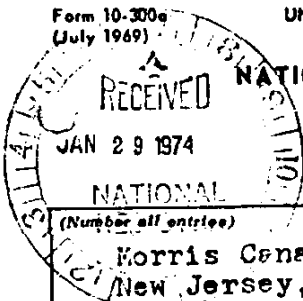


NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 4.

| | |
|---------------------|-----------------|
| STATE New Jersey | |
| COUNTY Multiple | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER 001 | DATE 10/1/74 |



Morris Canal
New Jersey, Code:34

7. Description* (cont.)

plane, the canal coursed northwestward to Lock and Searing Sts. the location of Lock #16E. Then, heading north, the canal skirted the west side of Branch Brook Park and paralleled the Second River, which it crossed by aqueduct, to arrive at Lock #15E, near Howe Street, Bloomfield.

A mile beyond lay Plane #11E, near East Passaic Avenue and Hoover Avenue. From the head of this plane, the canal began its longest level of 17 1/2 miles, on which no planes or locks interrupted navigation. Beyond the Oakes' Pond and Mill the canal crossed Third River by aqueduct, and ran parallel to that stream through the Brookdale section of Bloomfield.

Following the Orange Mountains through Clifton, the canal route was more-or-less that of Bored Street, then Marshall Street, into Paterson. Both the canal and the Delaware-Lackawanna Railroad rounded Garret Mountain on the way to West Paterson, roughly in the path of present-day Route 80, half-way up the mountain. Intersecting Route 46 at Browertown Road, the canal coursed into Little Falls, crossing over the Peckamin River aqueduct about 1/2-mile south of Main Street. Then, on the canal's most impressive structure, 60 feet above the water, the canal crossed the Passaic River on the brownstone arch known as the Little Falls Aqueduct.

Between Little Falls and the Mountain View section of Wayne, the canal crossed Singac Brook (Preakness Brook) on another, but much less impressive, aqueduct. About 2 1/2 miles to the northwest lay Mead's Basin, (present-day Mountain View), where the canal went under Route 23 at its intersection with Route 202. About 250 yards beyond Mead's Basin lay the entrance to the Pompton Feeder, a 4.26-mile long branch of the canal which enabled boats to navigate as far as Pompton Falls. The main canal continued through a cantilevered DL&W Railroad bridge to cross the Pompton River on the system's longest aqueduct, to arrive in Lincoln Park.

Following Route 202 (Boonton Road, Lincoln Park), the canal's 17 1/2-mile level ended at Lock #14E, near Ryerson Road, about a mile beyond the Pompton River. Still another mile to the west, the canal intersected the town of Lincoln Park at Main and Beaver Brook Road. Then, continuing westward for another mile, the canal climbed Plane #10E at the Lincoln Park-Towaco border.

Still following Route 202, the canal entered Montville. It exited the town by means of Plane #9E which intersected Route 202 at River Road, and Plane #8E which intersected Route 287, near present-day Myrtle Avenue exit. Here the canal arrived at the level of the town of Boonton.

(cont.)