



D&R CANAL WATCH

Number 98

www.canalwatch.org

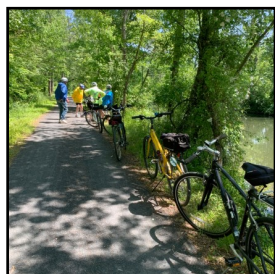
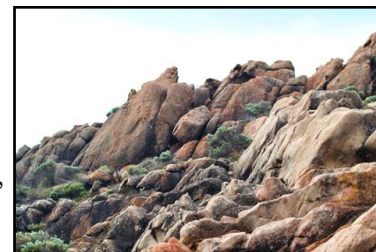
February 2025

D&R Canal Watch Activities Schedule for 2025



Sunday, February 2: 10:00 a.m. Towpath Walk, Demott Lane to Landing Lane. 4.2 miles roundtrip. Meet at Demott Lane off Easton Avenue, Franklin Township. (GPS 1289 Easton Avenue, Somerset NJ 08873). Leader: Tim Roth, timroth@comcast.net, 973-222-0586.

Sunday, March 2, 2025: 10:00 a.m. until about 1 p.m. Geology walk and talk along the D&R Canal in Trenton. Meet on the grassy quad on the east side of the NJ State Museum, 205 West State Street, by the state auditorium. We will visit metamorphic outcrops along Pettys Run and the canal overflow out fall, and historic structures made of local stone. Half the walk will be along the canal, and half will be on city streets and parks. Part of the walk will be on very uneven ground. Walk led by Pierre Lacombe, retired USGS geologist, pjlacombe25@gmail.com



Saturday, March 16: 10:00 a.m. History Bike Ride, Griggstown Causeway to Kingston, 10 miles roundtrip on the D&R Canal towpath. Explore the structures along the D&R Canal with Canal Watch trustee Tim Roth. Meet in the causeway parking lot in Griggstown. Bring water; helmet required. Allow three hours. Leader: Tim Roth, timroth@comcast.net, 973-222-0586. Photo courtesy of Carla Olsen.

Sunday, March 30: Bicentennial of the Erie Canal. Introduction to the New York State's Canals: Past, Present, and Future. Canal Society of New York State member Will Van Dorp will highlight the history of the Erie Canal, which was built between 1817 and 1825 to connect the Hudson River to Lake Erie. It was the longest man-made waterway in North America at the time. The canal's construction transformed New York City into the country's main seaport and helped New York become the Empire State. While not the first towpath canal, the Erie sparked canal-building in the United States, including the D&R.



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.

(continued on the next page)

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



Saturday, May 3: 2nd Annual Canoe Race. Commemorating the 51st Anniversary of the D&R Canal State Park!



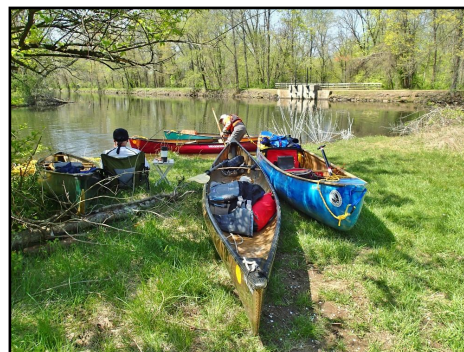
Come join us for a **paddling race** on the D&R Canal Saturday, May 3rd, at 10 a.m. Proceeds go to the Canal Watch in support of projects in the park. You can choose from 8-mile or 1-mile race distances. Canoes, kayaks, and SUPs welcome. Race begins and ends at the Turning Basin, Alexander Road in Princeton,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

(date to be announced): 2:00 p.m. Nature Walk: Meet at the historic Van Wickle House off Easton Avenue at the foot of DeMott Lane (GPS 1289 Easton Avenue, Somerset NJ 08873). See and hear Baltimore and orchard orioles and other nesting songbirds as we walk along the D&R Canal and identify the nature around us. Leaders: Herve and Anne Barrier, hb9955@gmail.com, 908-670-5743.

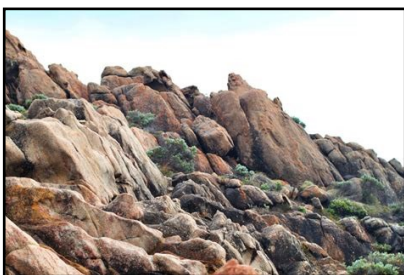
Sunday, June 22: 2:00 p.m. Canal Watch Annual Meeting.

“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, barthlinda123@aol.com; 908-240-0488; photo courtesy of Mohawk Canoe Club.



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



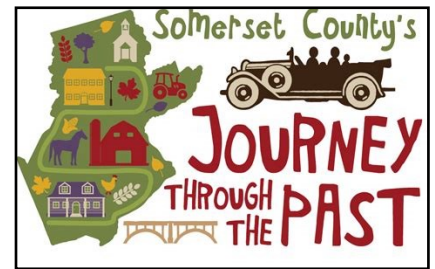
Sunday, July 27: Canal Road Walk and Roll. 10:00-4:00. Canal Road closed from East Millstone to Butler Road. Enjoy a day with friends and family along the scenic D&R Canal with no cars!

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



(continued on the next page)

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

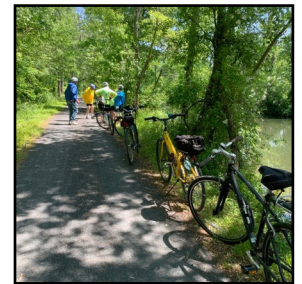


Saturday, October 25: Tour de Towpath, celebrating the 51st anniversary of the D&R Canal State Park and the Canal Commission. This is your chance to bike, walk, or run along the towpath. All activities will begin at the Canal Festival in Cadwalader Park, Trenton.



Bike to Somerset County's Colonial Park and back. Run along the feeder canal from Cadwalader Park to Washington Crossing and back. Walk north along the feeder to Lower Ferry Road and back. Details to follow. **Please save the date.**

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, tim-roth@comcast.net, 973-222-0586.



WHAT'S HAPPENING AT THE D&R CANAL COMMISSION?

Special Project: Taking Flight on the D&R Canal

In celebration of its 50th anniversary, the Commission launched a project to capture aerial footage of the canal, its historic resources and engineering features. First in a series.



Watch It Here!

View drone video at www.nj.gov/dep/drcc and scroll down.

Discover Our Section of Historical Photos

The Commission has compiled some interesting images from its extensive collection of photographs

View photos at www.nj.gov/dep/drcc and scroll down.



WHAT IS IT?

Canal terms explained

Towpath—On the D&R Canal, and on most canals, the builders created a dirt path alongside the watered section. The mules (or on some canals horses) walked along this **towpath**, towing the canalboats. A rope (or tow-line) was attached to a post on the boat and also to the harness of the mules.

A mule driver, often a child, walked with the mules, to keep them moving. Otherwise they would keep stopping to eat the vegetation along the way.

Here, looking west at the end of Demott Lane, the towpath is snow-covered. Image courtesy of Shaun Daley.



Curve on the Feeder Canal, south of Lambertville. Image courtesy of Barbara Krivda.

Along the towpath. Image courtesy of Sandra Shapiro



Along the Delaware & Raritan Canal A History & Resources Database © by Capt. Bill McKelvey

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 reside 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.

Much residual research information survives on 3" x 5" cards in the dusty files of CCP. It now becomes the author's duty to pass some of this information and what knowledge the author can remember for future generations. For him the easiest and best way of preserving this research work is to publish this serial article for the use and enjoyment of transportation historians and researchers everywhere. The beauty of this project is that an enduring electronic record is created at the same time, and this digital database is easily searchable by computer. The author sincerely hopes that this item will prod some of you to continue to explore and interpret this D&R history so that others may know the glory and grit of this proud waterway in its heyday. There is much yet to be uncovered!

Included are the better-known and more frequent users of the Delaware & Raritan Canal as well as news, events, activities, and incidents involving the canal. Much information has been garnered from the CCP collection of freight bills and invoices which help to tell the story—name of shipping firm, agents involved, name and captain of vessel, cargo carried, origin and destination, etc. Surely there were many other much smaller and independent operators and events for which there is no record. Unfortunately, the D&R toll registers and most of the paper records of the canal were all stored in a facility in Trenton that burned many years ago.

For over a dozen years, a letter from Ed Francis has been hanging on the wall in McKelvey's office. It states: "Dear Captain Bill: Some D&R Canal notes are enclosed. When you get back from jolly old England, let's get your D&R book off to the printer!" Surely Uncle Ed has long since given up on the Capt.... Surprise! - here it is!

Abel, Wilson & Co. of Easton, operated canalboats between Easton and New Brunswick in the 1840s. They operated under a special contract with the D&R Canal Co. requiring payment of only one half of the regular tolls and charges monthly. When the boats of this line passed the Princeton office, the collector entered the weight of the cargo and charged himself with the full amount of the tolls and charges, according to the regular rates; and at the end of the month, when his account is settled with the treasurer of the canal company, he is credited with a deduction of one half the amount charges. The contract with the owners of

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LETTERS, WE GET LETTERS!

It's my absolute pleasure to support the Canal Watch. You are all very welcome, really appreciate and thankful for everything you all do for our parks. Thank you. Madhu Reddy

In reading the many accomplishments and activities listed in the Canal Watch newsletter, I continue to admire and be grateful for all the energy and work that you and the Board put into preserving and promoting the D&R Canal. Michael Bird

Thanks for all of your efforts. Ronald Quade



WELCOME NEW MEMBERS

Alexandra Pinz

Sherief Shaaban

this line ended in 1849; they subsequently paid the regular tolls. The arrangement was an incentive to stimulate traffic on the D&R. *Neilson Papers, & From Indian Trail to Iron Horse, by Wheaton J. Lane* Captain Able transported about 6,000 tons of coal per year from Mauch Chunk to Rahway, Elizabeth, and Woodbridge by way of the D&R Canal. *Neilson Papers; Colonel James Neilson, by Robert T. Thompson.* Also see Drake, Wilson & Co., Lehigh Transportation Co., and Red Line Transportation Co.

Aboard the *Honesty* in 1872 is a delightful descriptive account of the experiences of George H. Weller (son of Hiram Weller) of Trenton and the weeklong trip he took on an Erie canalboat, the *Honesty*. At the time, Coalport in Trenton was the largest coal trans-shipping port in the east. It was here that they took on a 250-ton load for Troy, NY, and went in a tow of 43 boats up the Hudson. After they unloaded the coal they took on a load of corn for Brooklyn and finally returned to Trenton. *Published in the "Trenton in Bygone Days" column of the Sunday Times Advertiser, May, 16, 1943.*

Captain Atherton: One year Captain Adnah G. Atherton hauled coal from Wilkes-Barre, PA to Havre de Grace, MD. At Baltimore the boat was loaded with soft coal destined for Cohoes Falls, NY (via the Chesapeake & Delaware and D&R canals) He boated empty from the Falls to Port Henry at the head of Lake Champlain where he loaded with iron ore for Albany. His next destination was Geneva on Lake Seneca, where he loaded with soft coal for Rome. He was light again to Buffalo on the Erie Canal. From Buffalo he returned to Rome with gas coal. He took a load of hard coal to Rochester where he loaded apples at Albion for Philadelphia by way of the Erie Canal, the Hudson River (and the D&R Canal). He left his boat at Petty Island (north of Camden) for the winter. He had made \$600 profit on his voyage. In the spring he sold the boat for more than it cost him the previous spring. *Canal Notes of Christopher Wren. These undated and unnumbered notes were generally gathered by the former curator of the Wyoming Historical and Genealogical Society at the Canal Boatmen's Reunion on August 21, 1915. Wren's notes are available at the historical society's library in Wilkes-Barre, PA.*

Albany Line, a/k/a Albany Union Line, a boat line operating through the D&R Canal.

Albany Street Bridge, New Brunswick was the location of a spectacular accident in 1915 involving an automobile which went off the open bridge and into the D&R Canal. The newspaper article called the incident "a thrilling accident." The new Overland car in which two men were riding at a high rate of speed passed a waiting line of autos; crashed with tremendous force through the closed iron bridge gates, which had red lanterns on them; went off the end of the bridge like a shot out of a cannon; and pitched headlong into the canal, 25 feet below. The steamboat *James W. Johnson* was waiting to go through the bridge and their crew assisted in the rescue of the men, who were both hospitalized with injuries. The sunken auto prevented the passage of boats in the canal. The *Johnson* was used to drag the auto from the narrow section of the canal beneath the bridge. The following day it was planned to remove the auto from the canal with the strong boom of sister ship *Robert W. Johnson*. *New Brunswick News, June 26, 1915.*

The Albany Street Bridge was crossed by the following interurban and streetcar lines: the Newark-Trenton Fast Line; the Raritan Car Line, which connected at Bound Brook with the Union (or Main) Line and formed the connection for the first and meandering through route between Newark, New Brunswick and Trenton; the Highland Park Car Line; and the Middlesex Car Line (formerly the Perth Amboy Line). These trolley lines were abandoned before the D&R Canal closed, but a self-propelled trolley operation on the Newark-New Brunswick portion of the *Fast Line* survived until May 11, 1937. Three gasoline-electric hybrid trolley cars operated the final, infrequent schedule. *The Public Service Trolley Lines in New Jersey, Edward Hamm, Jr.* One of the gasoline-electric trolley cars was operated in the Newark City Subway as a test vehicle before electrification was completed. And, most of the body of one of the cars is incorporated in a dwelling owned by the Sjonell family near the Jersey shore.

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Albany Union Line (a/k/a Albany Line) primarily transported coal from Philadelphia to Albany c. 1838-1845 and was a division of Canal Freight Barge Lines. This firm was given a monopoly on the use of the D&R on coal shipped from Philadelphia to Albany in return for one-sixth of their entire charge, and later they received similar privileges on coal shipped to Bridgeport, CT, in return for one-fourth of their charges for the entire distance. More favorable terms, however, were necessary to encourage the coal trade with Albany, and in 1845 this company was superseded by the Iron Steam Packet Co., which received a monopoly of that trade at the rate of 10% of their entire charges on superior merchandise and 7½% on inferior merchandise. Even these rates did not appear to encourage the transportation of coal up the Hudson in large quantities and a still more favorable monopoly was granted 3 years later to the Commercial Transportation Co. This company was allowed shipments through the canal at the rate of 5% of the entire charge for coal and 15% for all other merchandise.

An **Altercation**: Monday morning about 8 o'clock an altercation took place between two boat captains on the canal near the Six-Mile turnout, within three miles of Princeton. Captain Keeler of the *J. Bowsman* of Schuylkill Haven picked up a setting pole and struck another man on the head, cutting a severe gash and making considerable indentation in the skull. Keeler continued on and the injured man was taken to Clarksville. A warrant was issued for the arrest of Keeler. He was arrested and taken to the Mercer Jail. *Princeton Press* (from *State Gazette*), September 22, 1854.

American Bethel Society's missionary to the boatmen and men employed on the D&R canal, Mr. Van Cleef, reported that he visited about 250 to 275 boats and supplied them with tracts and small Bibles and testaments were distributed. He focused on the promotion of the observance of the Sabbath and particularly to cause Sabbath navigation to cease. He circulated petitions on this issue and gained 400 names of nearly all the lock and bridge tenders together with captains and hands, which he proposed to send to the Board of Directors of the canal. *Sentinel of Freedom*, Newark, March 10, 1846.

The first Bethel Society was founded in 1824 at Albany, NY, just before the Erie Canal opened for business. The American Bethel Society was founded in 1836 at Buffalo to extend Bethel operations nationwide upon inland waters. The movement reached the port of NY(NJ) and Philadelphia in the mid-1840s. In 1848 a floating church was constructed at Bordentown and later towed to its moorings at Dock Street Wharf, Philadelphia. The organization has evolved to the present Seamen's Church Institute of NY & NJ.

American Canal Society was incorporated in Maryland in 1972 as a nonprofit scientific and educational organization. Its objectives are: to encourage the preservation, restoration, interpretation, and usage of the navigation canals of the US, past and present; to cooperate with individual canal societies for action on threatened canals, or in the absence of local canal societies to act as a focal point for action; and to provide for the exchange of general canal information. It is not our intention to interfere with the autonomy of individual canal associations or societies in the conduct of their own affairs, but simply to fill a gap in providing a clearing house and distribution medium for canal information and activities. The ACS quarterly publication *American Canals* has published many articles about the D&R Canal over the years. The author was a director and contributing writer for many years. www.americancanals.org

American Railroad Journal of May 20, 1848, pgs. 324-6 gives much information on the improvements and status, revenues and cargoes transported on the D&R Canal at that time.

American Union Telegraph Company: 'The Telegraph War at New Brunswick.' Yesterday morning a force of men in the employ of the American Union Telegraph Company assembled on the dock near the draw of the Albany Street bridge, prepared to lay their cables across the bed of the canal, the water in which had been drawn off as far as possible. At the same time Mr. Samuel Barr, the foreman of the D&R Canal Co., appeared on the scene in a mud scow and took up his position directly over the spot where it was proposed to lay the cables. He had at his command a force of men, and when the telegraph men intimated that they were there for the purpose of placing their wires across the canal, Mr. Barr quietly but firmly informed the representatives of the telegraph company that they could not proceed with the work as he had been given orders by the

(This installment concludes on page eight)

canal company to prevent such a thing being done. The telegraph men, after waiting about an hour, quietly retired to await orders. It was stated that there was too much water in the canal to do the work, the freshet making it impossible to draw it off, but there can be no doubt that the canal company meant to prevent any infringement upon their franchises. The Western Union Telegraph Company have a cable under the canal at this point, the draw there making an underground connection necessary. At the last meeting of the Board of Freeholders permission was given the new company to stretch their wires across the bridge. *Newark Daily Advertiser, July 29, 1879.*

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

September 21-25 | Erie Canal | Buffalo, NY

The World Canals Conference is the marquee event for inland waterways experts and enthusiasts from all over the world to gather and learn from one another. Follow your passion to experience how the challenges we all share are being addressed around the globe. On its 200th anniversary, the Erie Canal provides the perfect backdrop for the 2025 conference. Discover how the same spirit of innovation that built the canal and transformed America is revitalizing the Erie Canal for future generations. www.wcc2025buffalo.com

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 Field Session

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



Class of 2024-2027

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

Class of 2022-2025

Linda Barth (Somerville)
Robert Barth (Somerville)

Christopher "Kip" Bateman (Branchburg)
Barbara ten Broeke (East Millstone)

Class of 2023-2026

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

Saturday, February 15 -- Somerset County

New Jersey's Underground Railroad
Saturday, February 15 at 2 pm



Join us for a presentation by historian Rick Geffken about the Underground Railroad in New Jersey. This program will be held at the Montgomery Library's meeting room.
Register at www.sclsnj.org and click on Events.

Delaware & Raritan Canal Lecture Series

Sunday, March 9

Sunday, April 13

2:00 pm at Macculloch Hall, 45 Macculloch Avenue, Morristown

Join Joe Macasek and Tim Roth of the Canal Society of New Jersey for lectures about the Delaware & Raritan Canal and learn about the fascinating story of a canal and a railroad that together were alternately the more admired and the most despised company in New Jersey.

Free with admission to Macculloch Hall Museum, 45 Macculloch Avenue, Morristown. Preregistration requested.

<https://maccullochhall.org>



EVENTS YOU MAY WISH TO ATTEND

Wallace House and Old Dutch Parsonage Association

Washington's Birthday Lecture

The Wallace House at 250

New Research and Rehabilitation

Saturday, February 22, 2025
2:30 p.m.

St. John's Parish Hall, 158 West High Street, Somerville, NJ 08876

Wallace House & Old Dutch Parsonage
SOMERVILLE, NJ

For the above event:

St. John's Episcopal Church Parish Hall,
158 West High Street, Somerville, NJ.

Parking in the back or on the street.

The 2025 D&R Canal Watch calendar discounted to \$15

The judges have again chosen stunning pictures taken by our friends and members who love the canal.

To purchase a copy, please contact Linda Barth at (908-240-0488) or at barthlinda123@aol.com. Provide your phone number and your town and she will call you to arrange for delivery. 12" x 12" -- \$15, with all proceeds going to the D&R Canal Watch to purchase items for the park. Larger date squares and more holidays this year.

This year's full-color calendar features images taken by people who visit the towpath. The photographs show people walking, cycling, and just sitting and admiring our lovely park. And, of course, there are images of wildlife and natural beauty.

As usual, we have included a map and a history of the D&R Canal.



Pedestrian bridge at Demott Lane
Photo by Shaun Daley

Board of Trustees

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Charles Martin, vice president
Theodore Chase, secretary
Tom Lederer, treasurer

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

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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.



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)