

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

12.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
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(Number all entries)

Morris Canal  
New Jersey, Code:34

## 8. Significance (cont.)

the Army in 1824 to become a working civil engineer. Later he became president of a Pennsylvania iron and coal company, for which he built what is reputed to have been the first coke hot-blast furnace in America. Then, in 1840, Tyler took over as head of the bankrupt and unfinished Norwich and Worcester Railroad. By the time he left that position the road had not only been completed, but was extended to connect with New York City, and had been brought back beyond solvency to prosperity. Having established his reputation as a competent railroad manager as well as an able engineer, he was made president of the Morris Canal and Banking Company in 1844.

Tyler's job was to enlarge the canal so that it could compete successfully with the larger anthracite-carrying canals of New Jersey, New York, and Pennsylvania. The plan was to widen the prism of the canal, and deepen it, so that larger boats could navigate the waterway. Tyler was to redesign and rebuild the inclined planes so that they, too, could handle heavier traffic. His contribution to the Morris Canal lies in the introduction of cast-iron plane machinery to replace the former wooden works. After successfully rebuilding two planes, and having begun a third, Tyler left the canal to assume presidency of the Macon and Western Railroad.

Aside from helping to bring about a revolution in American technical education and in transportation, the Morris Canal was effective in creating demographic and industrial explosions. By delivering coal and iron to Dover, Boonton, Paterson, and other towns along the canal route, those places experienced growth that would not otherwise have been probable at that point in time. In point of fact, Paterson, with the coal and iron delivered by canal became the world's largest producer of locomotives during the 1860's, surpassing even the Philadelphia Baldwin Works. Paterson also became a leading manufacturer of heavy textile machinery and of bridge-building materials.

Newark, before the advent of the Morris Canal, was a minor town known locally as "the swamp". It was a leather tanning community, located at the mouth of the Passaic River in order to take advantage of the then pure water. Almost overnight, Newark became both a city and a port of entry, so that by 1836, it was fair to say that the canal had made Newark out of a swamp.

Paulus Hook, before the canal's extension from Newark to the Hudson River, had been a mere farm community, distinguished because of the location of Robert Fulton's forge and river ferry there. With the construction of the canal basin