,” an aerial trip along our historic waterway. You can view what’s been done so far by returning to the commission’s website, www.nj.gov/dep/drcc/. Next to the Annual Report, you’ll see “Special Project: Taking Flight on the D&R Canal.” Click on “Watch it here” and scroll to the 11-minute video.

Thanks to Darlene Yuhas, the commission’s communications director, for her work on the annual report.

www.nj.gov/dep/drcc/pdf/annual-reports/2024_D&RCC_Annual_Report.pdf



D&R Canal Watch Activities Schedule for 2025



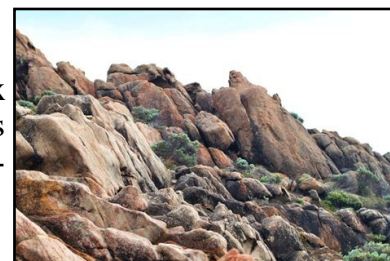
Sunday, June 22: 2:00 p.m. Canal Watch Annual Meeting.

“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; barthlinda123@aol.com.

Photo courtesy of Mohawk Canoe Club. The Canal Watch Annual Meeting will precede the talk. We will vote on the slate of trustees, who will serve for a three-year term (see page eleven). Refreshments will be served; Canal Watch sales items will be available.

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
(continued on the next page)



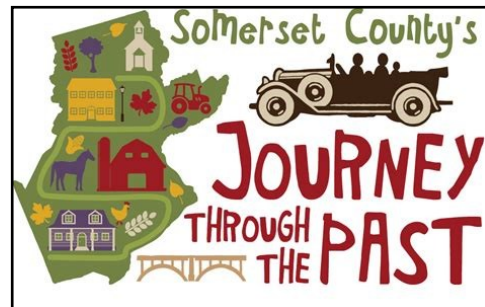
rock outcrops at Scudders Falls. We will walk both the D&R canal and the Trenton hydromechanical canal. Participants will have to walk up and down short steep hills. Walk led by Pierre Lacombe, retired USGS geologist, pjlacombe25@gmail.com



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!

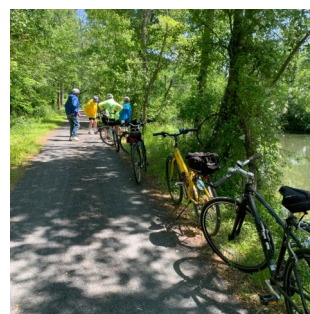
Sunday, August 31: Canal Road Walk and Roll. 10:00-4:00. Canal Road closed from Griggstown Causeway to Route 518 in Rocky Hill. Enjoy a day with friends and family along the scenic D&R Canal with no cars!

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 and members of the East Millstone Historical Society will open the East Millstone bridgetender's home and station (and the historic outhouse, for observation only). Linda Barth, barthlinda123@aol.com, 908-240-0488. (To see the many other historic sites that will be open, Google "Journey Through the Past, Somerset County, NJ.")



Saturday, October 25 — 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 a half-marathon 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.



In addition to the above activities sponsored by the D&R Canal Watch, you can see the D&R Canal State Park programs at this link: <https://www.dandrcanal.com/programs>.

NEWS FROM OUR PARK SUPERINTENDENT

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

StarFlight Drones will launch from state park property on the Bulls Island side for the **“First Friday” fireworks and drone shows in New Hope/Lambertville**. The approved dates are: June 6, July 11, August 1, and September 5.

GETTING READY FOR THE 250TH AT ROCKINGHAM!

Big doings are afoot again at Rockingham! We have several renovation and improvement projects ongoing or just about to start that will make sure the site is ALL ready from the 250th birthday of our country in 2026 to the 250th anniversary of Rockingham’s main contribution to the story of our nation in 2033. (On August 23rd of 1783, General Washington, accompanied by his wife, three aides-de-camp, a small guard of two to three dozen soldiers including dragoons (the equivalent of military police today), and “domestics” [servants and slaves], took up residence. The General would ultimately stay over 2½ months from late August to early November.)



A major exterior renovation of the historic house occurred in 2023. Now, the fence around our kitchen garden and front yard will be replaced (it was over 20 years old) and improved (to try to keep those pesky deer out!), and the exterior of the stone building, which houses our museum store and public restrooms, will be renovated with repointing of masonry, new paint, woodwork restoration and a new roof. In a month or so, we will get a new roof for our small Children’s Museum/Wash House and, later in the summer, our pathways will be replaced to make them more ADA compliant.

The site looks like a right mess for now, but it will sparkle when all is completed by the fall! While the public bathrooms are closed during renovations, port-o-johns are available onsite.

Rest assured, while all of this hullabaloo is happening, Rockingham is STILL OPEN for regular house tours Wednesdays through Sundays, and you can reserve a space on a tour by visiting www.Rockingham1783.eventbrite.com. You will need to make your reservation at least 24 hours ahead of tour time to guarantee admittance. However, on most days at this time, if you don’t get to make your



reservation in time, we can still accommodate you, especially if you call the site—609-683-7132—the morning of to check on availability. Also, on most Sunday afternoons, the Dutch barn will be open and staffed with information available and some touchables and games & toys to check out. You can also see the frame of the barn (at left), which was salvaged from a late 18th-century structure on a local farm, and how it is held together. We hope you can join us!

Keep checking here or on our website, www.rockingham.net for updates on how the renovation work will affect how visitors access to the house as at some point, access from our parking lot will be closed for the laying of the new pathway.

The 2nd Annual Canoe and Kayak Race along the D&R Canal By Alan Lamb; images by Barbara ten Broeke

On Saturday, May 3rd, we hosted the Spring D&R Canal Canoe and Kayak Race to celebrate the park's 51st anniversary. The race launched from Princeton's Turning Basin park, heading upstream to Route 1 and back for a total of 8.6 miles.

We had a pretty good turnout yet again—with paddlers from Massachusetts, Pennsylvania, New York, Maryland, and New Jersey attending. Princeton Mayor Mark Freda also came out again to welcome everyone.

We had three great volunteers—Tom Lederer, Barbara ten Broeke, and Sarah Verbeke—from the Canal Watch who helped register, keep time, and start the race. Check out their picture on page four.

Also like last year, we had a lot of exciting finishes. A pack of four led the way with Ivan Kozoroz taking the first prize in a sprint finish at the end over Iurii Haleta, Steffen Zahn, and Alan Lamb (me!) all finishing within the next ten seconds. It

was a good back and forth race. Steffen made a mistake on the turn around the buoy (took it way too tight) and ended up running onto a log. I got stuck behind him as Iurii and Ivan pulled away! I was able to slip around the temporarily stuck Steffen, and I slowly caught up to the other two. Somehow, though, Steffen caught back up to the three of us! We stayed together until the final few hundred meters, and the final sprint began.

Next came Vik Haleta and Vadim Lischuk, with Vik coming out on top of a sprint there to secure 5th place overall.

After them, an intriguing competition between a pair of tandem racing canoes. Canal race veteran Greg Lowry partnered with Erik Werner to take 7th overall over Megan Roberts and Ed Curley with a margin of just one second. These four are some of the fastest canoeists in the country and it was fun to see them battle it out.

(continued on the next page)



To round out the top 10, Aleksey Kochetov took 9th place, holding on ahead of newcomer Derek Brown by a narrow 2 seconds. Aleksey also earned this year's "Most Improved" award (he won it last year, too!) improving his time by almost 3 minutes over last year. Nearly every other repeat participant was slower this year. I blame the late cold weather.

There were a lot of other good finishes throughout the field. After the race, the "Half Mule" trophies were handed out and we had pizza and chatted in the pavilion.

Full results can be found here:

<https://paddleguru.com/races/DRCanalRaceSpring2025/results>

Pictures here:

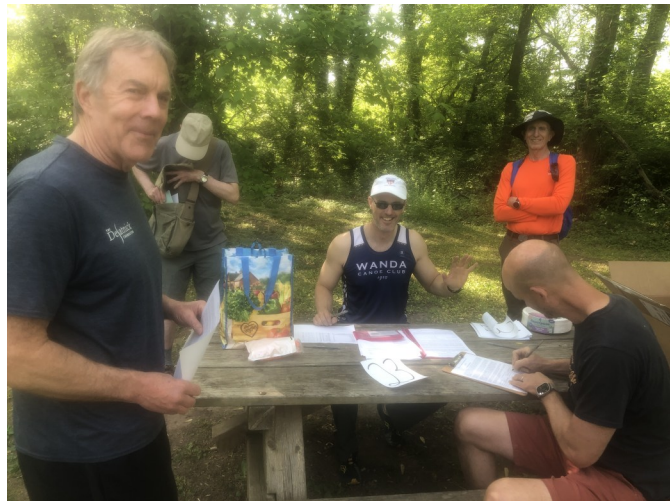
https://www.facebook.com/profile.php?id=61559235362186&sk=photos_albums



The timers, Barbara ten Broeke, Sarah Verbeke, and Tom Lederer, did a great job in checking the times of all of the participants.



Princeton mayor Mark Freda (left) and race organizer Alan Lamb welcome the racers and spectators.



When the Canal Watch began in 1989, the Star-Ledger printed this article.
Notice the plans that the founders had.

Friends of D&R Canal schedule first meeting

The newly organized D&R Canal Watch is inviting the public to its first membership meeting on May 15 at the Old Mule Tenders' Barracks in the Griggstown section of Franklin Township, next to the bridge over the Delaware & Raritan Canal.

The purpose of the meeting is to elect a board of trustees and for the new members to get acquainted.

The nonprofit group, which filed its incorporation papers in December, plans to serve as a watchdog for the historic D&R Canal, which is the centerpiece of a 60-mile-long state park in Hunterdon, Mercer, Somerset and Middlesex counties.

There are currently 39 members of the group, which is interested in the welfare of the manmade waterway that serves as a water supply for about 1 million people.

The canal park also provides recreation and open space, and includes several historic sites along its route from Raven Rock to Lambertville in Hunterdon County, south to Trenton, and then northeast to New Brunswick.

The canal became part of the state park system in 1974. The D&R Canal

Commission, a state agency, oversees the management of the park and reviews projects within the canal's 400-square-mile drainage zone.

Barbara Thomsen, one of 12 D&R Canal Watch trustees, told the commission in December that the new organization stemmed from her concern that there was "no sector representing the canal park all by itself. We will be more of a watchdog and informational organization."

She said the group's goals are to support the canal commission in protecting the park from unwarranted intrusions. Members also plan to monitor agencies that make decisions affecting the park. The group also could act as a fund-raiser for projects to improve the park.

In the D&R Canal Watch newsletter, the organization seeks volunteers who can walk the canal regularly and report any problems, organize events involving the canal and monitor threats to the park in their municipalities.

The meeting will be held at 7:30 p.m. in the barracks, three miles north of Route 518 on Canal Road and 3.7 miles south of Blackwell Mills.

Star Ledger 4/27/89

D&R Canal Watch Annual Report

May 1990

The first day of business for D&R Canal Watch was January 1, 1989. In almost a year and a half since then, the Board of Trustees and members have taken on a wide range of issues relating to the Delaware & Raritan Canal State Park. One would think that such a widely-recognized and appreciated historical and recreational resource would be free from intrusions and threats to its desirable environmental qualities. But there are pressures that threaten to degrade it every day.

Work and attention focused on the following items, which were reported in our four newsletter:

- Urged members and the public to write in support of the new Canal Park regulations on stream corridors and traffic impact. They were eventually approved.
- A large new bridge over the canal in Lawrence Township was the cause of controversy over how to retain the historic character of the hamlet of Port Mercer.
- A trustee, Dorothea Minis, arranged with Dr. Mary Leck of Rider College for use of the Canal Park as an outdoor laboratory to study plant life.
- Members followed closely many public hearings on the planned multi-use paths along the canal in Lambertville and Trenton.
- Canal Watch initiated talks with Congressman James Courter's aide to establish a National Heritage Corridor along the canal. The bill to accomplish this has been presented to committee in Washington. The Congressman hopes it will be passed this year.
- Retaining the historic character of a replacement bridge over Ten Mile Run in Franklin Twp. required an extensive letterwriting campaign and publicity. The issue is still not settled.
- On Duck Island (between Trenton and Bordentown) we made strong attempts to save Lock #2 from road construction planned by DOT. We called in the Preservation Coalition of New Jersey to help with investigation; the work is still in progress.
- We conducted a successful drive to press Middlesex and Somerset Counties to include the Canal Park as a "Scenic Corridor" in the proposed State Development and Redevelopment Plan. Hunterdon and Mercer had already made the designation.
- Received a grant of \$2,500 from The Conservation Foundation (Washington, DC) to produce a brochure to raise awareness of the Park and to increase our membership.
- Participation in a coalition to track the restoration of the double outlet lock in New Brunswick by DOT.

- Worked to eliminate a proposed connection between Mapleton Road along the canal in Plainsboro and a proposed new Route #1 interchange at Scudder Mill Road.
- Studied and made field trips to determine the impact of the Capital City Redevelopment Plan on the Canal Park in Trenton. Conclusions will be developed.
- We send representatives to Water Supply Authority informational meetings when a new project is proposed.
- Contributed to the Sierra Club's new interpretive sign project. Canal Watch sign will be located at Port Mercer.
- Canal Watch joined the National Celebration of the Outdoors, sponsored by The Conservation Foundation, to stimulate action in support of protecting our natural and historic environments.
- Trustee Barbara Ross has undertaken a project to produce a User's Guide for the Canal Park -- a very large endeavor.
- Accepted invitations to join the Boards of the Delaware & Raritan Greenway Project and the Delaware River Greenway Alliance.
- Letters of recommendation or endorsements:
 - Delaware River Greenway application to National Park Service;
 - Canal Society of N. J. application to N. J. Historical Commission;
 - Lambertville Environmental Commission application for grant for natural resource inventory;
 - Stable Source of Funding bill for natural resources before the Legislature;
 - Clean Water Enforcement Act;
 - Support for Princeton Twp.'s application to Green Acres for funds buy acreage in the Institute Woods.
 - Urged Franklin Twp. Historical Commission to deny any request to demolish the two 18th and 19th century houses on Canal Road.
 - Protested elimination of N. J. Soil Conservation Districts in state budget.

May 14, 1990

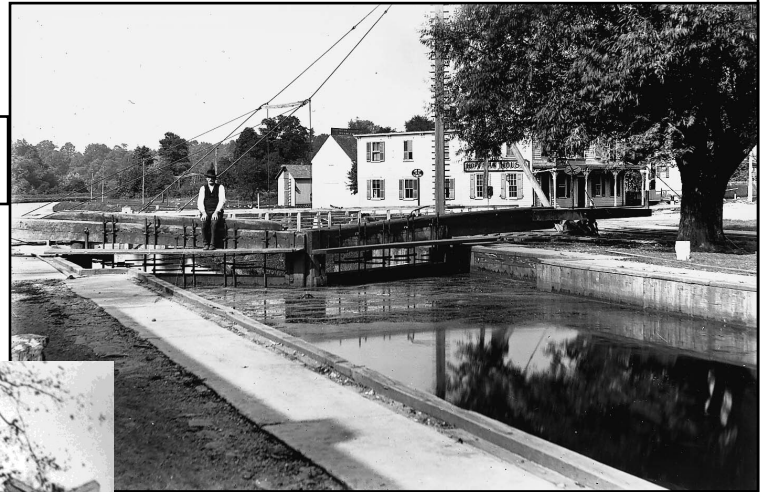
D&R Canal Watch
 c/o Barbara Thomsen
 13 South Main Street
 Cranbury, NJ 08512
 609--395-0693

WHAT IS IT?

Canal terms explained

Locktender—A locktender or lockkeeper is a person in charge of a lock on a canal. The tender or keeper operates the lock, preparing it for approaching vessels and raising or lowering the water level.

The locktender at Kingston has filled the lock and is waiting for the vessel to enter.



Here the water level in the Kingston lock has been lowered. Soon the locktender will open the gates, and the vessel will leave for ports downstream.

The locktender's wife and daughter are working the lock.



Artist Biff Heins painted this portrait of his neighbor Sandor Fekete, the last D&R locktender. Sandor and his family were allowed to live in the Blackwells Mills locktender's home long after the canal closed.

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)

EVENTS YOU MAY WISH TO ATTEND

Sunday, June 1 -- Somerset County

Rockingham State Historic Site presents

"George & Martha Washington:

A Love Story"

SUNDAY, JUNE 1, 2025

at two o'clock in the afternoon in the Rockingham State Historic Site Barn

Alisa Dupuy of Ladies of History and Curt Radabaugh appear as George and Martha Washington. Hear from George and Martha about how they met, about their marriage, their families, their responsibilities and, of course, about their love. It is educational, emotional and romantic! Donations welcome! Light refreshments to follow Limited Space - RESERVATIONS REQUIRED

To reserve, please email:

Rockingham1783@dep.nj.gov

Use "G&MW" as your subject and include your last name, number of people who wish to attend and phone number. Please note that your reservation is NOT COMPLETED until you receive a return confirmation email from us. 84 Laurel Ave., Kingston/Franklin Twp., NJ; located on the west side of Rte. 603 (Kingston-Rocky Hill Rd./Laurel Ave.), between Rte. 518 (to the north) and Rte. 27 (to the south).

rockingham1783@dep.nj.gov 609-683-7132

**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.

44th Annual

**SPRING LAKE
HISTORICAL SOCIETY
HOUSE TOUR**

Thursday, June 5, 2025 • 10:00 A.M. - 3:00 P.M.



House Tour Ticket Donation: \$60.00

For Tickets on Tour Day, Cash or Credit Cards Accepted

Spring Lake Railroad Station ~ Warren Avenue

(\$50 if tickets purchased prior to June 5, 2025)

For Tickets Prior to Tour Day

Kate & Co. ~ 1108 Third Avenue

Bain's SL Hardware ~ 1301 Third Avenue

J. McLaughlin ~ 1306 Third Avenue

**For further information please call Spring Lake Historical Society
(732) 449-0772**

Find us on Facebook and www.springlakehistoricalsociety.org

Rain or Shine • No Refunds



**JUNE
7**

**THE DAVID
BREARLEY
FUN RUN**

**JUNE
7**

Sponsored by The Lawrence Historical Society

Saturday, June 7th, 2025 at 8:30am

A historic out-and-back course
from the Brearley House to the Port Mercer Canal House
Registration: \$15 per person (\$10 for Historical Society Members)

Kids run for ages 2-12 (8:00 am)
Registration: \$5 per person



Register
Here

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 for only \$10 each.** The judges have again chosen stunning pictures taken by our friends and members who love the canal. If you would like one, please contact Linda Barth at barthlinda123@aol.com.

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



Turtles on a log near Demott Lane.
Photo by Shaun Daley

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
P.O. Box 2
Rocky Hill, New Jersey 08553
908-240-0488

www.canalwatch.org
<https://www.facebook.com/dandrcanalwatch/>
info@canalwatch.org

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.

Along the Delaware & Raritan Canal A History & Resources Database

© by Capt. Bill McKelvey
(3rd 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.

Atlantic Refining Co. of Philadelphia vessels, including their *MOTOR BARGE NO. 30*, and *MOTOR BARGE NO. 31*, both built in 1919, operated north into the D&R to deliver fuel oil as it replaced coal usage. Atlantic was established in Philadelphia in 1865, six years after Drake's first oil derrick in the world went into operation. Atlantic was the first refinery in the US. In 1874 Atlantic was swallowed up by the gigantic Standard Oil Trust, but in 1911 the trust was broken up and Atlantic became independent again. In 1966 Atlantic and Richfield Oil Corporation merged to form the Atlantic Richfield Co. (ARCO). ARCO is currently the seventh-largest US oil company.

Atlantic Terra Cotta Company: See "Excelsior Terra Cotta Company."

Miss Elizabeth Alice **Austin**, a woman pioneer in American photography, took a journey through the D&R and Chesapeake & Delaware canals in 1892 with friends in her sailboat *WABUN*. The photographs of this adventure are in the collections of the Staten Island (NY) Historical Society.

The **Aqueduct carrying the D&R Canal** over the Pennsylvania Railroad main line in Trenton had to be elevated three feet in the winter of 1929-30 to provide clearance for the catenary for the electrification of the line. This required the construction of a new concrete lock immediately south of the aqueduct and raising of the banks of the canal north to lock No. 7 at State St., Trenton. *Trenton Times*, November 7, 1929. The location of the aqueduct can still be seen from the railroad (which is now the Amtrak/NJ Transit Northeast Corridor) in the stone walls where the Rt. 129 and RiverLINE bridges cross the railroad south of the Trenton Station.

The **Assanpink Trail** was a route used by American Indians which became the Old Dutch Road. It began at Elizabethtown and went through Woodbridge, Piscataway, and Inian's Ferry (New Brunswick) and down to the Delaware where Trenton now is. The original Lincoln Highway followed this road. Today's Rt. 27 closely follows much of the route. The Assanpink Trail took a more direct route between New Brunswick and Trenton, crossing the future D&R Main Canal at New Brunswick and Kingston and the Feeder Canal at Trenton.

Baltimore & Ohio Railroad was the first common carrier chartered in the US (1827) and the first to construct tracks specifically for the purpose of transporting passengers and freight (1830). John W. Garrett was the president of the B&O from 1858 to 1884 and under his leadership the railroad was greatly expanded, reaching Chicago and other mid-western cities. In Baltimore harbor the B&O Marine Terminal developed an efficient complex of warehouses, grain elevators, special handling facilities, yards, slips, major piers, docks, and wharves, all connected with their rail lines. Garrett and the B&O played a key role in helping preserve

WELCOME NEW MEMBERS

the Union during the Civil War. Following the war the B&O established its own steamship line with three freighters to stimulate trade with Europe, but they replaced their ownership with agreements with independent shipping companies. In this time period the B&O used the New York & Baltimore Transportation Line as its freight connection to the north - via the C&D and D&R Canals. Several of the big steam canal-boats of the NY & BTL were built in the Civil War Era. One of them was named after the reigning president of the B&O: *JOHN W. GARRETT*; the *MARTHA STEVENS* was named for the woman who exhibited dauntless courage on the field at the Battle of Fredricksburg between Lee and Burnside; and the *F.W. BRUNE* was named for a family of Baltimore merchants, shippers and importers. Before the B&O secured its own line and/or trackage rights into the New York/New Jersey market the big NY & BTL steam canal-boats provided them with excellent 48 hour freight service between the two major ports. *Jacobs, The History of the Baltimore & Ohio; Herbert H. Harwood, Jr., Royal Blue Line*. It was popularly thought that the NY & BTL was the B&O Railroad and the following quote from the Bordentown Register of December 13, 1878 seems to confirm: "Now that the B&O Railroad has secured railroad facilities to New York, via Bound Brook, we suppose that some of their large steamers will disappear from the canal next season." In any event, we have not yet uncovered proof positive of the corporate connection between the two.

Baltimore Line - a/k/a NY & Baltimore Transportation Line - had a strong connection with the B&O RR.

From **Baltimore to Boston**, by Walter Burgess, is the story of a crew delivering in May, 1900, a new 39-foot yawl-rigged centerboard yacht, *COQUETTE*, built by Nilson Yacht Building Co., in Baltimore for the author. They are towed north through the C&D and D&R canals and sail the balance of the route. *The Rudder, Oct., 1900*.

Barnum humbug: "Barnum's Museum was in Princeton on Saturday exhibiting their 'wonderful curiosities' - viz., Tom Thumb, elephants with their Asiatic drivers, camels, animals, the man without arms, etc. Above all these, however, he seemed to have imagined that his 'car of Juggernaut' would have excited most admiration, for it was introduced with great pomp, drawn by eight horses, carrying on its top the band. From the very name you doubtless feel an interest in the appearance of this prodigy. I expected to find a moving temple, with hideous images of heathen deities, horrid countenances, unearthly forms. At least I thought that it would bear some shadow of resemblance to its great prototype, the object of the supreme veneration of the Hindu. But how far from reality was such a supposition! Instead of this it consists merely in a large square box on wheels, with a few elephants painted upon its sides, and several attempts to represent a double headed god - and that in lead-colored paint. *A perfect Barnum humbug*. Well, this immense affair, in view of their not being able to deposit it in any enclosure, was left in the street just in front of Dr. Maclean's house. About twelve midnight seventy or eighty of the boys went to it and examined whether any person was sleeping within or not. Seeing that all was quiet, and the townfolks slumbering in their beds, a large party laid hold of it, rolled it out of Princeton, down to the canal (a distance of about a mile), and there tumbled it in. An iron steamer ran against it in the night, injuring it seriously. So much for this spree. Everyone in town thought it the best frolic that the students ever had, and appeared truly rejoiced to see such a great humbug thus treated." *Letter of Mr. Charles C. Jones, Jr. To his mother, Mrs. Mary Jones, Princeton, May 26, 1851.*

Robert Barth: is a past president of the Canal Society of New Jersey; a tour guide for the D&R Canal, &

Basins on the D&R: As originally built there were only two basins on the D&R Canal: Blackfan's on the Feeder and one at State Street on the Main Canal in Trenton. As industry built up along the canal, many new basins were constructed. At the industrial traffic peak of the D&R, as many as 15 basins were in use. As use declined most were filled in. One of the two Princeton basins remains and remnants of oth-

ers are visible.

Main Canal Basins:

East Millstone Basin was between the road bridge and the bridge of the Mercer & Somerset Railroad. It has been filled in and is now a small park behind the local first aid squad building.

Feeder Canal Basins:

Trenton---- 10 basins

Lambertville Basin is below the Lambertville Lock and provided the necessary room for canalboats to rotate 90° to enter and exit the outlet lock to the Delaware River.

Blackfans

Bathing in the canal: A complaint was made of boys and men going naked in the day time to swim, etc. in the canal basin, casting censure on the (Bordentown) “authorities” for not taking action. It was explained that the basin was located outside of the city of Bordentown as well as the county of Burlington and that Bordentown had an ordinance which prohibited nude bathing in the limits of the city between the hours of five in the morning and eight in the evening and it was strictly enforced. *Bordentown Register, June 23, 1871* The secretary was directed to inform the President of the College (Princeton) of the indecent manner in which the Students of the Institution are in the Habit of expressing themselves when bathing in the canal, near the Depot, whilst the cars on the Rail Road were passing them &c. *D&R CC Board of Directors Meeting of June 12, 1845 @ the office of the company in Princeton.* Complaint is made in the *Trenton Sheet Anchor* of the conduct of some who bathe in the canal near Princeton Depot. The canal is a pleasant place to bathe and it will be a pity if all should be debarred the privilege because some have not sense of decency enough to behave themselves when they bathe. *Princeton Whig, June 13, 1845.*

Belvidere Delaware Railroad/PRR Bel-Del Division : intended to make arrangements for transporting coal on the recently constructed bridge between Phillipsburg and Easton in 1855. “The first train of cars direct from Mauch Chunk to Trenton arrived in Trenton on Thursday with a cargo of Sugar Loaf coal from Judge Packer’s mines consigned to Col. J. Cook. The trains, loaded at the mines, can come direct to Trenton in six hours, about 120 miles. The Amboy Company are building a vast basin in Trenton (to be named Coalport) for the receiving and shipping of coal. Workmen have been engaged upon it for the whole year and it is expected to be completed in the spring.” *Daily True American, January, 1856.* The first transshipment of coal from cars to canalboats took place yesterday for the New York market. The shutes and other appendages are not quite ready, but will be in full operation in a few weeks. *Daily True American, 19 April 1856.* The new coal basin (Coalport) is now in full operation just east of the junction of the D&R and the Feeder Canals. *Daily State Gazette, 6 May 1856.* (Coal in great volumes began to be transported south to Coalport at Trenton where it was loaded into canalboats and schooners for shipment to New York & beyond and Philadelphia) A northbound train, headed by the (locomotive) *Pennsylvania* with M.T. Eyck in the cab, passed through Lambertville with 225 empty cars. This was the largest train up to that date to have passed over the road. *Lambertville Beacon, October 11, 1872.* “The Bel-Del carried 965,553 tons of coal in 1660 trains containing a total of 163,648 loaded cars in 1872. This was a 53% increase between Phillipsburg and Coalport, on the D&R, over the prior year.” *Hunterdon Republican, January 23, 1873* Over thirty mechanics were discharged from the shops of the Pennsylvania Railroad at Lambertville, on the 23rd of January. Most, if not all of them, are men with families. *Hunterdon Republican, February 11, 1875.* The Bel-Del had the honor of having the fastest scheduled train in the state of New Jersey. The *Water Gap Express* was faster than the PRR *Limited Express* that took seven minutes longer to cover the same mileage within the state. Engineer Felty of Lambertville covered the distance from Manunka Chunk to Trenton, including three station stops, in one hour and fifty minutes. Felty of Lambertville is a careful and reliable engineer, who runs her on scientific principles, and the passengers ride with the same ease that they would on a train going at the rate of 20 miles per hour. *Warren Journal, August 20, 1875; Hunterdon Republican, August 26, 1875.* A number of hands who were recently discharged from the Pennsylvania Railroad shops in Lambertville, have again been given employment by the company. A great amount of repairing is now on hand to be done. *Hunterdon Republican, August 1, 1878.* The 30' x 60' brown sandstone Warren Street, Trenton, Station of the Bel Del was completed and opened to the public. It replaced a rough wooden structure known locally as the barracks because it had been used as living quarters for railroaders. The original

station stood on the north side of the track on the bank of the Feeder Canal, across the track from the new station. *Daily State Gazette, January 1, 1881*. The last Bel-Del passenger train, a single self-powered diesel car, No. 4658 (Train No. 2372), due at Phillipsburg at 6:58 pm, operated northbound from Trenton along the D&R Canal. It arrived at Union Square around 8pm, ending 109 years of passenger service - 106 of which were to Phillipsburg. *Easton Daily Express, October 26, 1960*. The symbol freight train BL-6, operating from Trenton to Phillipsburg, was the last through train to run over the Bel-Del main line. This movement ended 122 years of train service. The Bel-Del's Delaware Valley route was abandoned on April 1, 1976, upon the activation of the Consolidated Railroad Corporation (Conrail), the government-sponsored railroad. *Letter to Warren & Catherine Lee from Stewart T. Reed, President, Conrail, September 12, 1980*. Notes: a 3.5-mile segment of the Bel-Del in the Lambertville area was taken over by the Black River and Western RR; the line from Milford north to Phillipsburg was retained by Conrail; and a portion of the former Bel-Del trackage, three miles from Coalport to Cadwalader Park, remained in service long enough to enable the American Freedom train to occupy a display site near the park.

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

WORLD CANAL CONFERENCE

September 21-25 | Erie Canal | Buffalo, NY, <https://wcc2025buffalo.com/>

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 sessions will be filled on a first come, 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—Dinner at Canalside

Thursday, September 25 — Morning Plenary Sessions

Hand-off Ceremony for 2026 WCC hosts and Closing





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)