



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

8.

STATE	New Jersey
COUNTY	Multiple
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	OCT 1 1974

(Number all entries)

Morris Canal
New Jersey, Code: 34

7. Description (cont.)

still intact, but the original stone-work has been cemented over. Near the lock is a tender's house; a 2½ story frame building, circa 1830, typical of early canal buildings. The house may also have been a store.

Plane 6E at Rockaway has been paved over and only the grade of the plane can be discerned. Two aqueducts are still there. Sections of the canal prism are still there.

The city of Dover had five locks, but none exist today. Only a small section of the canal bed and tow path are recognizable in Dover.

Of Plane 5E in Wharton there is nothing left on the surface.

Recent salvage excavation by a wrecking company has partially exposed the stone-vaulted wheel pit of Plane 4E which housed the water wheel. This area, however, is privately owned and will soon be destroyed.

Lock 1E at Ledgewood has been filled in, but the fill has settled, exposing the stone walls of the lock.

Plane 2E in Ledgewood is in excellent, if overgrown, state of preservation. The plane is nearly completely intact with a double row of stone sleepers, canal walls, wheel-pit, and several canal-related buildings. Ledgewood hopes to eventually incorporate this section of the canal into a park.

The Shippenport Plane is in good condition with clear evidences of the stone aqueduct, or tail race, the prism, and the basin.

At Lake Hopatcong (Landing), the summit of the Morris Canal, there is one of the few remaining gatekeeper's houses. This 2½ story house was built around 1830 of fieldstone and is typical of canal houses of the period. The canal itself at Lake Hopatcong is in good condition and hopes are high that eventually the canal bed be again filled with water to the Musconetcong River. At Lake Hopatcong State Park there is on display one of the original Scotch Turbines which operated the plane machinery.

From Lake Hopatcong to the eastern part of Phillipsburg the canal bed is easily distinguishable and it is physically possible to walk along the bed (Several private homeowners frown on it, however.).

The Port Morris Plane (1W) has the plane track sleepers; double rows intact for a short distance. There is also some plane cable at the site. The site has been built upon and sections were destroyed by a sewage pipe across the foot of the plane.

Lock 1W at Stanhope was filled in, but the coping stones are visible through the grass. The canal spur at Stanhope is recognizable. The canal prism is still filled with water. The stop gate and water gate are in good shape. At the foot of Plane Street is a canal building, reputed to be one of Stanhope's oldest homes. Traditional accounts state that the 1½ story frame building with an exposed stone cellar, was built around 1750. Perhaps the foundation pre-dates the Revolution, but the building appears to have been built in the second quarter of the 19th century. Since the house was

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