

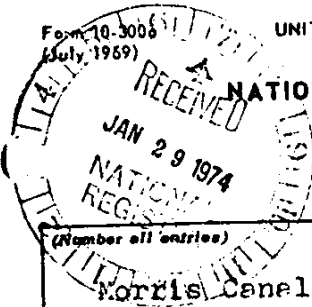
Form 10-3006
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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 11.

STATE	New Jersey	
COUNTY	Multiple	
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Morris Canal
New Jersey, Code:34

8. Significance (cont.)

Lorenzo A. Sykes and Roswell B. Mason, both Morris Canal engineers, served on the New Jersey Railroad, Sykes becoming its chief engineer after Mason left that post to distinguish himself as the dynamic chief of construction of the Illinois Central.

Ephraim Morris, designer and builder of Bloomfield's first experimental plane, served as chief engineer of the planes of the Morris Canal. Later, in 1838, he was granted the first United States patent for a railroad braking mechanism. Morris also invented a mud dredger that was used by the Morris, the Delaware and Hudson, and the Pennsylvania Canals, and by the Pennsylvania Railroad. Another of his inventions was the automatic weighing machine that weighed coal while in the holds of canal boats.

Moreover, many of the Morris Canal's first engineers were men enrolled at or graduates from the United States Military Academy at West Point. For the half century following the War of 1812, the services of the Army Corps of Engineers had been solicited for the development of internal improvements. The contributions of those men cannot be overstated. During that half century, a handful of free and independent states became welded into a nation, with full continental status, united by a system of transportation, a system which was largely the contribution of the Army Engineers. The part played by the Morris Canal in the development of the nation must also be recognized, if only by virtue of its participation in the training of the men of West Point.

Whereas the military sciences and skills were taught at the Point, it was in the field, on the nation's early roads, canals, and railroads that the lessons of civil engineering were learned. West Point training was supplemented by practical knowledge of civil engineering that was gained through experience on large public works. The Morris Canal was such a work.

Major David Bates Douglass resigned his post as head of the Department of Civil and Military Engineering at West Point in 1831. He had already served for more than a year as Chief Engineer of the Planes on the Morris Canal. After leaving that position he returned to teaching engineering and architecture, but not before he had made a substantial contribution to the design of the canal planes. Later, he assumed the presidency of Kenyon College, then a professorship at Geneva College, New York, where he died in 1849.

Another prominent West Point man, Daniel Tyler, resigned