

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

1830, 1836

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

Transportation/ Engineering/ Industry.

The political independence gained by America in the Revolution could be maintained only by a country that was economically self-sufficient. Accordingly, far-sighted statesmen and financiers, among them George Washington and Alexander Hamilton, focused on the problems of establishing manufactories and improving transportation. The War of 1812, called by some the "Second War for Independence", reinforced the knowledge that this new nation must become a manufacturing one - particularly of iron goods.

New Jersey's Highlands were the repository of high quality ores, nowhere more generously distributed than in Morris County. Hundreds of mines, forges, and furnaces had had to shut down after the Revolution for want of fuel and markets, enjoying a brief but temporary revival during the War of 1812. Making charcoal, then the only known fuel capable of producing sufficient heat for the making of iron, had denuded most of northern New Jersey's woodland, as more and more acreage had fallen under the collier's axe.

The discovery of anthracite in northeastern Pennsylvania during the last decade of the 18th century was to herald a resurrection of the iron industries, particularly in New Jersey, where they had been such a vital part of the total economy. Once it had been demonstrated that anthracite was a fuel superior to charcoal in both performance and availability, it needed only to be proved more economical. What was needed was a method of transporting the coal, the iron ore, and the iron products subsequently produced by the combination of the two. By 1822, after reviewing the success of the still-unfinished Erie Canal in New York, the advent of the Lehigh Canal, and the promise of availability of fuel from Pennsylvania, plus the potential lucrativeness of the dormant New Jersey iron industries, George P. McCulloch of Morristown arrived at a plan for a coal-carrying canal that would successfully unite all those elements - cheaply.

Originally, McCulloch had thought to construct an artificial waterway using Lake Hopatcong as the sole source of water from the summit level east and west, and connecting the Passaic with the Musconetcong or Peququet Rivers, at points where those streams became (or could be made to be)

(cont.)

SEE INSTRUCTIONS