

GREENWAY VISION

Warren County has become a leader in the protection of the remnants of the Morris Canal by promoting the Morris Canal Greenway. The purpose of the Morris Canal Greenway is to preserve and enhance the historic Morris Canal, a national engineering treasure, and the cultural landscape through which it passes in a manner that....

- ...highlights its distinctive characteristics and the ingenuity used in its construction to distinguish it from other historic resources and canals;
- ...tells the story of life along the canal, its influence on past events and its relevance to today's society to support public education and foster community pride;
- ...interconnects communities and links points of interest by serving as a continuous greenway of open space across the county;
- ...provides convenient access to a towpath trail for non-motorized passive recreational use as an integral part of a unique educational, travel and fitness experience;
- ...stimulates the local economy through heritage tourism;
- ...leverages the value of the canal to support sound land use planning decisions;
- ...increases public and private support for and involvement in canal preservation efforts.

When completed, this greenway will be a living reminder of the County's rich heritage while promoting the economic benefits of cultural and heritage tourism.

The Morris Canal is listed on the State and National Registers of Historic Places.

WWW.MORRISCANAL.ORG



THE MORRIS CANAL
Listed on the State and National
Registers of Historic Places

For Further Information Contact:

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& WARREN COUNTY PLANNING DEPARTMENT**

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www.morriscanal.org

www.warrenparks.com

www.canalsocietynj.org

EXPLORE WARREN TOURISM PARTNERSHIP

WARREN COUNTY PUBLIC INFORMATION DEPT.

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Prepared by:

WARREN COUNTY MORRIS CANAL COMMITTEE

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Find us on "The Morris Canal Greenway"

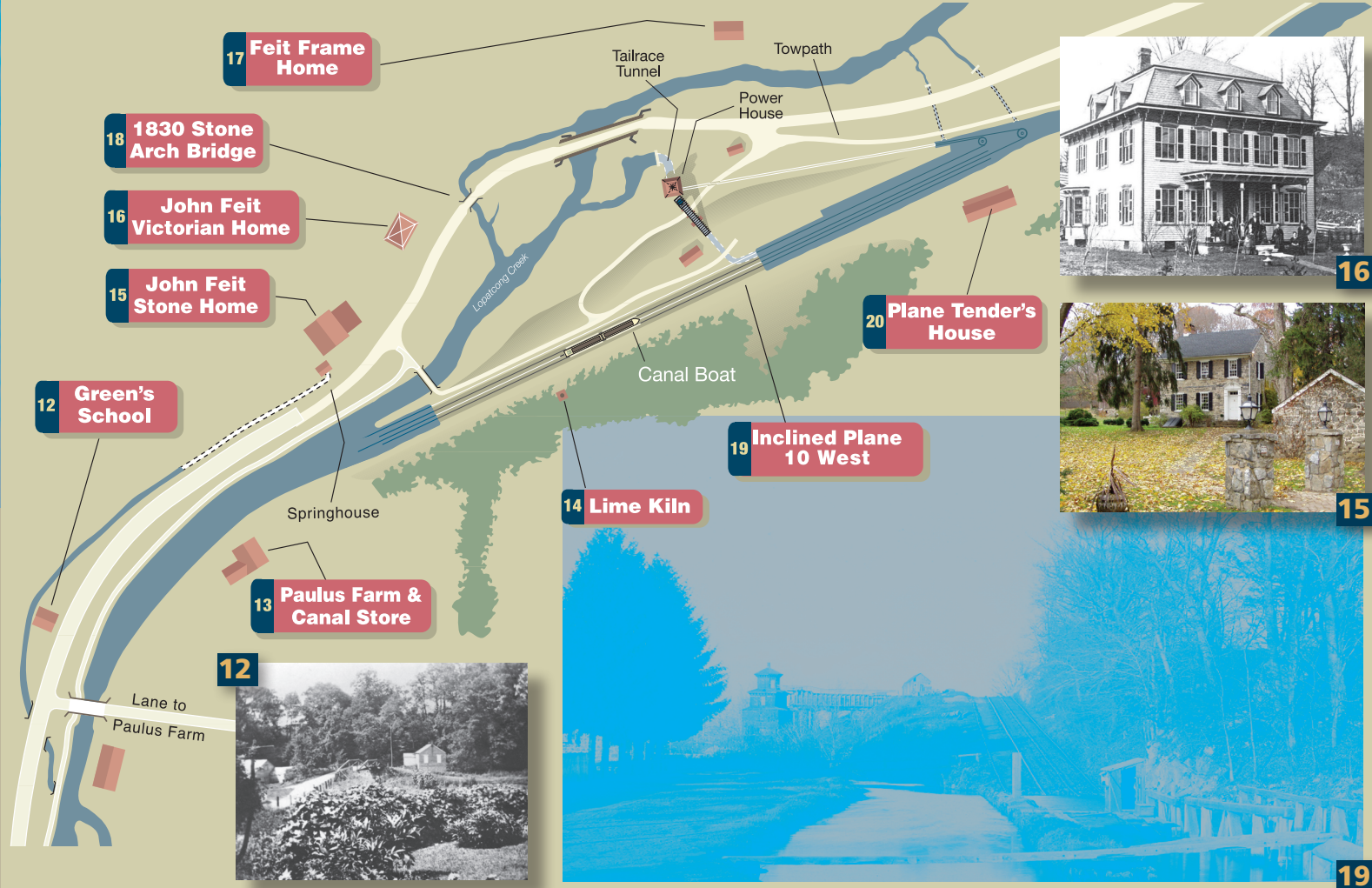
MORRIS CANAL LOCK STREET WALKING TOUR

PHILLIPSBURG, NEW JERSEY



A LINK TO OUR HISTORY
A PATHWAY TO OUR FUTURE

LOCK STREET WALKING TOUR CONTINUED



(Continued from Center Fold)

Walking further up Lock Street you will come to a concrete bridge that crosses over Lopatcong Creek. This bridge replaced an original Morris Canal bridge that led to the Paulus farm. Originally the Sharps family homestead, this farm was owned by Jacob Paulus **13** in 1874. None of the buildings that once made up this beautiful farm are left standing. The Paulus brothers also ran a store along the south side of the canal on their property at the base of Plane 10 West. **19** Along the side of the Incline for Plane 10W is the remains of a limekiln **14** where the Sharps and Paulus families burnt limestone to reduce it to powder form to put on their fields thus improving their crops.

Across the street from the bridge to the Paulus farm was the site of one of the earliest schools in Phillipsburg. Called the Green Scho**12** and later Plane 10 School, it was first a log building built circa 1802 and was later replaced with a brick building. It was built on property once owned by Jean (John) Feit, one of the earliest settlers of this area of Phillipsburg. The school site is presently the location of Lock Street Park. This park was an Eagle Scout project and is owned by the town of Phillipsburg. Stop and read the interpretive signage in the park for more information. Included in the interpretive signage is information on the Thomas Edison inspired Valley View houses nearby.

Next you will come to the impressive stone and frame home built by Jean (John) Feit. **15** It also includes a springhouse. Mr. Feit and his family are mentioned in Snell's History of Warren County as living here as early as the 1740's.

His grandson John Feit built the grand victorian house **16** with the

mansard roof next door after 1874 as it is not on that early map.

Crossing over the stone arch bridge **18** with no water remaining under it you are at the lane leading to another Feit family home. **17** Daniel Feit lived in this frame home in 1874. It is still standing. Yet another Feit lived up the creek valley in a brick and frame farmstead. None of these buildings are still standing. It was this farm that was purchased from the Feits by Ingersoll Rand at the turn of the 20th century and became the site of the large industrial complex built by Ingersoll Rand and opened in 1903. Brick pump houses from the early Ingersoll factory still stand in the fields along Lopatcong Creek. They were originally used to provide water for the plant. Later on a dam was constructed several miles away for a water supply. This was known as Ingersoll Dam and today is completely inundated by the waters of Merrill Creek Reservoir.

Across Lock Street from the Feit residences is Plane 10 West. Here Morris Canal boats were raised 44 feet. The incline, tailrace, and plane tenders home **20** are still here. A small park is located here along Lopatcong Creek which has interpretive signage further describing Plane 10. Plane tenders here were Mutchler, Price, and Myer. The Plane Tenders home was later lived in by Peter Lenstrohm, a Morris Canal employee and boat captain. A wooden sign along Lock Street at this location commemorates a hike along the canal by Boy Scouts in 1960.

From the summit of Plane 10 the canal prism is visible along Lock Street and ends at its intersection with Route 22.

This ends our walking tour. I hope you have enjoyed a taste of our early Warren County History.

LOCK STREET WALKING TOUR

This area of the Morris Canal had many historic features in its short distance.

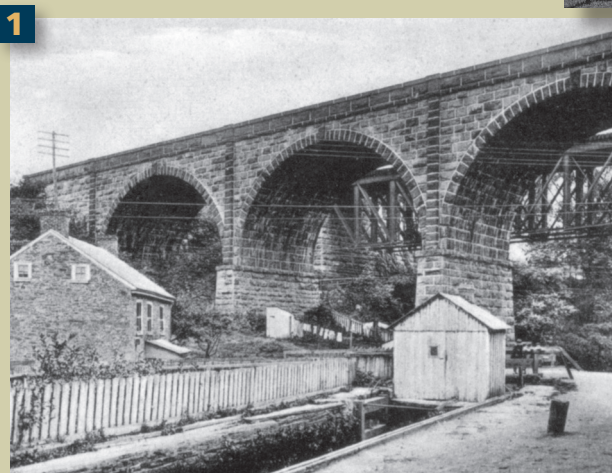
Three locks, an incline plane, four canal bridges, two overflows, a canal store, farm sites, a school, springhouses, a limekiln, 18th and 19th century houses, a gristmill, a distillery and bottling works were all here. The canal traveled up the Lopatcong Valley with the Town of Phillipsburg on its north side and then Pohatcong and Lopatcong Twp on its south side.

In this stretch of canal, lift locks 8, 9, and 10 West, and Plane 10 West raised boats 71 feet in elevation from the Delaware River Valley to the plateau of farmland to the east.

The tour begins at Green's Bridge. No public parking is available in this area so you will have to park in a business parking lot or along South Main or Lock Street. Make sure you have permission to do so and that you are parked legally.

Green's Bridge, **1** a five-span, stone ashlar, arch structure, was built in 1865 by the CRRNJ. It replaced an earlier bridge at this site that was most certainly made of wood. Other bridges were built at this site to provide passage over the Lopatcong Creek gorge and the Morris Canal for the CRRNJ and the Lehigh Valley RR. The original stone bridge is no longer in use.

Very close to the bridge was the store of J.A. Young. **2** This store was opposite Morris Canal Lock 10 West **3** and is used as an apartment building and office for Pip's Paving today. The Lock Tender's home is no longer standing and was removed during the draining and demolition of the canal in the 1920s.



1

A plaque on the concrete bridge that carries South Main Street over Lopatcong Creek describes this event. Boats on the Morris Canal were raised 9 feet at this lock.

This location is also the site of an early gristmill owned by P. Uhler in 1874, and more recently by the Stamets and Pursell families. **4**

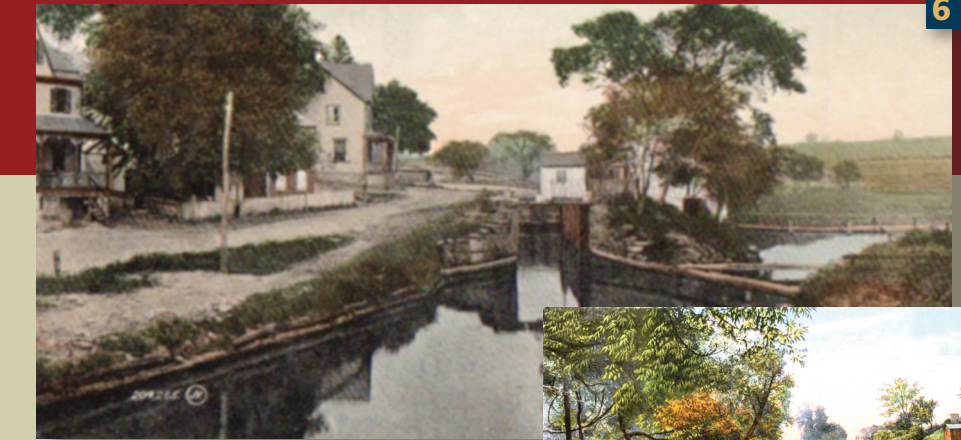
Originally powered by water from the canal, its water was supplied by a dam after the dismantling of the canal in the 1920s. That dam was just recently breached to allow for natural fish migration up Lopatcong Creek and to reduce flooding. Its springhouse was for many years a source of drinking water for many residents. Across the street from the

former gristmill is the site of an early brewery and distillery. In 1874 it was owned by Paulus and Glueck. The building was used as an icehouse in the 20th century.

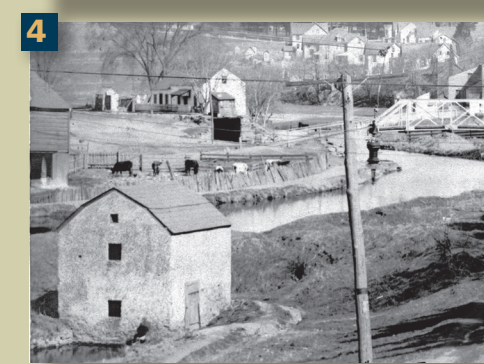
Walking up South Main Street to Lock Street you will come to a concrete bridge over Lopatcong Creek. This bridge replaced the Canal Bridge that existed here prior to the canal abandonment. Crossing the bridge you are now at the beginning of Lock Street. Directly in front of you would have stood the Green's Bridge Hotel, an early **5** local landmark. The site of Lock 9 West **6** lies within Lock Street in front of its Lock tender's House, which still stands. Here the level of the Canal was raised about 9 feet. "Doc" Piatt was Lock Tender here at one time.

Present day Lock Street in this area is built over the buried remnants of the Morris Canal. Other homes along the north side of Lock Street in this area existed during the 19th century.

Continuing your walk up Lock Street you come to its intersection with Chestnut Street. Here another Canal Bridge **7** carried Chestnut Street over the Morris Canal and into Pohatcong Township. In 1874 this whole area was a part of Greenwich Township. An impressive stone home with



6



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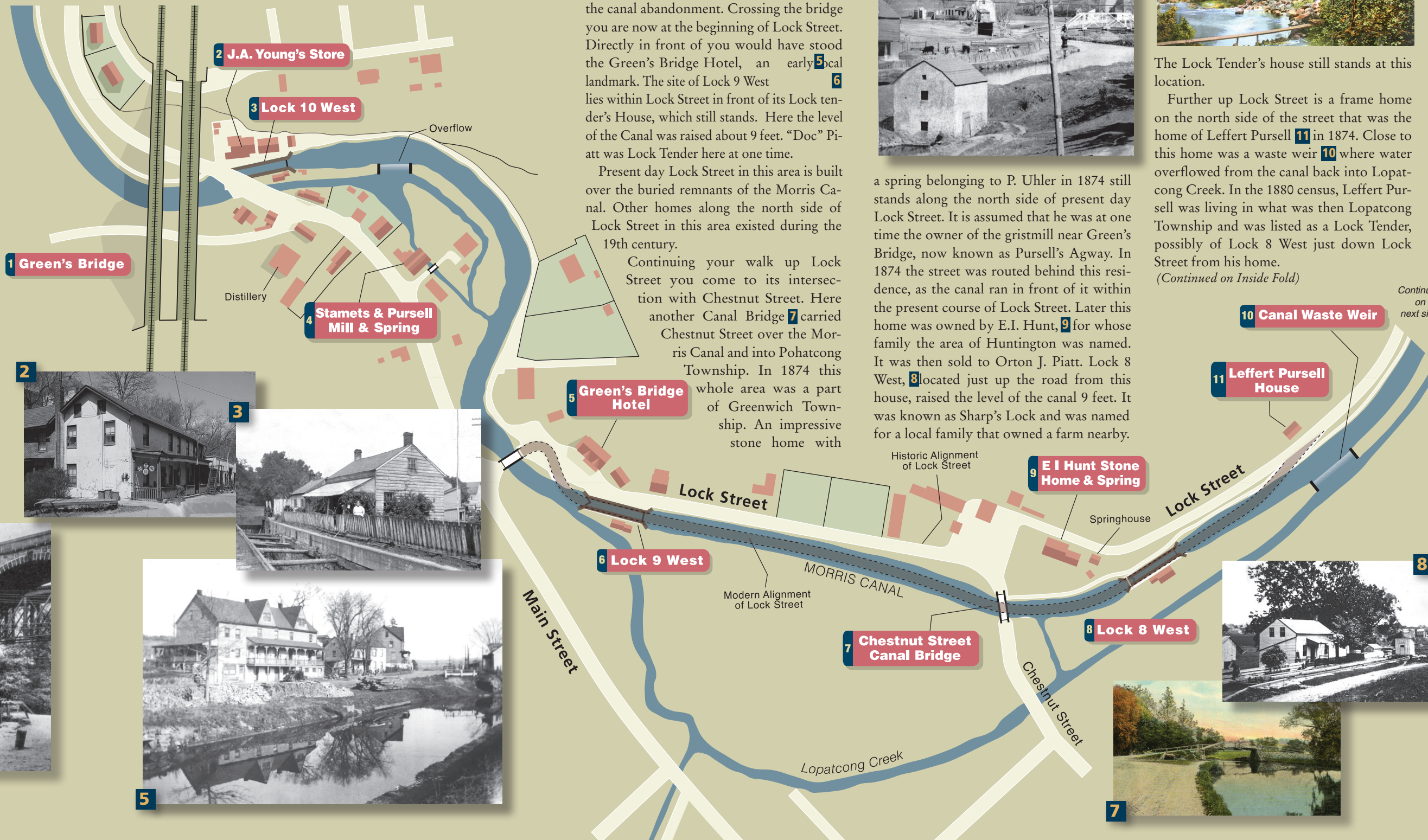
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The Lock Tender's house still stands at this location.

Further up Lock Street is a frame home on the north side of the street that was the home of Leffert Pursell **11** in 1874. Close to this home was a waste weir **10** where water overflowed from the canal back into Lopatcong Creek. In the 1880 census, Leffert Pursell was living in what was then Lopatcong Township and was listed as a Lock Tender, possibly of Lock 8 West just down Lock Street from his home.

(Continued on Inside Fold)

Continued on the next side.



1 Green's Bridge

2 J.A. Young's Store

3 Lock 10 West

4 Stamets & Pursell Mill & Spring

5 Green's Bridge Hotel

6 Lock 9 West

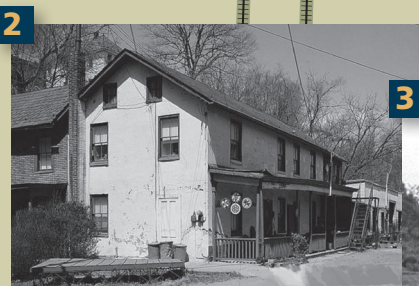
7 Chestnut Street Canal Bridge

9 E I Hunt Stone Home & Spring

10 Canal Waste Weir

11 Leffert Pursell House

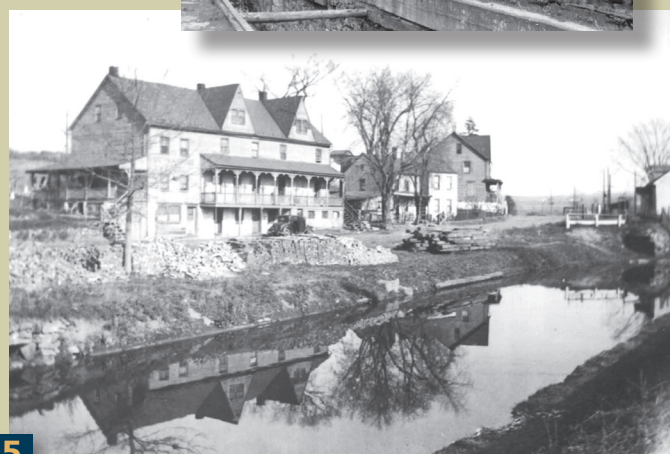
8 Lock 8 West



2



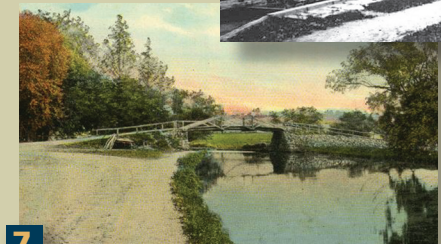
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5



8



7