



Number 81

[www.canalwatch.org](http://www.canalwatch.org)

April 2022

THEN

NOW



Photo credit: left, Vicki Chirco; right, Patricia Kalleser

### **East Millstone Bridgetender's Station Has Been Restored!**

After much work and much cooperation among the D&R Canal State Park staff; the State Park Service; the Office of Resource Development (ORD); the State Historic Preservation Office (SHPO); the D&R Canal Watch; the D&R Canal Commission (DRCC); Hawley Brothers, our general contractor; and our devoted architect Bob Russell, this long-awaited project has been completed.

Using mitigation money from the DRCC and very generous donations from the members and friends of the Canal Watch, the finances were arranged to make this happen.

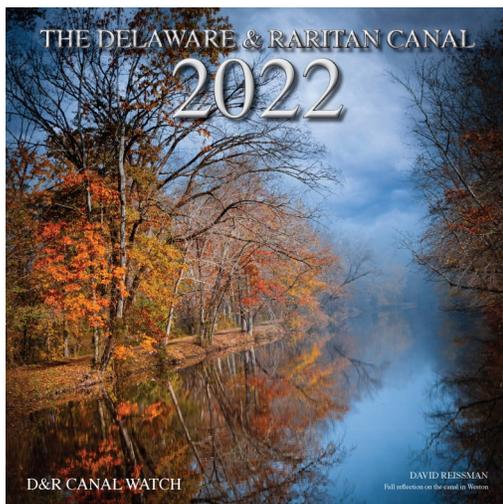
During the construction, a good portion of the original wood was saved and reinstalled. Stop at the next open house (date TBD) to get a look inside. See where the bridgetender stayed in bad weather so he could hear the blast of the conch shell or tin horn to let him know that a boat was getting close. He would then stop the road traffic and swing the bridge open. This way, the vessel did not have to slow down or stop to wait for the bridge to be opened and out of the way.

There are few canal structures surviving. We collaborated with the above agencies to save this one.

There are a few more items on the "punch list," but for the most part, the restoration has been completed.

**Congratulations to all for a job well done!**

## 2023 CANAL WATCH CALENDAR



**We are grateful that we have sold all 100 of the 2022 calendars, thereby providing nearly \$1400 to support our D&R Canal State Park.**

**Photographers: You may start taking pictures now for the 2023 calendar. No theme this year. Take a Photo from the Towpath contest! Submit it for our 2023 Canal Calendar!**

Thanks to our contributors and supporters, the last three calendars were very successful, with all calendars selling out quickly. Funds raised from calendar sales help to finance the continued work of the D&R Canal Watch in its endeavor to restore and preserve our inland maritime history.

The 2023 calendar project is now underway, and we urge you to consider participating. Visitors to the Delaware and Raritan Canal experience beautiful views at every turn of the towpath. The Canal Watch invites you to photograph the scenic beauty of our historic waterway and send your photo(s) to us for possible inclusion in our 2023 calendar.

The canal has many places that, when captured in a photo, may encourage others to get out and explore the park by foot, bike, canoe, or kayak.

Photos will be judged by professional photographers and thirteen images will be selected.

**Entry rules for the photography contest will be as follows:**

- Entries must be received by **June 28, 2022**. The Canal Watch will submit them to the judges in July.
- Only amateur photographers may submit images to the contest.
- Photos must be sharp and in focus.
- Calendar print size is 12"x12". Original images may be submitted in landscape or portrait orientation but will be cropped square when in print.
- Photo files must be submitted in one of the following formats: jpg., tif., or eps. format, and in sRGB color space.
- Digital photo files must have the following properties: 300 dpi and 3,000 pixels on the longest side.
- Printed images will not be considered, nor will they be returned.
- **Mobile phone files may be sent; however, they must be submitted at their highest resolution.** Because the final reproduction size of the calendar is 12"x12", certain mobile files may be disqualified if they are not of the highest quality. Camera images are preferred over phone pictures.
- Qualified images should be attached and emailed to [barthlinda123@aol.com](mailto:barthlinda123@aol.com). You will be notified only

## Rules for Submitting Images for the 2023 Calendar (continued from the previous page )

if your image(s) are selected for inclusion in the calendar.

- Each photo must be clearly identified as to the location from which it was taken and the date taken. Photos can be submitted from any year and showing any season.
- The email must contain the photographer's name, address, phone number, and email address.
- By submitting your image(s), you agree to grant the D&R Canal Watch, a 501(c)(3) organization, the right to reproduce the photo(s) for calendar use in 2023. The D&R Canal Watch reserves the right to use the contest photo entries with entrant's name on the Canal Watch website, [www.canalwatch.org](http://www.canalwatch.org), in print, and promotional materials.

### SO START SNAPPING THOSE PIX!

Here are two examples from previous years:



At left: a home along Canal Road in Griggstown, by Summer Pramer.

At right: delicate bridge crosses the canal near the Princeton Country Club, by Eric Swerdlow



### D & R CANAL WATCH 2022 ACTIVITIES

[www.canalwatch.org](http://www.canalwatch.org); [www.dandrcanal.com](http://www.dandrcanal.com)

Please check with the tour leader before each event, as the COVID pandemic may cause changes. Program Leaders: Bob Barth, 201-401-3121; [bbarth321@aol.com](mailto:bbarth321@aol.com); Jessica Hunsdon, 732-993-4505; Chuck Martin, 735-718-1859; [cemart10@gmail.com](mailto:cemart10@gmail.com). Wayne Petko, 732-371-3514; [wpetko02@gmail.com](mailto:wpetko02@gmail.com).

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**Saturday, April 16:** 10:00 a.m. Walk: Alexander Road at Princeton Basin to Port Mercer. 5.2 miles round trip. Meet at the parking lot on Alexander Road, Princeton Basin. Leader: Bob Barth.

**Sunday, May 8: NOTE: 8:00 AM** Birdwatching 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. Leaders: Barbara and George Dawson, 732-249-2670 or email [barbaradawsonwriter@yahoo.com](mailto:barbaradawsonwriter@yahoo.com)

**Saturday, June 18:** 11:00 a.m. Solar observation day at Lock 11, South Bound Brook. Leader: Wayne Petko.

**Saturday, June 25:** 10:00 a.m. Walk: Blackwells Mills Causeway to East Millstone. 4.2 miles round trip. Meet at the Blackwells Mills Causeway. See the newly restored East Millstone bridgetender's station. Starting with the Blackwell Mills bridgetender's gardens, we will proceed along the towpath to East Millstone. Leader: Bob Barth.

**Saturday, August 13: Canal boat dinner cruise fundraiser**— 5:30 to 8:00 p.m. Dinner cruise on the canal boat *Josiah White II* in Easton, Pennsylvania. Join us on the mule-drawn boat and experience “locking through.” Canal troubadour Dave Matsinko will entertain us with songs and stories. This is a fundraiser to benefit our beloved D&R Canal. \$100 per person. To sign up, visit [www.canalwatch.org](http://www.canalwatch.org) and click on the “Donate” button. Let's have some fun on the Lehigh Canal.



**Saturday, August 13, 2022 — 5:30-8:00 p.m.**

**SAVE THE DATE FOR THE CANAL WATCH FUNDRAISER:  
DINNER ON THE CANAL BOAT AND A CHANCE TO “LOCK THROUGH”**

Join the D&R Canal Watch on board the *Josiah White II*, a replica canal boat on the Lehigh Canal in Easton, Pennsylvania.

Cruise along this scenic and historic waterway. Enjoy dinner as the mules, Hank and George, tow us to the Abbott Street Lock.

Experience the thrill as our vessel enters the lock and descends to the next level of the canal. Watch as the locktenders crank the machinery, as the old canallers did so long ago.

Our buffet dinner will include three entrees, salad, beverages, and dessert. Entertainment by David Matsinko, instrumentalist and singer. →



**All profits will be used to benefit our beloved D&R Canal.**

All of this and more for only \$100 per person. Enjoy the unique experience of dinner on the canal.

To register on our website, visit [www.canalwatch.org](http://www.canalwatch.org). Click on “Donate” and click the “Donate” button. Or, if you prefer, just send your check, payable to the D&R Canal Watch, to D&R Canal Watch, P.O. Box 2, Rocky Hill 08553 and include the form below. Reservations must be received by August 6.



Name(s) \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_ # of people @ \$100 \_\_\_\_\_ Total enclosed \_\_\_\_\_

**Directions will be sent to all participants. Don't miss the boat!**

## Another chapter in our intermittent series from *Along the D&R Canal, by Bill McKelvey*

Canalboats Sunk: A large Baltimore steamer laden with valuable merchandise was sunk in the canal above Bordentown by the ice on Tuesday afternoon. *Bordentown Register*, 18 December 1868.

On this Saturday night, a canalboat struck a rock and sank in the Feeder Canal near the Belmont curve at the Goat Hill quarries. The next day the pumping boat, RELIEF, came up from Trenton, pumped out the water, and raised the boat. *Lambertville Beacon*, May 31, 1873.

The TWILIGHT went down in the D&R Canal about 5 o'clock yesterday morning and tied up traffic until after 6 o'clock last night. The boat, which was not a valuable one, was loaded with stone at Greensburg, NJ and was on its way to Cass Street basin in Trenton. While passing through the lock just below the Broad Street bridge, the fender of the boat struck the lock gates and was knocked off. One of the hinges took with it a piece of the boat's side near the stern about 2½ feet below the water line. The hole was about the size of a man's hand and the boat rapidly filled with water and sank. The two men aboard made their way to the shore over planks stretched out from the boat. The officials of the D&R "Navigation Company" were notified and orders were sent to Bordentown and to points above the juncture of the canal and feeder north of Perry Street to hold all vessels until further notice. In less than two hours nearly all the water in the canal below the Broad Street lock had been drawn off, leaving a depth of less than three feet in that level. During this time the stone had been transferred to one of the company's boats. When the scow rested on the bottom and the water was low enough, the work of stopping the leak was accomplished. This done, the locks above Cass Street were opened at frequent intervals and water was drawn from the feeder to fill up the prison level, as that stretch of the canal below Broad Street is called. Within half an hour from the time the boat was repaired, this level had been filled and the sunken scow floated. It was towed to the shore and tied up for the night, having been reloaded in the meantime. Several boats were delayed at Bordentown and several more above Trenton by reason of the accident, most of them tying up for the night when it was found that the canal through Trenton would not be open for navigation until dark. The work of raising the boat was conducted under the personal supervision of T.B. Stockham of the canal company. The TWILIGHT is said to be "unseaworthy" as a canaller and probably will not be allowed to enter the canal in the future. *Trenton Sunday Advertiser*, August 10, 1902.



Canal Breaks: Some time about midnight on Friday night, the water in the D&R Canal forced its way through the bank about three miles this (Trenton) side of Millstone and made a breach of 80 feet in the level. Only about two feet of water remained in the level. *State Gazette*, November 15, 1852.

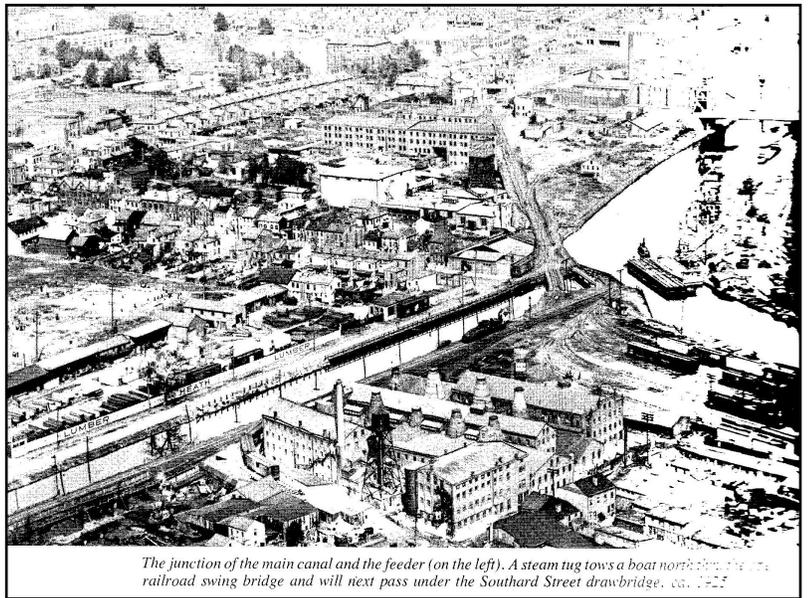
In consequence of a break in the Feeder at Prallsville, the navigation on the D&R Canal was suspended yesterday. It is reputed that the damage will soon be repaired and business resumed. *Daily True American*, August 1, 1857.

Last Wednesday night the water in the D&R Canal at Bakers Basin broke through the banks and the railroad track was washed away for a considerable distance. It stopped the trains from passing on the road. It has already been repaired. *Daily True American*, October 9, 1858.

The heavy rains during the past two days have so swollen the small streams as to completely inundate the farms along the streams and canal between Trenton and Princeton. Stony Brook, Shabbyconk, Wiry Stream, Eight-Mile Run, and Assanpink all contributed to try the banks of the canal and railroad. There was

a chasm in the canal bank 100 feet wide; then a break in the railroad; another small break in the canal; a mile further up there was a break in the railroad 300 feet long...Over a hundred men were already at work... In a short time the train arrived with Mr. J.C. Stevens, Mr. Van Rennsalaer, and Mr. Benjamin Fish, and several bosses with about 200 men. Carpenter boats, rafts of heavy timber, gravel boats, trains loaded with wheelbarrows and working implements all were on the move to the scene of action—some from Trenton, Bordentown, and Lambertville. The railroad near Baker’s Basin had sunk down, and was soon raised up by filling with gravel and underlaying it with sleepers. At Clarksville the chasm was 300 feet wide and eight to ten feet deep. Trains from New York came this far and returned to Princeton or New Brunswick. Mr. Stephen A. Douglas was on his way to Philadelphia. At Princeton he took a private carriage to Hightstown. The workmen were busy at Clarksville building a temporary (rail) road around the chasm which they succeeded in doing so as to permit the 6 o’clock train from New York to pass on safely. The officers of the company were all of the time on the ground inspecting and hurrying on the work. There were several breaks in the canal above Baker’s Basin. The amount of water was incredible on either side of the railroad and canal for miles in extent. There was considerable damage done at Princeton Basin. A large quantity of lumber was afloat around the neighborhood, and a considerable quantity of lime was destroyed. *Daily True American*, August 24, 1860.

Just after navigation was resumed, at Lambertville the water broke out of the canal at the same place again leaving the same amount of work to be performed. One canalboat was carried through the break and lies in an uncomfortable position on the river bank. Mr. James Gregg, foreman on the canal, was considerably injured while endeavoring to stop the boat from passing out. He was tying (tying) or “snubbing” the boat when the line broke and recoiled, knocked him over the mouth of the culvert, breaking one arm and three ribs. *Daily True American*, November 7, 1860.



The junction of the main canal and the feeder (on the left). A steam tug tows a boat north along the main canal, passing under the railroad swing bridge and will next pass under the Southard Street drawbridge. ca. 1865

There is a break for a hundred feet in the D&R Canal a few miles this (Trenton) side of New Brunswick, caused by Sunday’s rain. Navigation will be delayed several days in consequence. *Daily True American*, June 30, 1885.

More than a hundred boats were tied up during the busiest season of the year due to a break in the canal at Clarksville caused by muskrats. Miles of farming country surrounding Port Mercer and toward Princeton were under water and 30 miles of canal were effected. ‘Rats Did It All,’ *New York Herald*, December 12, 1899.

Between October 9 & 10, 1903 one of the most destructive floods of the Delaware Valley washed away or seriously damaged ten bridges between Belvidere and Trenton. Called the “Great Flood,” it also did extensive damage to the D&R Feeder as well as the Main Canal. At Stockton, the bank caved in for a distance of 100 feet, doing a great amount of damage to railroad property. At Titusville a big break of sixty feet and a depth of about ten feet occurred, taking the railroad track for ninety feet with it. At Brookville a serious break of 160 feet long and about three feet deep occurred. Between Trenton and Kingston there was a break sixty feet in length and about four feet in depth. At Bound Brook there was a cave in of about fifty feet in length and five feet deep. Three canal bridges were swept away. The remaining water was being let out of the feeder and the main canal to facilitate repairs. *Trenton Gazette*, October 12, 1903.

The recent storm did such serious damage to the banks of the canal that it will be impossible to complete repairs much before December. The most serious break occurred at the dam at Raven Rock (Bulls Island). The 20-foot-high dam was torn out for a distance of 300 feet, preventing the canal from being filled up. All along the canal other smaller breaks have been discovered. *New Brunswick Times*, October 17, 1903.

## News from the D&R Canal Commission meetings, March and February

On March 7 Director Hutchison met with representatives of State Parks and the Delaware Valley Regional Planning Commission to begin developing a trail network for the Trenton area.

On March 8 the Central Jersey Stream Team removed 300 tires, a car, and remnants of boats from the canal in the area south of Trenton. The Americorps Watershed Ambassadors cleaned the area around Trenton on March 15 and removed 200 more tires. On March 26 the Towpath Trek conducted a spring cleaning along the towpath in Delaware Township including Bulls Island Recreation Area.

On April 30 and May 1 the park will host the Delaware Township Environmental Commission and the Watershed Ambassadors for a tree planting event at Bulls Island. (Call the park if you wish to help: 609-924-5705.) No date has yet been set for the official ribbon-cutting to open the northern section of Bulls Island.

In South Bound Brook the work on the gate has been completed. The actuator stem has been replaced. For the embankment repairs near Stockton, amended schematic designs have been submitted.



At the February DRCC meeting, the Director stated that on February 1 he received a letter from the Somerset County Engineer, Mr. Matthew Loper, following up on a recent meeting on pedestrian safety in those areas of the Delaware and Raritan Canal State Park where the park multiuse trail crosses county roads and municipal streets. Mr. Loper's letter noted that the New Jersey Department of Transportation (NJDOT) was working on the replacement and/or rehabilitation of three canal bridges in Somerset County: Griggstown Causeway (Route 632), Amwell Road (Route 514) and South Main Street (Route 527) in South Bound Brook. Mr. Loper's letter expressed his wish that pursuant to the recently agreed upon DCRR/NJDOT/SHPO MOA, all three of the projects would include updated pedestrian crossing facilities including pedestrian-activated beacons, high-visibility crosswalks and improved signage. In addition, the letter expressed the hope that, even though the rehabilitation of the bridge at Weston Canal Road was completed before the execution of the MOA, the Commission would advocate for an updated pedestrian crossing at this location as well, possibly as a condition to one of the other pending bridge design projects.

Director Hutchison noted that, as Commissioners are aware, the requirement to design updated pedestrian crossings that include pedestrian-activated beacons was one of the most difficult issues negotiated under the MOA. While the NJDOT supported the inclusion of crossings and beacons in the bridge designs they submit to the Commission, they also had a policy to only pursue these improvements if they can obtain agreements with the county or municipality having jurisdiction of the roadway that crosses the canal. The agreements would place the long-term maintenance and repair costs for such infrastructure on the impacted county/municipality. If NJDOT cannot reach such an agreement, then the installation of this infrastructure may not occur. The Director further noted that it was important to bear in mind that the willingness to assume this responsibility varied depending upon the county or municipality in question. For example, Somerset County strongly believes that the pedestrian crossings exist because the park is located there and, accordingly, the responsibility for maintaining and replacing the crossings and beacons should be borne by the Division of Parks and Forestry. The Division, correctly noting that they are not a transportation agency and citing ongoing fiscal constraints, believes this responsibility lies with the entity having jurisdiction over the roadway. Lastly, pedestrian-activated beacons have been the subject of a debate of almost Jesuitical proportions between the canal's stakeholders and the DEP State Historic Preservation Office (SHPO) over questions of design, dimensions and location that have never been entirely resolved.

Superintendent Kalleser reported that ash tree removal caused by the Emerald Ash Borer infestation continued in the area south of Fireman's Eddy in Hopewell Township, and nearly 300 diseased or dying ash trees had been removed.

She reported that the NJWSA would proceed with planned repairs to the Landing Lane Spillway

(See DRCC #19-3300B), and that the Division of Parks and Forestry had updated the park social media and websites to reflect the closure of the multiuse trail at this location. She noted that the spillway is a section of the Delaware and Raritan Canal State Park multiuse trail located approximately 108 feet west of the bridge that conveys Landing Lane over the canal, in the City of New Brunswick, Middlesex County. The spillway lies between the canal and the Raritan River to the north and appears as a depressed stone area measuring approximately 110 feet in length on the present park multiuse trail.

The spillway was constructed during the period 1831-1834 and is composed of an area of dry-laid stones that were depressed approximately one foot below the level of the towpath (i.e., present multiuse trail). The purpose of the spillway was to act as an outlet for excess flow from the Delaware and Raritan Canal into the Raritan River, thus maintaining the canal's water level and protecting the canal embankment and structures from damage during flood events. The spillway is the last flood control measure prior to the canal's discharge point near N.J. State Highway Route No. 18.

The superintendent reported that park visitors would be unable to use the multiuse trail to New Brunswick for six months. Specifically, on or about February 28, onsite preparations will begin for the spillway rehabilitation project. For the duration of the project, the multiuse trail will be closed to all through traffic from the spillway to the Landing Lane Bridge over the canal. The multiuse trail would also be closed east of the Landing Lane Bridge, since this area will be needed to store construction equipment and materials. The closure is necessary for the safety of workers and the public and to ensure that the spillway is restored to service in a timely fashion. Signs to inform park users of the closure will be posted on both sides of the project site, as well as at the pedestrian bridge over the canal at Demott Lane and at the Five Mile Lock public access site in Franklin Township, Somerset County.

Superintendent Kalleser reported that more material had sloughed off the trestle bridge abutment of the closed multiuse trail over the Wickecheoke Creek at the Prallsville Mills in Stockton Borough. The multiuse trail had already been closed due to damage sustained during Tropical Storm Ida, and that park staff had installed chain link fencing to supplement the "Jersey barriers" installed in the immediate aftermath of the storm to better block access to the crossing.

The Superintendent reported that Division of Parks and Forestry staff will meet with an approved contractor on February 28 to review removal of debris, sediment and vegetation entrapped on old stone bridge piers within the Alexauken Creek. This will prevent damming and potential flooding from the site, which could adversely impact the City of Lambertville.

## **2022 Membership Renewals are Due Now**

**As we begin the new year, we would like to remind our members to please renew their membership. You can do so online by visiting [www.canalwatch.org](http://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.**

**Alternately, you may use the form on the next page and mail it with your check.**



## D&R Canal Watch Memorials are a thoughtful gesture

Often when friends or family members have passed away, people ask where they can make a donation that would be meaningful to the deceased.

If your loved one enjoyed exploring the canal or just found it a peaceful sanctuary, perhaps a gift to the D&R Canal Watch would be appropriate.

All of our funding is used to enhance the park and assist the staff in purchasing necessary equipment.



**TAX-DEDUCTIBLE GIVING TO THE D&R CANAL WATCH**  
Many people consider making charitable contributions for income tax purposes. Remember that the Canal Watch is a tax-exempt organization, so your contributions are tax-deductible.

## D&R Canal Watch 2022 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](http://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)

**Class of 2020-2023**

Theodore Chase (Griggstown)  
Tim Roth (Long Valley)  
Jeff McVey (Lambertville)  
Barbara Ross (Princeton)

**Class of 2019-2022**

Linda Barth (Somerville)  
Robert Barth (Somerville)  
Michael Kaplan (Griggstown)

Ellen Kaplan (Griggstown)  
Pamela V'Combe (Trenton), activities chair

**Class of 2021-2024**

Tom Lederer (Princeton), publicity chair  
Carl Hemmingsen, Bordentown  
Marion Munk (Piscataway)  
Wayne Petko (South Bound Brook)

**The Annual Battle of Bound Brook – Living History Weekend!**



**April 9-10, 2022 \* South Bound Brook, NJ**

Relive the Battle of Bound Brook of April 13, 1777  
Battle Re-enactment and Colonial Encampment!

**Historic Abraham Staats House**  
17 von Steuben Lane, S. Bound Brook  
NJ 08880 (732)-369-3583



SAT  
Apr. 9

- 10 a.m. – 4 p.m. Battle of Bound Brook Encampment at Abraham Staats House grounds NJ Society of the Sons of the American Revolution Cannon [NISSAR.org](http://NISSAR.org) Free. In house: House. Tours, "Rug Hooking" by Hunterdon County Rug Artisans' Guild New Jersey [hcrag.com](http://hcrag.com). \$5 per person, 12 and under Free Tickets via Eventbrite at [www.staatshouse.org](http://www.staatshouse.org)
- 10:30 a.m. Street battle re-enactment at Old Stone Arch Bridge in Bound Brook
- 1:30 p.m. Street battle on Main Street, South Bound Brook (Weston Canal Road to Maple Avenue)  
Featuring Patriot Americans and Loyalist British units portraying soldiers of the American Revolution . Close 4pm.

SUN  
Apr. 10

- 10:00 a.m. – 11:00 a.m. Soldiers drill on Abraham Staats House grounds. NISSAR Cannon [NISSAR.org](http://NISSAR.org) Free
- 1:00 p.m. Lecture by Robert A. Mayers presenting "Middlebrook: The Revolutionary Encampment That Saved America" followed by a book signing. [www.revolutionarydetective.com](http://www.revolutionarydetective.com) \$5 per person, 12 and under Free. Tickets via Eventbrite at [www.staatshouse.org](http://www.staatshouse.org)
- 2:30 p.m. – 3:30 p.m. Battle on Abraham Staats House grounds Free, Grounds close to public 4pm.



**\$5 per person, 12 and under FREE \*\*\*Grounds Admission-Free**

**See Full Schedule at [www.staatshouse.org](http://www.staatshouse.org) "Where New Jersey History Comes Alive!"**

Made possible by funds from the Somerset County Cultural & Heritage Commission, a partner of the New Jersey Historical Commission and the Borough of South Bound Brook.

**Sunday, April 10, 7:30am-12pm: Breakfast Buffet at South Bound Brook Fire Company #1 Firehouse, 83 Edgewood Terrace, South Bound Brook. Free to registered re-enactors. Adults: \$10; Seniors: \$9; under age ten: \$7 under age 5: free.**

**Saturday, April 9, 11:30 a.m., Commemoration Ceremony of 245<sup>th</sup> "Battle of Bound Brook", NJ Society of the Sons of the American Revolution Color Guard [NISSAR.org](http://NISSAR.org), The Old Presbyterian Graveyard, 402 East High St, Bound Brook, NJ Free.**

**Sat-Sun, April 9-10, 10am-6pm "Battle of Bound Brook" Display, SCLSNJ's Bound Brook Branch Memorial Public Library, 402 E High Street, Bound Brook, NJ 08805 [Sclsnj.org](http://Sclsnj.org) 908-458-8410 [boundbrook@sclibnj.org](mailto:boundbrook@sclibnj.org) Free**

~ At the Historic ~  
**VAN HORNE  
HOUSE**  
941 E. Main Street  
Bridgewater, NJ

FRI  
Apr. 8

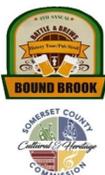
**"A Cocktail Fundraiser and Battle of Bound Brook Unveiling"** – Fri. Apr. 8, 6-8 p.m.  
\$50.00pp Wine and beer. No one under 21 admitted.

SAT  
Apr. 9

**"A Colonial Dance"** – Sat. Apr. 9, 7-11 p.m. Live music by Anne & Ridley Enslow ... and a Colonial Tavern with Les and Jobie Ford.  
\$20.00pp. \$15.00pp in period dress. Pricing includes tavern. No one under 21 admitted.

SUN  
Apr. 10

**"A Colonial Revelation"** – Sun. Apr. 10, 2 p.m. Dr. Richard Veit will speak about the Van Horne House archeology. ALL tickets available at [www.heritagetrail.org](http://www.heritagetrail.org)



**The 4th Annual Battle & Brews Guided History Tour + Pub Crawl**

**Date:** Saturday, April 9, 2022, **Time:** 1:30-4:30PM 21+ Free Registration Required  
**Meeting Point:** 10 Hamilton St, Bound Brook, NJ 08805

Learn about Bound Brook's Historic Role in the Revolutionary War and Current Vibrancy  
Eventbrite: <https://www.eventbrite.com/e/battle-and-brews-4th-annual-guided-tour-pub-crawl-tickets-268938451147>

Presented by the Borough of Bound Brook and Bound Brook Revitalization Partnership, this program is made possible by funds from the Somerset County Cultural & Heritage Commission, a partner of the New Jersey Historical Commission.





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:

- 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 and star-gazing events
- Sponsored bird watching walks along the main canal and bilingual nature walks
- 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 professional courses for the maintenance staff.
- Canal interpretive signage at locks and spillways
- Activities in 2009 marking the 175<sup>th</sup> 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
- **Paying for the conditions assessment and the engineering drawings for the East Millstone bridgetender’s station.**

## Canal Watch Calendar of Events

To see our events for 2022, please check this issue or the Canal Watch website, [www.canalwatch.org](http://www.canalwatch.org)

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](mailto:barthlinda123@aol.com).



Lovely flowers bloom along the canal in Griggstown. Photo by Olivia Mahoney.

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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.