Morris Canal Vision

Morris Canal

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 an integral part of a unique educational, travel and fitness experience; stimulates the local economy through heritage tourism; increases public and private support for canal preservation efforts.

When completed, this greenway will be a living reminder of our past; a pathway to our future. It will restore the economic benefits of cultural and heritage tourism.

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

Funding provided by Warren County Board of Freeholders.

Lock Street Walking Tour

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 in 1784. 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. Along the side of the Incline for Plane 15W is the remains of a limekiln where the Sharps and Paulus families burnt limestone to reduce it to powder 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 Sch, 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 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.

Across Lock Street from the Feit residences is Plane 10 West. This is one of the earliest homes built in Phillipsburg. It is located on the south side of Plane 10 West, on the canal, and was built on the property of Plane 10 West. The Paulus brothers also ran a store along the south side of the canal on their property at the base of Plane 10 West. Across Lock Street from the Feit residences is Plane 10 West. This is one of the earliest homes built in Phillipsburg. It is located on the south side of Plane 10 West, on the canal, and was built on the property of Plane 10 West. The Paulus brothers also ran a store along the south side of the canal on their property at the base of Plane 10 West.

Next you will come to the impressive stone and frame home built by Jean (John) Feit. 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 1740.

His grandson John Feit built the grand victorian house with the mansard roof next door after 1874 as it is not on that early map. Crossing over the stone arch bridge with no water remaining under it you are at the lane leading to another Feit family home.

Daniel Feit lived in this farm house 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. They were 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 is currently being inundated by the waters of Merrill Creek Reservoir.

Across Lock Street from the Feit residences is Plane 15 West. Here Morris Canal boats were raised 44 feet. The incline, tailrace, and plane tenders home are still here. A small park is located next door after 1874 as it is not on that early map. There are also a few buildings that have been restored as part of the Ingersoll factory, including the Ingersoll factory, the Sharps family home, and a small park. From the summit of Plane 15 the canal prism is visible along Lock Street and ends at its intersection with Route 22.

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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 Twps on its south side.

In this stretch of canal, lift locks 8, 9, and 10 West, and Plane 10 East 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, 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 were raised 9 feet at this lock.

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. A spring belonging to P. Uhler in 1874 still stands along the north side of present day Lock Street. It is assumed that he was at one time the owner of the gristmill near Green’s Bridge, now known as Pursell’s Agway. In 1874 the street was routed behind this residence as the canal ran in front of it within the present course of Lock Street. Later this home was owned by E.I. Hunt for whose family the area of Huntington was named. It was then sold to Orton J. Piatt. Lock 8 West, located just up the road from this house, raised the level of the canal 9 feet. It was known as Sharp’s Lock and was named for a local family that owned a farm nearby.

A frame home with a spring belonging to P. Uhler in 1874 still stands along the north side of present day Lock Street. Later this area of Huntington was named. It was then sold to Orton J. Piatt. Lock 8 West, located just up the road from this house, raised the level of the canal 9 feet. It was known as Sharp’s Lock and was named for a local family that owned a farm nearby.

Continuing your walk up Lock Street you come to its intersection with Chestnut Street. Here another Canal Bridge 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 a spring belonging to P. Uhler in 1874 still stands along the north side of present day Lock Street. It is assumed that he was at one time the owner of the gristmill near Green’s Bridge, now known as Pursell’s Agway. In 1874 the street was routed behind this residence as the canal ran in front of it within the present course of Lock Street. Later this home was owned by E.I. Hunt for whose family the area of Huntington was named. It was then sold to Orton J. Piatt. Lock 8 West, located just up the road from this house, raised the level of the canal 9 feet. It was known as Sharp’s Lock and was named for a local family that owned a farm nearby.

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