



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 7.

STATE	
New Jersey	
COUNTY	
Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
3011	1974

Morris Canal  
New Jersey, Code: 34

7. Description (cont.)

Present Condition of the Morris Canal

The eastern terminus of the canal at Hudson and Green Streets, on the Hudson River in Jersey City, is still in evidence. In addition to the existence of the Little Basin, there is the Big Basin, of a later date, alongside the Jersey Central Railroad Terminal in Jersey City.

From this point to Paterson there is little surface evidence of the Morris Canal, except for a small section between Clifton and Bloomfield. This does not eliminate the possibility that segments of the canal exist in this heavily urbanized area of New Jersey. Recent highway development and private quarrying has indicated that the canal was covered over by urban development, but not destroyed.

At Little Falls in Essex County there are ruins of the overflow at Browertown Road. Water ran off this stone overflow into the stream below when the canal water level was excessively high. This section is currently being replaced by a cement culvert.

Northwest of Little Falls at the intersection of Routes 202 and 23 in Wayne is the Isaac Mead Canal Store. This 2½ story frame building, circa 1830, is one of the very few canal store left along the canal and possibly the oldest. It is located at Mead's Basin. Also at the Basin is a Smithy, a 2½ story brick building, located immediately alongside the Route 23 overpass of Route 202.

Through Morris County the canal prism is well defined, although a new highway threatens the canal bed from Lincoln Park to Montville.

In Towaco on Route 202, at Alpine Road is a 2½ story frame building with exposed cellar. This house, reputed to have been a canal store or hotel, was at the head of Plane 10E. Also in Towaco is a section of the canal prism still filled with water (now known as Dorsey's Pond).

In Montville at Emery Road Plane 9E is in evidence. This plane has one of the few pieces of plane track left anywhere on the canal system. The grade of the plane, some stonework, and a few stone sleepers are present. There is also a plane tender's house at Emery Road for Plane 9E.

Plane 8E is very badly overgrown, but from a bad vantage point the bridge and tail race are visible. The culvert arch of the wheel pit is in good condition. This section is a fine specimen of canal masonry.

Boonton still has the canal bank support, the stone sleepers, and the stone retaining wall from Plane 7E. The plane slope is clearly discernable as is the canal prism.

At the Powerville Basin the stone work of Lock 11E is currently visible. The canal bed is discernable, but several houses are built in the bed. Across the Rockaway River is Lock 10E, perhaps buried under the fill.

The canal prism from Denville to Boonton is clearly visible. The tow path also exists. Lock 8E at Denville also exists. The aqueduct is

(cont.)