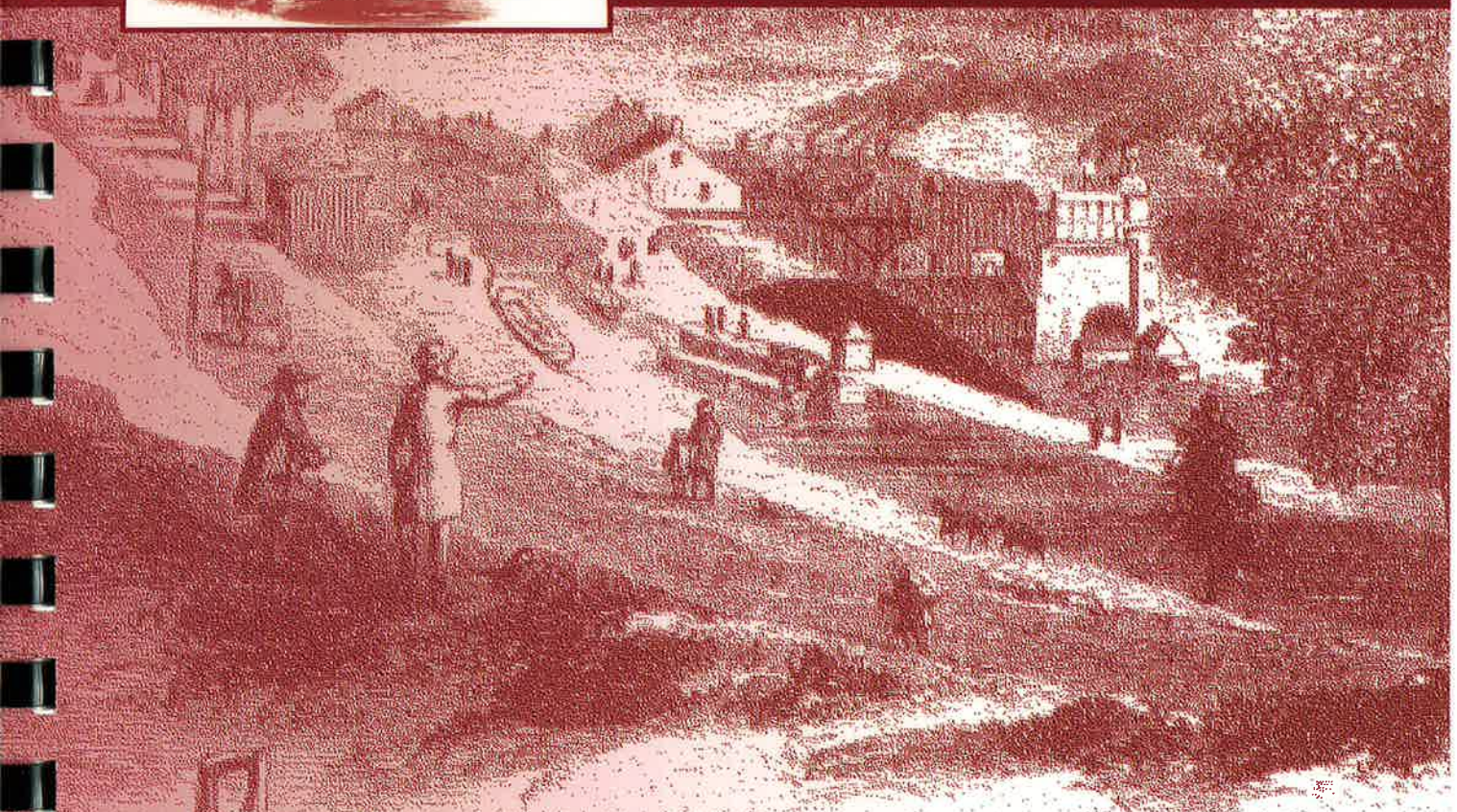


A SURVEY OF COAL-HANDLING FACILITIES ON THE MORRIS CANAL

June 1999



prepared for
New Jersey Department of Transportation
1035 Parkway Avenue, CN 600
Trenton, New Jersey 08625

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Cultural Resource Unit

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Cover Illustrations:
“Iron-Works at Boonton” and “Going Over a Plane.”
From Among the Nail-Makers 1860:145, 150.

A SURVEY OF COAL-HANDLING FACILITIES ON THE MORRIS CANAL

INTRODUCTION

The following report is the end result of a comprehensive survey of coal-handling facilities formerly located on the Morris Canal in the Counties of Essex, Hudson, Morris, Passaic, Sussex, and Warren (Figure 1). This survey was completed for the New Jersey Department of Transportation (NJDOT) by the Cultural Resource Unit of The RBA Group as part of the Newark Highway Access Feasibility Study, which was commissioned to examine various options for improved connections between Interstate Route 280 and the City of Newark. More specifically, it resulted from archaeological investigations conducted within the proposed Interstate Route 280/First Street Interim Improvements Area that identified the former sites of three coal yards adjacent to the Morris Canal (see Porter et al. 1995). As part of the resulting consultation NJDOT and the New Jersey Historic Preservation Office (NJHPO) agreed that a study of coal-handling facilities on the canal would be beneficial “with the identification and evaluation of the archaeological remains of these sorts of facilities being crucial to NJDOT-HPO consultation on numerous NJDOT projects intersecting the Morris Canal” (Guzzo to Fekete, August 14, 1995).

This study has involved historical research, in-field survey, analysis, and the preparation of this report. The goal of this study has been the completion of a comprehensive survey of coal-handling facilities on the Morris Canal and the development of associated contextual information to assist in reaching conclusions relative to these site types in the areas of National Register of Historic Places eligibility, the assessment of project effects, and recommendations for appropriate future work. This study, when viewed in association with NJHPO’s Historic Contexts for New Jersey, fits within the Regional Geographic Parameter – Northern New Jersey – two Time Periods – Early Industrialization, Urbanization, and Agricultural Development (1790-1860) and Immigration and Agricultural, Industrial, Commercial, and Urban Expansion (1850-1920) – and three themes – Commerce, Industry, and Transportation. The RBA Group’s primary contacts during this study were Stephen Hochman, Ihor Sytko, and Lauralee Rappleye-Marsett of NJDOT and Michael Gregg of NJHPO.

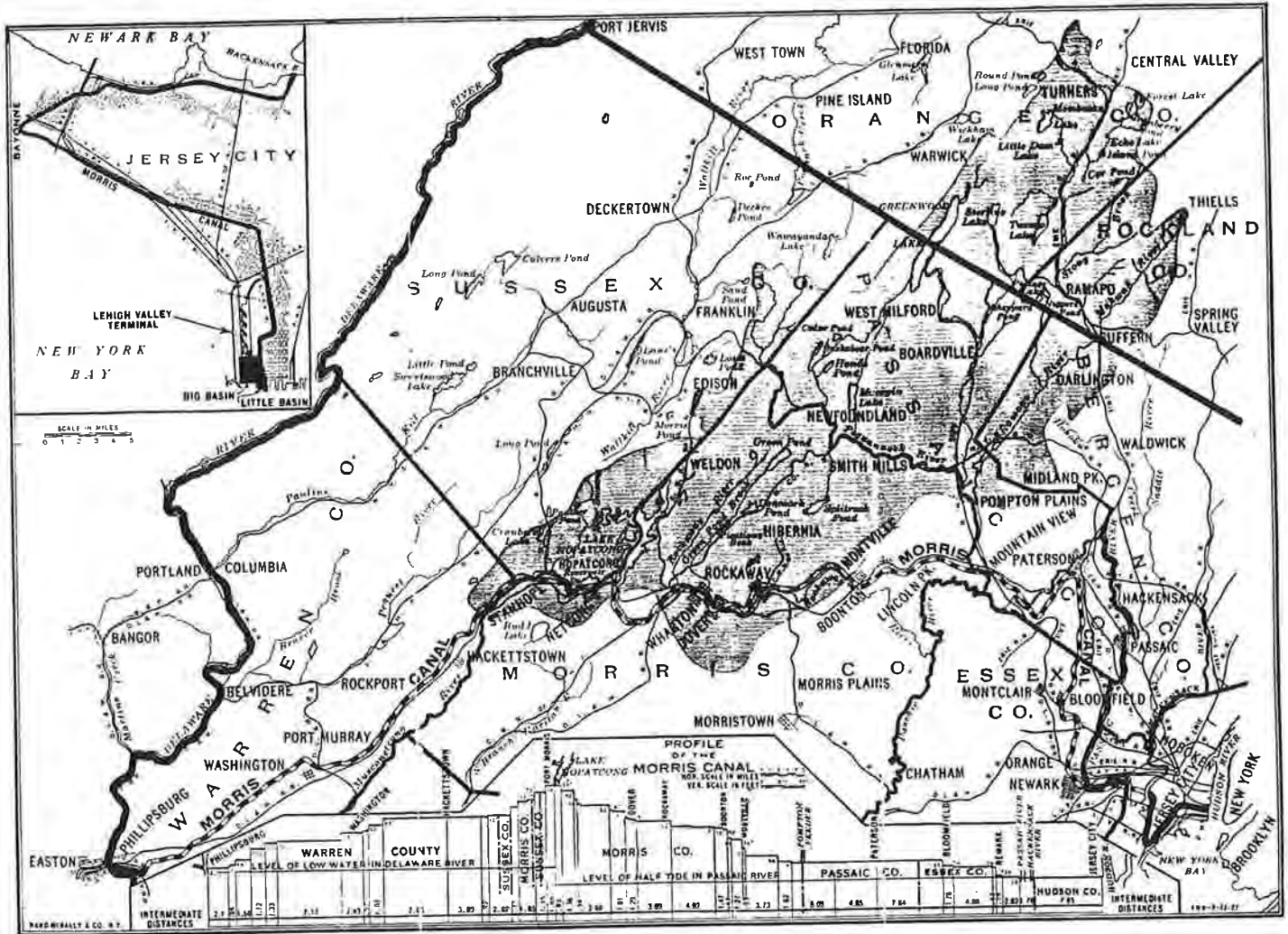


Figure 1. The Morris Canal. Source: Lee 1983:3.

METHODOLOGY

The survey of coal-handling facilities on the Morris Canal commenced with a program of background research designed to provide specific and supporting contextual data. This research program began with a full examination of the holdings of the New Jersey Historic Preservation Office, where the maps, files, nominations, and reports associated with the New Jersey and National Registers of Historic Places, cultural resource surveys, and historic site surveys are housed. All National Register nominations, cultural resource survey reports, and historic site surveys that are in some way related to the Morris Canal were examined. In all, 14 National Register nominations, 151 cultural resource survey reports, and 12 historic site surveys were checked. Of these, 4 nominations, 36 cultural resource survey reports, and 6 historic sites surveys included data that was useful in the present survey. Citations for this latter group of sources can be found below among the References Cited, with the remainder listed among the References Consulted. NJHPO sources of particular importance included the following:

- Kalata 1973 – the National Register nomination for the Morris Canal
- Historic Conservation and Interpretation 1977 – cultural resource survey providing both general data on the canal and specific data on the canal in Jersey City
- Lenik et al. 1990; Pickman and Boesch 1991; Rutsch and Sandy 1995 – cultural resource surveys providing specific data on Pompton Ironworks Complex
- Historic Conservation and Interpretation 1995; Porter et al. 1995; Howson et al. 1996 – cultural resource surveys providing specific data on the canal in Newark
- Rutsch and Condell 1987a; Porter et al. 1989; Geismar 1995b – cultural resource surveys providing specific data on the canal in Jersey City
- Lefferts and Peifer 1979 – historic site survey providing both general data on the canal and specific data on the canal in Sussex and Warren Counties
- Morrell 1983 – historic site survey of the Morris Canal in Warren County providing both general and specific data

Background research focused next on the examination of historic maps and atlases produced during and after the Morris Canal's term of operation. Cartographic sources were easily the single most useful resource type utilized in the survey as they provided the largest percentage of specific data relative to Morris Canal coal-handling facilities. These sources included county maps and atlases produced during the second half of the 19th century and the early part of the 20th century, along with those produced for the larger agglomerated settlement areas during essentially the same time period. Of particular importance in the area of cartographic sources was the fire insurance maps completed for the various towns and cities located on the route of the canal that were produced by the Sanborn Map Company and others during this period – in this latter area the microfilm holdings of NJDOT were utilized extensively.

The program of background research completed for this survey also included the examination of appropriate secondary sources dealing with the canal. Most noteworthy here were Kalata 1983, a detailed history of the Morris Canal containing both general and site-specific data, and Macasek 1996, a survey of canal features located within Morris County that yielded useful specific information. Other sources worthy of note are Lee 1983, a pictorial history of the canal, and Vermeule 1929, a history of the canal written by the engineer responsible for overseeing the abandonment and dismantling of the canal during the 1920s. Secondary sources dealing with Morris County also received some attention in support of the survey's in-field activities. Primary source research was limited to a cursory examination of the Morris Canal and Banking Company Records held by the New Jersey State Archives, a valuable and partially indexed collection which includes maps and other sources of data on the canal, and the selective use of some federal census data.

The survey also included a in-field component that involved the reconnaissance-level examination of each identified coal-handling facility site located in Morris and Sussex Counties. In all, a total of 25 sites – approximately one-quarter of those identified in the survey – were investigated in this manner. The visual reconnaissance conducted at each of these sites addressed the survival of coal-associated features, including both historic architectural features and surface reflections of potential archaeological remains, and considered the impacts of physical alterations and subsequent uses on these sites and their features. For those sites not investigated in the field, aerial photographs dating from 1995 available at the Microsoft Terraserver internet site (<http://terraserver.microsoft.com>) and/or the most recent Sanborn maps were utilized to gather data relative to the present (or recent) situation at each site. In addition, two sources – Morrell 1983 and Macasek 1996 – included information on both coal-associated sites and features and the recent condition of those sites and features in Warren and Morris Counties, respectively.

The core of the survey of coal-handling facilities on the Morris Canal is the completed inventory of 104 identified sites. This inventory, as presented below, includes a listing of all 104 sites by county and municipality, beginning at the western end of the canal in the Town of Phillipsburg in Warren County and ending at the eastern end of the canal in the City of Jersey City in Hudson County. Each site has been mapped on standard scale (1 inch = 2000 feet) USGS Quadrangles, again running west to east. The front page of the individual forms (also presented west to east) includes the following data for each site:

- Name of Resource
- Location
- Description – including descriptions of known coal-related features, subsequent activities on the site, and the current (or recent) situation on the property
- Significance – summarizing the history of the property
- Comments – summary of significance and resource potential
- References

The rear page provides two graphics – a historic map depicting the coal-related site and a more detailed locational map (USGS Quadrangle at a scale of 1 inch = 1000 feet).

DISCUSSION

The history of the Morris Canal has been extensively covered in both secondary sources and in various reports. The canal's history will be summarized below – for additional information see Vermeule 1929; Lane 1939; Kalata 1973; Lefferts and Peifer 1979; Kalata 1983; Lee 1983; Morrell 1983; Goller 1987; Simon 1992; Rutsch and Sandy 1995; and Macasek 1996.

The Morris Canal and Banking Company was incorporated in 1824 and granted the right to build a canal to link the anthracite coal fields of the Lehigh Valley in Pennsylvania with the industrial and domestic markets in northern New Jersey and New York City. Construction began later that same year, and the canal was put into full service between Phillipsburg on the west and the original eastern terminus at Newark in 1832. In 1828 the company was granted the right to extend the canal further to the east to reach the harbor of New York, and the extension of the canal was completed to Jersey City in 1838. This accomplishment was preceded in 1837 by the company's completion of the Pompton Feeder, which served to supplement Lake Hopatcong as the canal's primary source of water supply. Although a range of freight was handled during the canal's century-long term of operation, coal was the dominant commodity from the beginning and throughout its operational history (Vermeule 1929; Kalata 1973; 1983; Lee 1983; Morrell 1983).

In 1835 the canal's prism was generally described as being 32 feet wide at the water line, 20 feet wide at the bottom, and 4 feet in depth. The canal's most noteworthy physical component was the system of inclined planes utilized to handle the high elevations through which the waterway passed in northern New Jersey. A total of 23 inclined planes were built on the canal, and these impressive engineering features provided for the transport of canal boats between canal levels and handling elevation changes of up to 100 feet. Boats were loaded into cradle cars that ran on iron rails that could be either pulled up or lowered down the incline by machinery powered by water from the canal's upper level at the head of the plane. The canal also utilized more conventional locks to handle smaller changes in level elevation, with a total of 32 used during the course of the canal's term of operation. Various of these inclined planes and locks were altered, improved, and, in some cases, rebuilt during several programs of improvement at different times during the 19th century. The canal's prism was enlarged in 1845 and again between 1859 and 1861 to increase operational efficiency (Vermeule 1929; Kalata 1973; 1983; Lee 1983; Morrell 1983).

The Morris Canal was leased by the Lehigh Valley Railroad in 1871. This agreement was part of the Lehigh Valley's plan (ultimately successful) to provide for the extension of their rail line across New Jersey to reach the harbor of New York. This acquisition and, more importantly, the rising dominance of the railroads as a more efficient carrier of coal, led to a gradual and continual decline in both the operations and profitability of the canal. The abandonment of the canal was strongly considered by the turn of the century,

but various factors combined to result in a continuation of operations for a quarter - century. The Morris Canal was formally abandoned in 1924, and the actual dismantling of the canal was completed in 1929 (Vermeule 1929; Kalata 1973; 1983; Lee 1983; Morrell 1983).

The survey of coal-handling facilities on the Morris Canal has yielded a range of interesting results involving both individual sites and contextual data. Three dominant property types have been defined among the 104 coal-handling facilities identified within the survey. The first of these types – to be referred to as Transshipment Facilities – represent sites that handled the transfer of coal between the canal and other modes of transportation. A total of 8 Transshipment Facilities were identified on the canal. Three of these facilities – the Port Delaware, Port Washington, and Port Morris Coal Docks – handled the transfer of coal brought in by rail to the canal for shipment to points and markets east. These 3 coal docks, which were associated with, respectively, the Lehigh Valley Railroad, the Warren Railroad, and the Delaware, Lackawanna and Western Railroad (which later also took over the Warren Railroad and the Port Washington facility), were all extremely important to the coal-related operations of the Morris Canal and are considered to be sites of significance as a consequence of their association with the canal.

Four of these facilities – the McCainsville Coal Dock, the Mount Hope Mineral Railroad Dock, the Mount Hope Tram Dock, and the Hibernia Mine Railroad Dock – were involved in the transfer of coal brought in by the Morris Canal to other modes of transport. The McCainsville Coal Dock was apparently associated with the iron mining activities focused on what is now referred to as Mine Hill in Morris County, and is likely to have been involved in the transfer of coal from boats to wagons for transport mining operations utilizing steam power for hoisting and pumping. The other 3 docks all had as their primary purpose the transfer of iron ore transported by rail (or tram) from the noted Mount Hope and Hibernia Mines to canal boat for shipment to market. All of these facilities are important historically, but the significance of coal-related features would be dependent on factors such as their associations with other more important functions (notably the handling of iron ore) within these properties and site integrity.

The final Transshipment Facility is, perhaps, the single most important coal-handling site on the entire canal – the Morris Canal Little Basin Coal Complex. This complex, which also included numerous coal yards sited around the Little Basin, had as its primary function the transfer of coal brought in via the canal to vessels providing connections throughout the New York City region and beyond. A secondary function was the transfer of coal to wagons for shipment to markets elsewhere in Jersey City and environs. The Little Basin is included within the Morris Canal Historic District as presently defined, and consideration should be given to the adjacent properties (with those not yet developed currently under heavy development pressure) that were formerly the sites of transshipment operations and coal yards.

The geographic distribution of the 8 Transshipment Facilities breaks down as follows: Warren County – 2 (1 each in Phillipsburg and Washington Borough); Morris County – 5 (2 in Roxbury, 1 in Wharton, and 2 in Rockaway Borough); and Hudson County – 1 (in Jersey City). The western siting of the 3 rail-to-canal coal docks was a consequence of the location of the point of intersection of the rail line and the canal. The siting of the 4 iron-associated docks in Morris County is simply a reflection of the canal's passage through the noted iron mining and processing region of that county. The single eastern location is, of course, a function of the canal's terminus in proximity to the market represented by the New York City area.

Feature types within this category are somewhat varied. The 3 rail-to-canal docks were physically dominated by large timber trestles designed to allow for the off-loading of coal from rail cars to canal boats docked below the trestles and the associated docking area, commonly a basin, within the canal. Storage structures such as coal sheds were not common as coal was meant to move through these facilities rather than remain on site. The four iron ore docks probably also all included trestles, but these were involved in the transfer of ore from rail cars to canal boats. The facilities for the handling of coal moving from canal to rail were probably far simpler, including docking facilities (some with basins, others without) and booms or basic man or animal power handling the actual transfer of coal from boat to rail car. Storage structures were, again, probably uncommon, although they were perhaps somewhat more likely to have occurred here. The large Morris Canal Little Basin Coal Complex was, as might be expected, the most physically complex of these facilities, including the basin itself, various docking and wharf facilities (both within the basin and around its periphery in the Morris Canal Big Basin and the Hudson River), coal trestles, and a range of storage structures.

The second property type defined among the identified coal-handling facilities – to be referred to as Industrial Facilities – represent the sites of industrial plants that utilized, and therefore, handled coal brought in by the canal. This property type can be further broken down into two categories – facilities involved in the processing of iron and/or steel and facilities involved in other forms of manufacturing. In all, a total of 31 Industrial Facilities involved in the handling of coal were identified on the canal – of these, 17 were categorized as iron and/or steel processing plants. These facilities, which included large iron furnaces, steel works, and multi-component ironworks and smaller forges and iron and steel foundries, utilized coal both as part of their production processes and in the generation of steam power. The 14 other, non-iron and/or steel facilities, which included plants involved in the production of paper, beer, hats, leather, and sugar, utilized coal primarily, although not exclusively, in the generation of power.

Many of the Industrial Facilities identified as including canal-associated coal-handling components – including the Trenton Iron Company Andover Furnace Complex, the Dover Ironworks Complex, the Rockaway Ironworks Complex, the Boonton Ironworks Complex, the Pompton Ironworks Complex, the Thomas Oakes and Company Woolen Mill, the T.P. Howell & Company Leather Works Complex, the Balbach Smelting and Refining Works Complex, the Jersey City Steel Works Complex, the Adirondac Steel Works Complex, the Jersey City Glass Works Complex, and the F.O. Matthiesson &

Wiechers Sugar Refining Complex – are of noteworthy historical importance and, in some cases, known to survive as potentially significant industrial archaeological properties. The Stanhope Iron Company Furnace Complex is worthy of special note as its history is inexorably tied up with that of the canal, with prominent figures in the management of the canal involved in the establishment of the complex and canal company monies involved (improperly) in the financing of the complex. In addition, a short branch canal was completed to connect the furnace to the main canal circa 1845. It must be stated, however, that, in general, coal-related features within this property type would only be of significance as components of the larger property – it is unlikely that, in most cases, they would be significant as stand-alone elements.

The geographic distribution of the 31 Industrial Facilities breaks down as follows: Warren County – 2 (1 each in Phillipsburg and Washington Township); Sussex County – 1 (in Stanhope); Morris County – 11 (1 in Wharton, 4 in Dover, 3 in Rockaway Borough, 1 in Boonton Township, and 1 in Boonton Town); Passaic County – 2 (1 in Pompton Lakes and 1 in Paterson); Essex County – 9 (3 in Bloomfield, 1 in Belleville, and 5 in Newark); and Hudson County – 6 (in Jersey City). A more detailed consideration of geographic factors yields some interesting, although not unexpected, patterns. Of the 17 iron and/or steel processing facilities, 10 were located within the Morris County iron region through which the canal was intentionally sited. The majority (12 of 14) of the non-iron and/or steel processing facilities were focused along the eastern end of the canal within the growing industrial cities of Newark (9) and Jersey City (3). These canal-associated Industrial Facilities were also focused in urban (defined here as cities – 12) or semi-urban (defined here as larger towns – 17) environments rather than in rural areas (defined here as agricultural regions and smaller agglomerated settlements – 2).

Feature types within this category are generally fairly simple. The primary coal-handling issues for Industrial Facilities was the off-loading of coal from canal boats, the movement of coal from the canal bank to either a place of storage or to that part of the complex where it was to be used, and storage. Features would have included docking facilities (including, on occasion, basins and, in the case of the Stanhope Iron Company Furnace Complex, a branch canal), booms, wagon loading bays, elevators and conveyer systems (a rarity, with an example found at the F.O. Matthiesson & Wiechers Sugar Refining Complex), and storage structures such as large coal sheds. In most cases above ground remains of these features have rarely survived (the branch canal at Stanhope is, again, an exception), and archaeological remains may be simple and of limited research value.

The third and final property type defined in this survey – Coal Yards – is the largest, but, in general, the least significant. In all, a total of 70 Coal Yards were identified on the canal, with a geographic distribution as follows: Warren County – 8 (2 in Phillipsburg, 3 in Greenwich, 1 in Washington Borough, and 2 in Hackettstown); Sussex County – 1 (in Stanhope); Morris County – 8 (3 in Dover, 1 in Rockaway Borough, 3 in Boonton Town, and 1 in Montville); Passaic County – 21 (2 in Little Falls and 19 in Paterson); Essex County – 25 (4 in Bloomfield and 21 in Newark); and Hudson County – 7 (in Jersey City). As was seen with Industrial Facilities, and again, not unexpectedly, Coal Yards are an urban (47) or semi-urban (19) phenomenon rather than a rural (4) one.

As a general statement, the Coal Yards identified in this survey are not viewed to be of particular significance. There are potential exceptions to this, however, ranging from yards of historical interest such as the 3 located in close proximity to each other in rural Greenwich Township, the canal-owned Weigh Lock and Colden Street Coal Yards in Newark, the complex Schmidt yard (with an elevator and conveyer system) in Newark, and the yards around the Little Basin to such factors as the possible survival of cultural features (for example, any standing structure) or of a site of sufficient rarity to be judged as unique. Also worthy of further consideration is the yard's association with the canal as an element of significance. Despite this, however, the Coal Yards type is viewed to be the least potentially significant of the three property types identified in the survey. A major factor here is the extremely simple nature of feature types here. In general, a coal yard consisted of facilities for the off-loading of coal from canal boats and the storage of coal. Features would have included docking facilities (in some instances including a basin and/or coal trestles) elevators and conveyer systems (again, very unusual), and a range of structures large coal sheds, smaller storage buildings, offices, and, in some cases, dwellings. The survival of historic architectural features is unlikely (with any such features that do survive certain to be significant), and archaeological remains would, again, generally be quite simple and of limited research value.

The geographic distributions for all of the 104 Morris Canal Coal-Handling Facilities break down as follows:

COUNTY AND MUNICIPALITY

<u>Warren County</u>	<u>11</u>	<u>Passaic County</u>	<u>23</u>
Phillipsburg	4	Pompton Lakes	1
Greenwich	3	Little Falls	2
Washington Township	1	Paterson	20
Washington Borough	2		
Hackettstown	1		
<u>Sussex County</u>	<u>2</u>	<u>Essex County</u>	<u>33</u>
Stanhope	2	Bloomfield	6
		Belleville	1
		Newark	26
<u>Morris County</u>	<u>23</u>	<u>Hudson County</u>	<u>12</u>
Roxbury	2	Jersey City	12
Wharton	2		
Dover	7		
Rockaway Borough	6		
Boonton Township	1		
Boonton Town	4		
Montville	1		

URBAN/SEMI-URBAN/RURAL

<u>Urban</u>	<u>58</u>
Paterson	20
Newark	26
Jersey City	12
<u>Semi-Urban</u>	<u>37</u>
Phillipsburg	4
Washington Borough	2
Hackettstown	1
Stanhope	2
Wharton	2
Dover	7
Rockaway Borough	6
Boonton Town	4
Pompton Lakes	1
Little Falls	2
Bloomfield	6
Belleville	1
<u>Rural</u>	<u>8</u>
Greenwich	3
Washington Township	1
Roxbury	2
Boonton Township	1
Montville	1

Factors worthy of note when examining the above data include: the importance of the canal in Warren County, a function primarily of the siting of its western terminus there and the presence of important rail-to-canal transshipment points; the importance of the canal to Morris County and its iron industry, particularly the noteworthy iron-processing centers at Dover, Rockaway, and Boonton; the importance of the canal to the growing cities of Paterson, Newark, and Jersey City during the 19th century; and the extended focus of canal-related activities within urban and semi-urban areas.

In conclusion, a general discussion of National Register of Historic Places evaluation criteria seems appropriate. All 104 of the coal-handling facilities identified in this survey are potentially eligible under Criterion A (associated with events that have made a significant contribution to the broad patterns of our history) through their association with the listed Morris Canal Historic District and with other significant properties. The issue will be the survival of physical features that retain enough integrity to adequately represent the property's former use – in many cases, this test will be impossible to meet.

Criteria B (associated with the lives of persons significant in our past) and C (embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction) would only very rarely apply, with perhaps the most obvious possible exception being the survival of any historic architectural resource associated with canal coal-handling and storage, which would be extremely unusual.

Criterion D (have yielded, or may be likely to yield, information important in prehistory or history) should always be considered for each of these sites, although in many cases, such issues as archaeological research potential would need to be justified. Many of these sites were quite simple – in the case of coal yards, consisting of simple off-loading features, simple storage sheds, and open areas also utilized for storage – it is doubtful that archaeological investigation would provide much in the way of important information. Another factor important to consider is site integrity, as many of these former coal-handling sites have been redeveloped since the time of their canal-related use. Other properties, notably many of the industrial complexes included within the inventory, are known or certain to include worthy archaeological remains, and those associated with coal-handling may have significance as part of the overall property. Each property should be considered individually, with this survey as a starting point – as noted above, each survey form includes a “Comments” section that offers preliminary statements on both resource potential and potential significance for each of the 104 properties.

The completion of this survey has also yielded a range of research questions and matters for thought when contemplating further work on Morris Canal coal-handling facilities. As has been previously stated, any survival of historic architectural features formerly associated with the handling of coal on the canal would be extremely significant as a consequence of its rarity and would be important to preserve, interpret, study, and record. As has also been stated, the value of archaeological research in association with many of these sites, notably coal yards, would appear to be fairly limited. It seems unlikely that remote sensing should be considered as a viable option as factors such as relatively ephemeral subsurface remains and the high potential for interference when working within urban contexts would greatly reduce the prospect for meaningful results. The best option, when archaeology is deemed appropriate and potential meaningful, is probably machine-assisted testing supervised by an archaeologist experienced in this form of excavation and seeking to open up large areas to allow for structure identification and use area definition.

Finally, there appear to be a number of future research avenues available to the historian interested in furthering our understanding of the handling of coal on the Morris Canal. First and foremost is the completion of work designed to supplement this survey – it should not be assumed that every former coal-handling facility on the canal is included among the 104 identified sites. There are certain to be more, notably in the areas of coal

yards dating from the first half-century of the canal's operation and additional industrial entities that utilized coal from the canal. Another very obvious avenue of research that would certainly expand our level of understanding on this subject would involve the utilization of the voluminous Morris Canal and Banking Company Records held by the New Jersey State Archives. This record group was utilized only very superficially as part of this survey, but it was apparent that a wide range of documentary material was present that would greatly illuminate the subject of coal-handling on the Morris Canal.

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COAL-HANDLING FACILITIES ON THE MORRIS CANAL

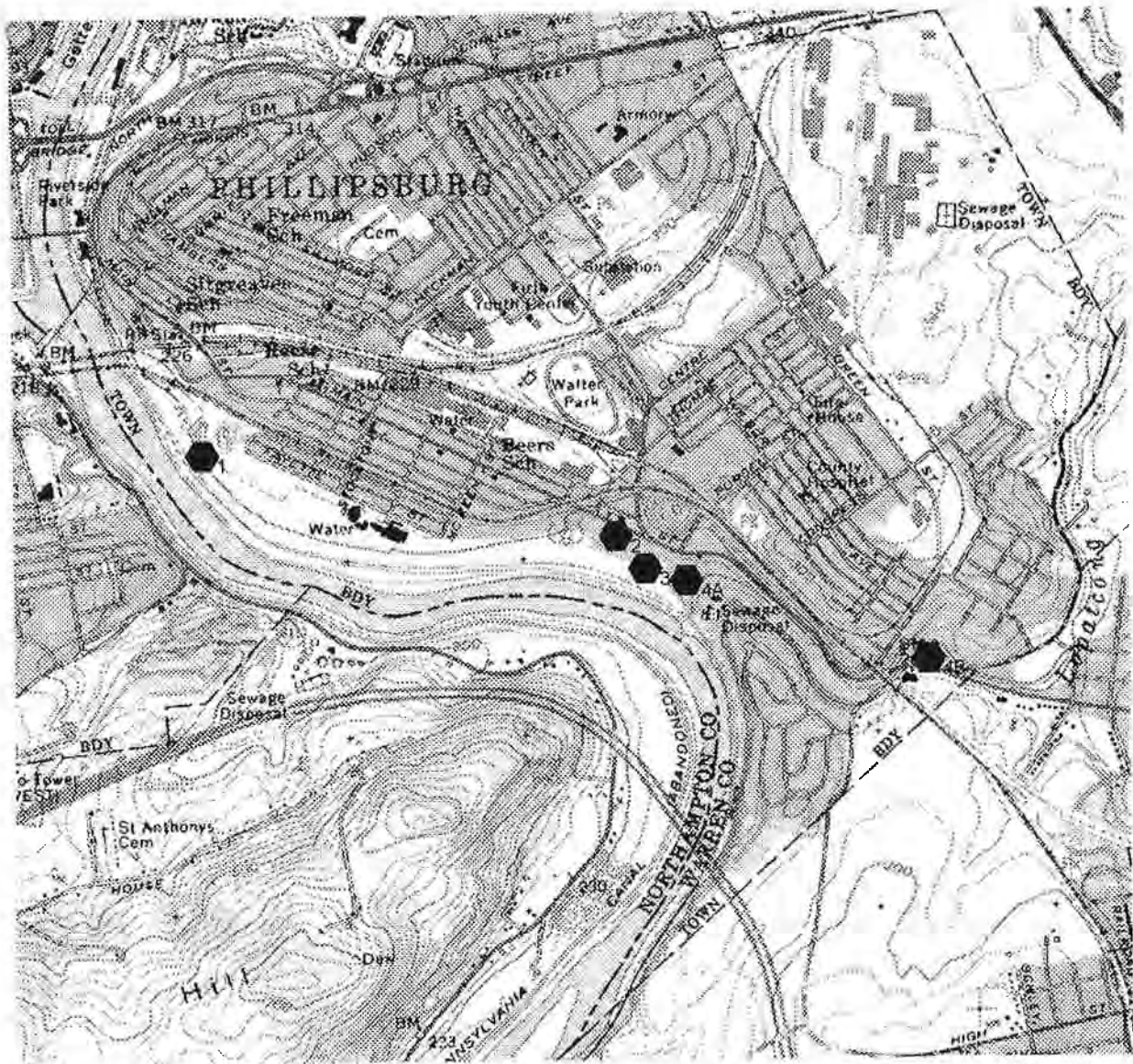
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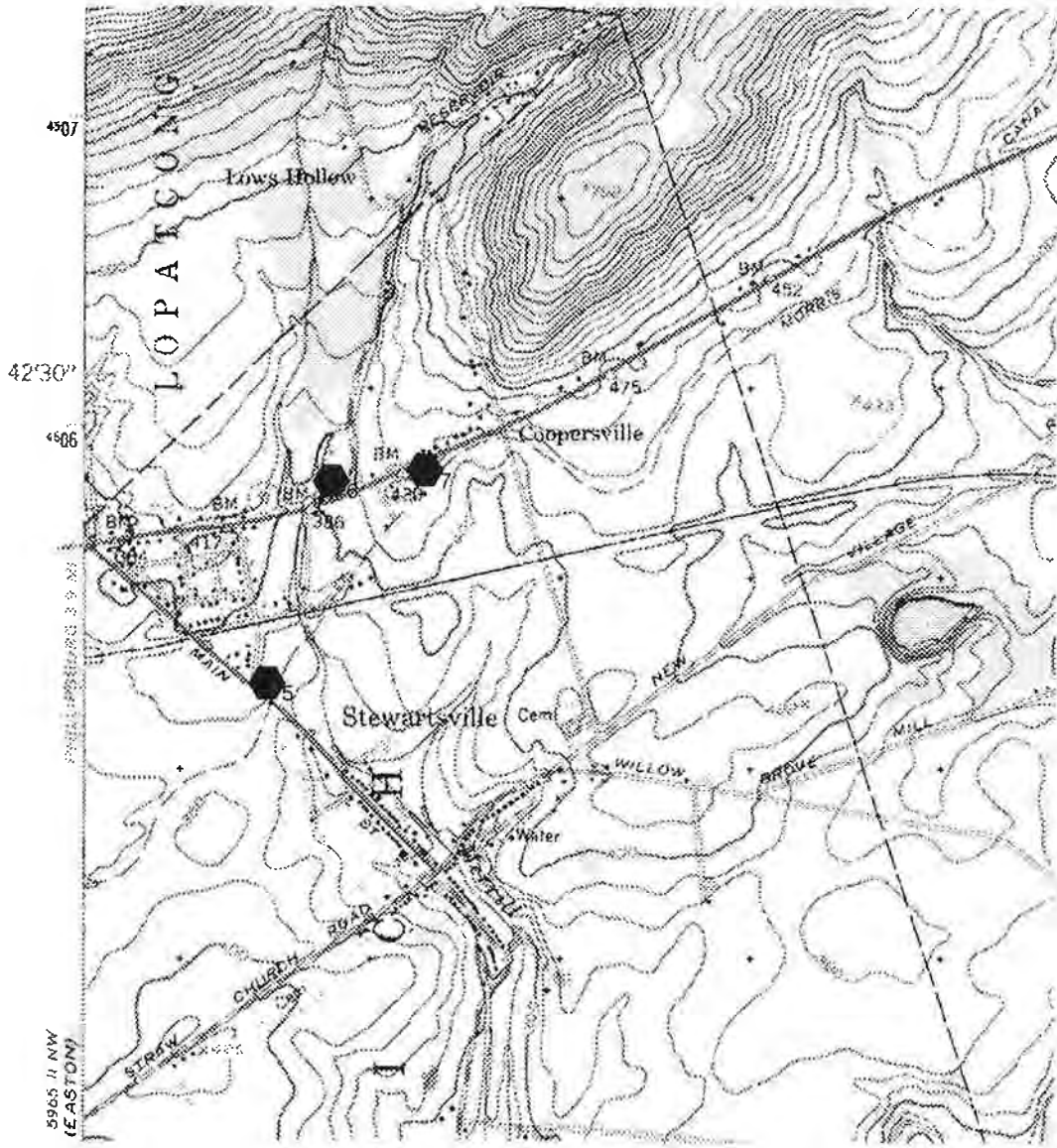
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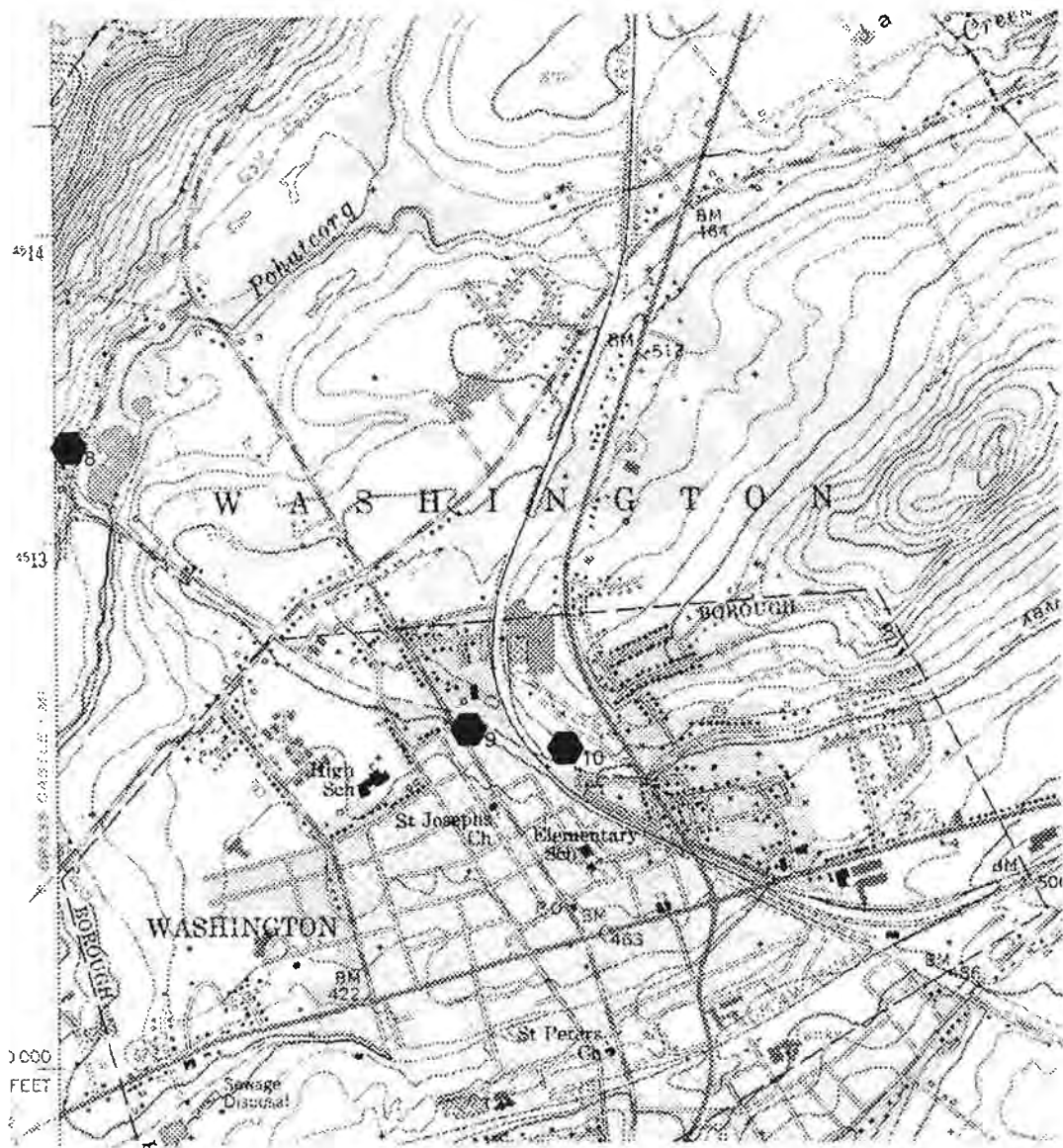
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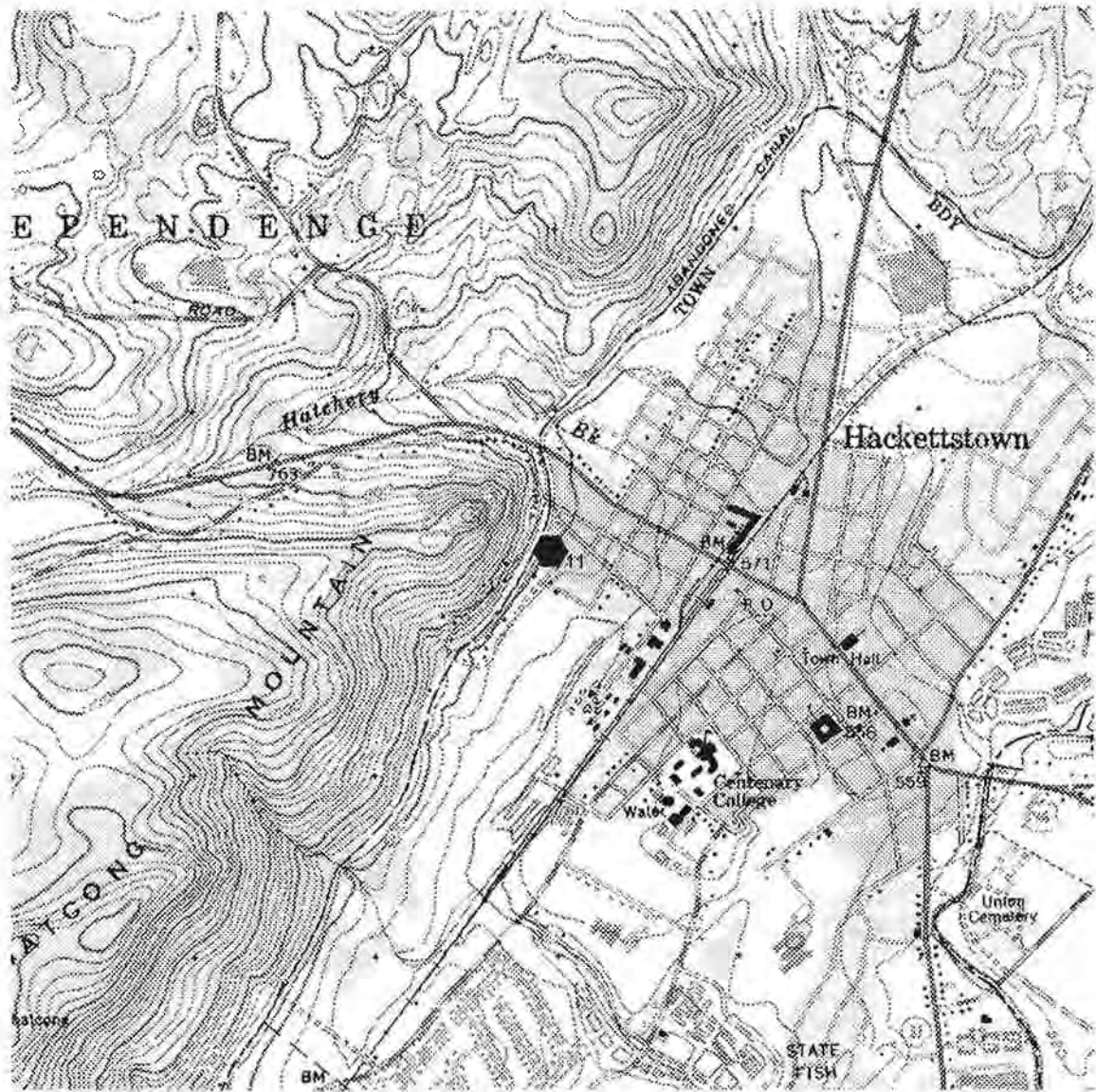
Map 1. Coal-Handling Facilities (Form Numbers 1 – 4A/B) in the Town of Phillipsburg, Warren County. Source: USGS Easton Quadrangle (Scale: 1 inch = 2000 feet).



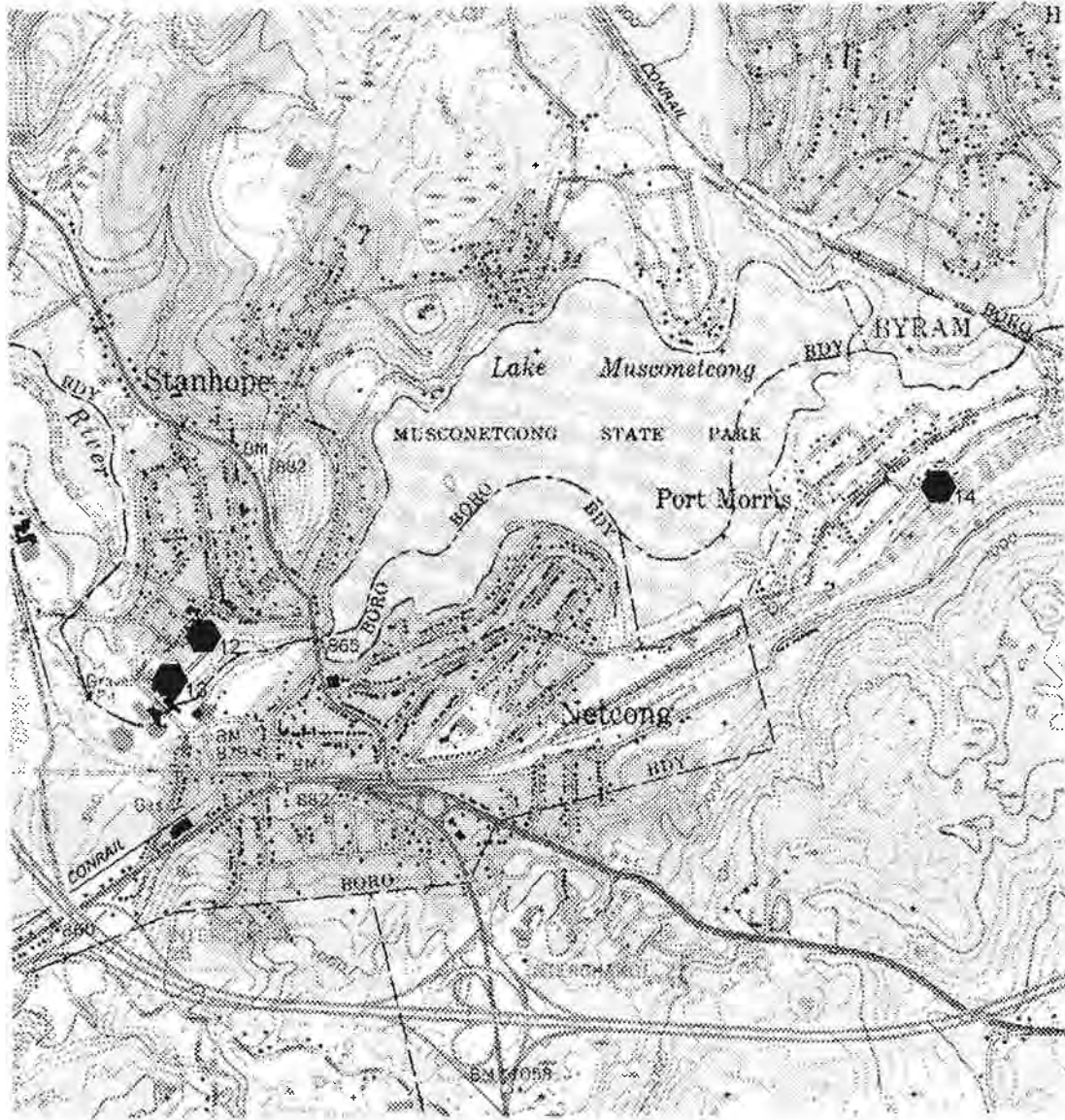
Map 2. Coal-Handling Facilities (Form Numbers 5 - 7) at Stewartville in Greenwich Township, Warren County. Source: USGS Bloomsbury Quadrangle (Scale: 1 inch = 2000 feet).



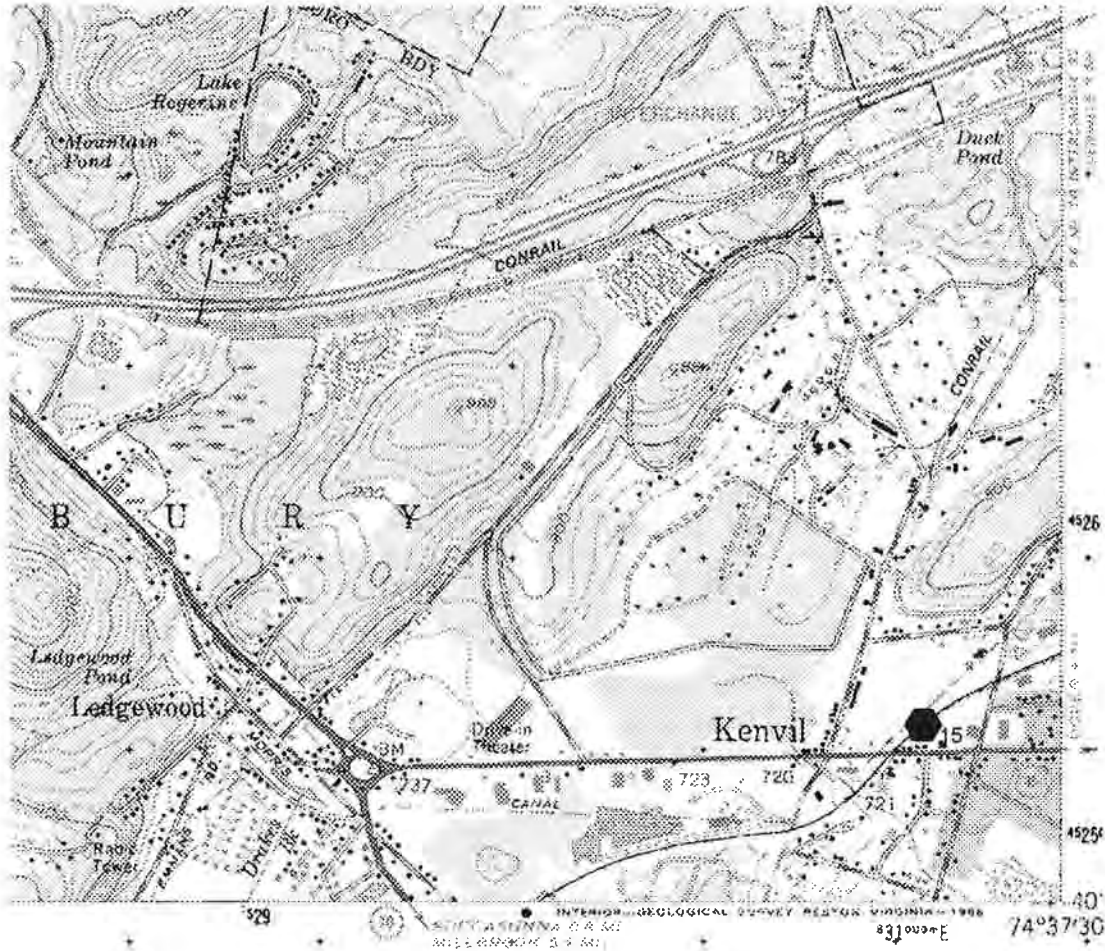
Map 3. Coal-Handling Facilities (Form Numbers 8 - 10) in Washington Township and Washington Borough, Warren County. Source: USGS Washington Quadrangle (Scale: 1 inch = 2000 feet).



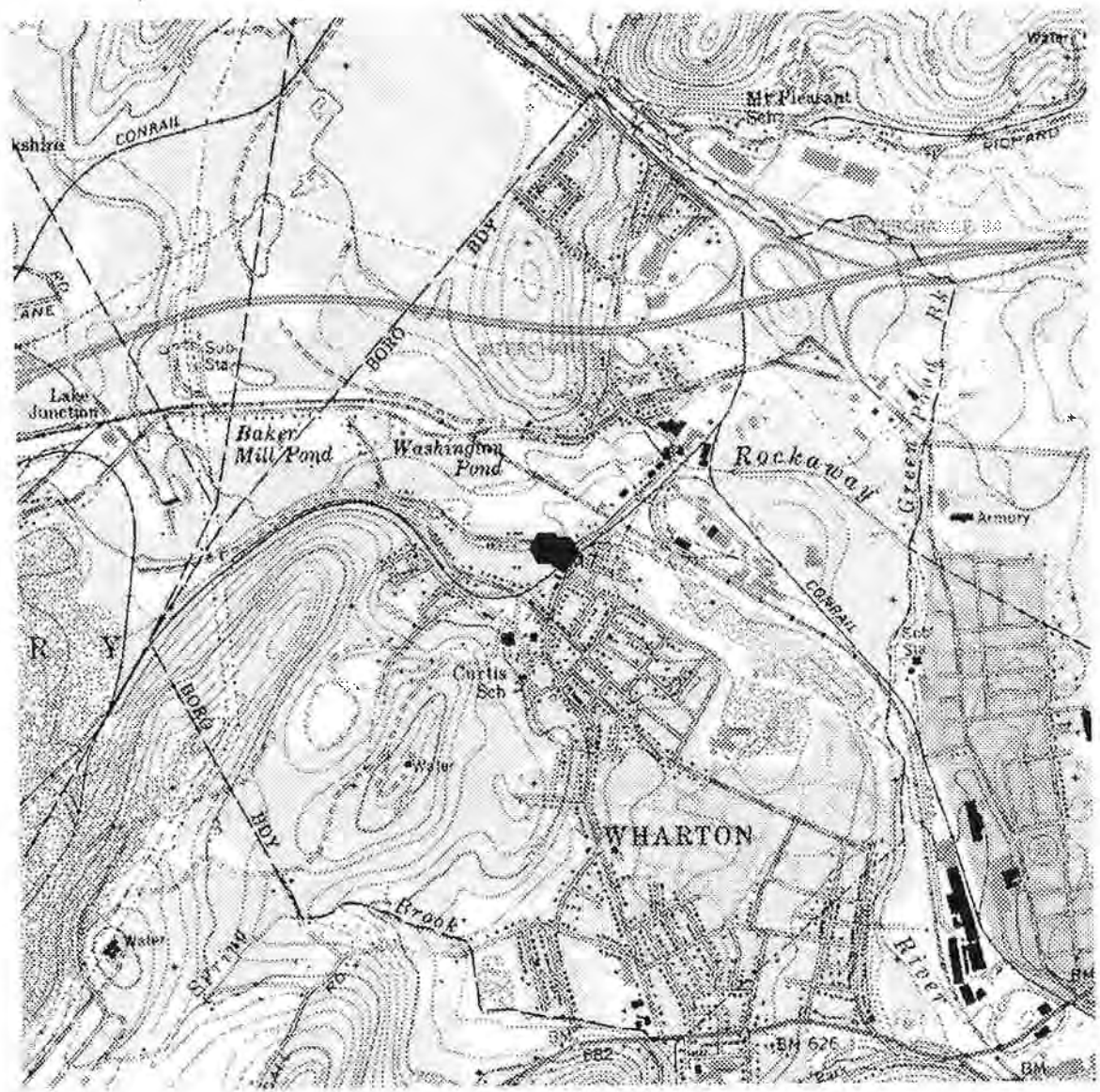
Map 4. Coal-Handling Facility (Form Number 11) in the Town of Hackettstown, Warren County. Source: USGS Hackettstown Quadrangle (Scale: 1 inch = 2000 feet).



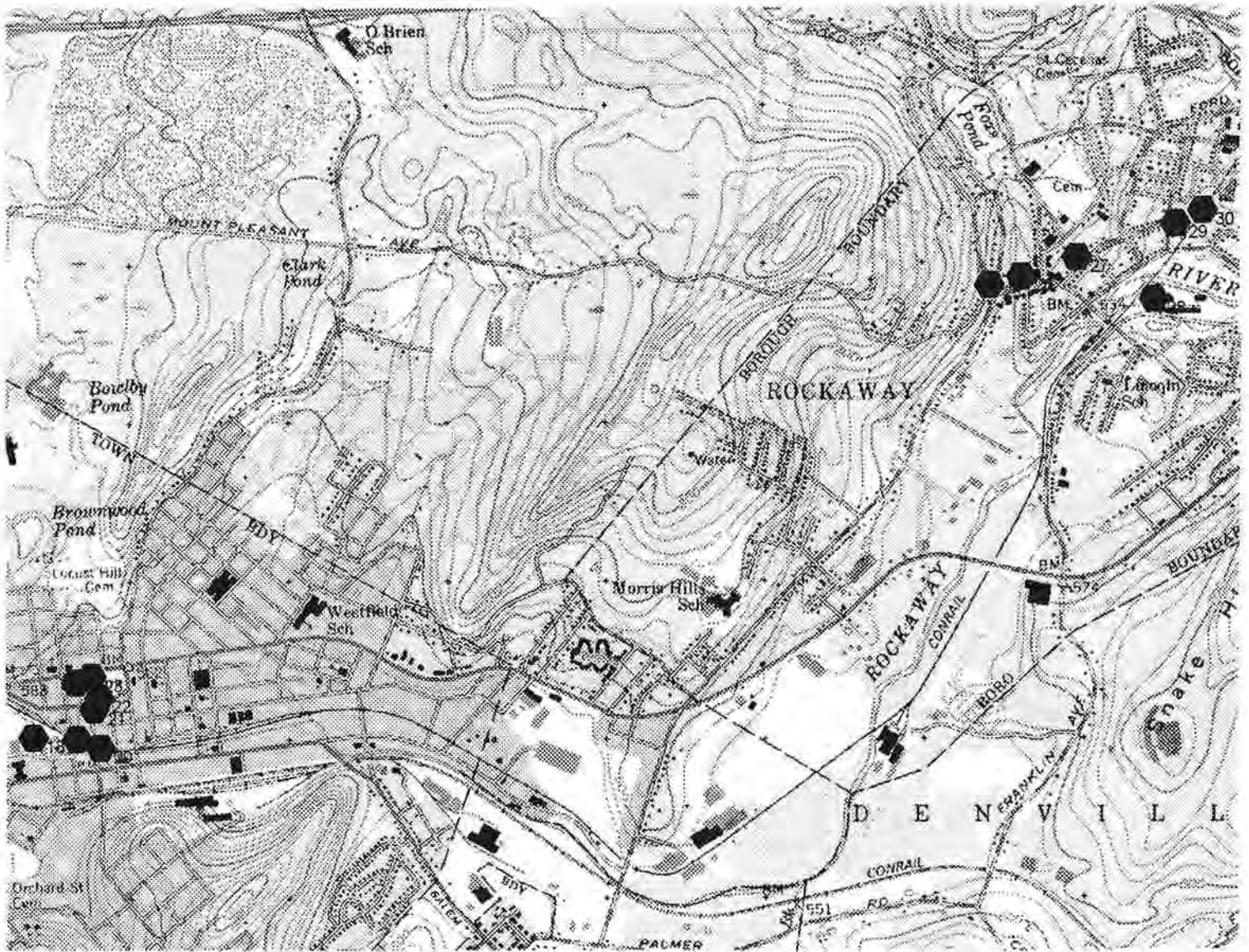
Map 5. Coal-Handling Facilities (Form Numbers 12 - 14) in Stanhope Borough, Sussex County and at Port Morris, Roxbury Township, Morris County. Source: USGS Stanhope Quadrangle (Scale: 1 inch = 2000 feet).



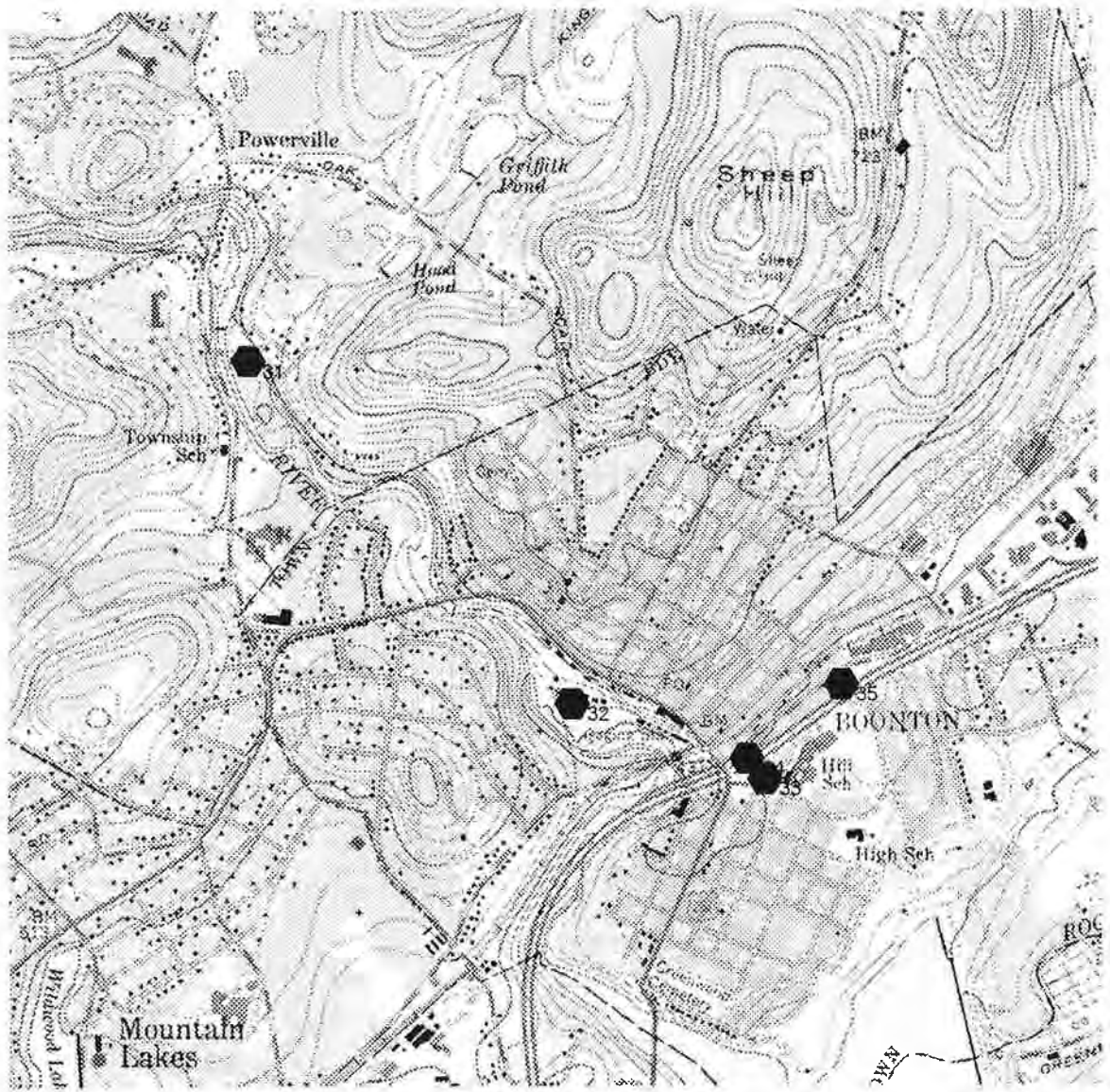
Map 6. Coal-Handling Facility (Form Number 15) at Kenvil in Roxbury Township, Morris County. Source: USGS Stanhope Quadrangle (Scale: 1 inch = 2000 feet).



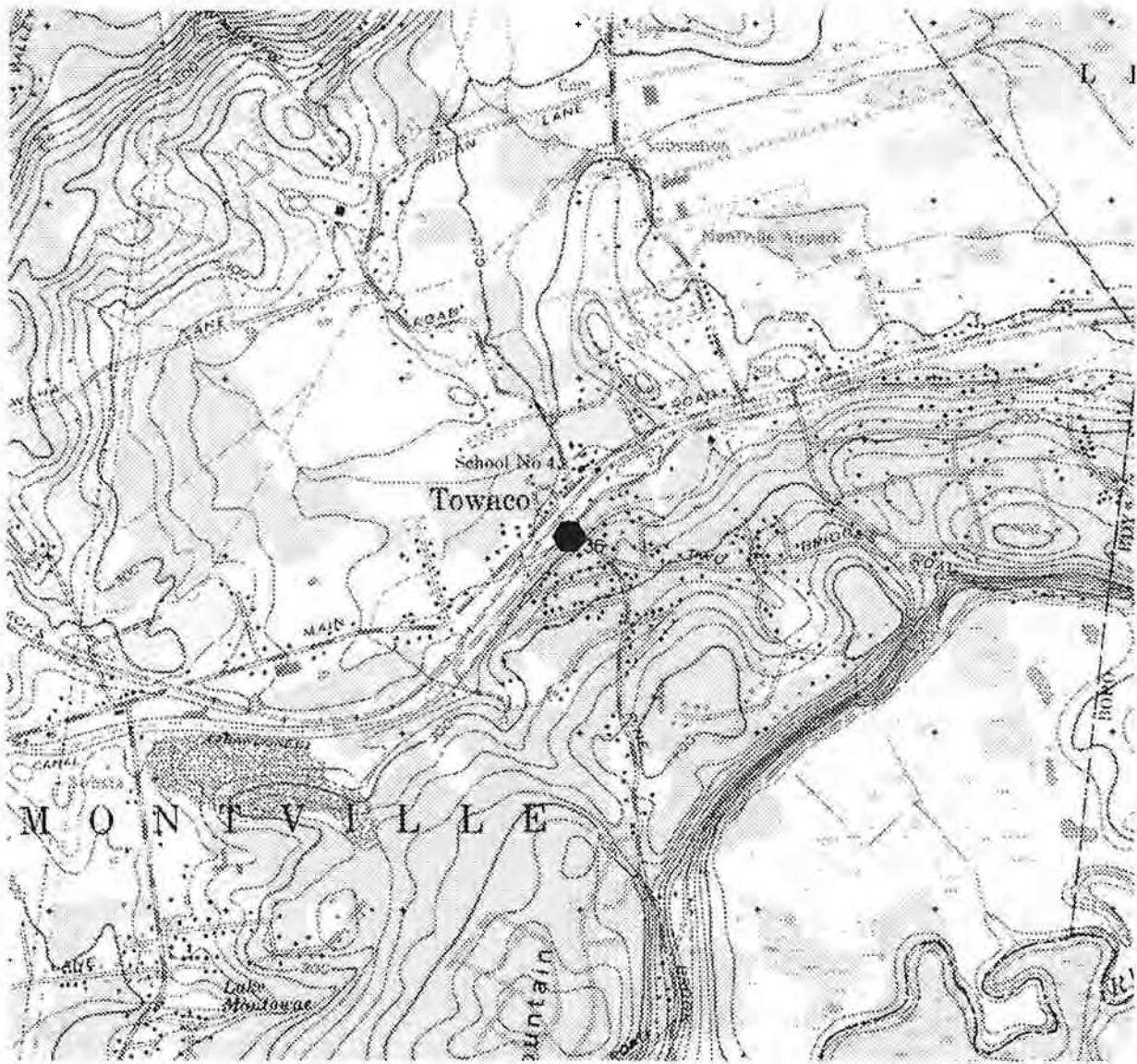
Map 7. Coal-Handling Facilities (Form Numbers 16 - 17) in Wharton Borough, Morris County. Source: USGS Dover Quadrangle (Scale: 1 inch = 2000 feet).



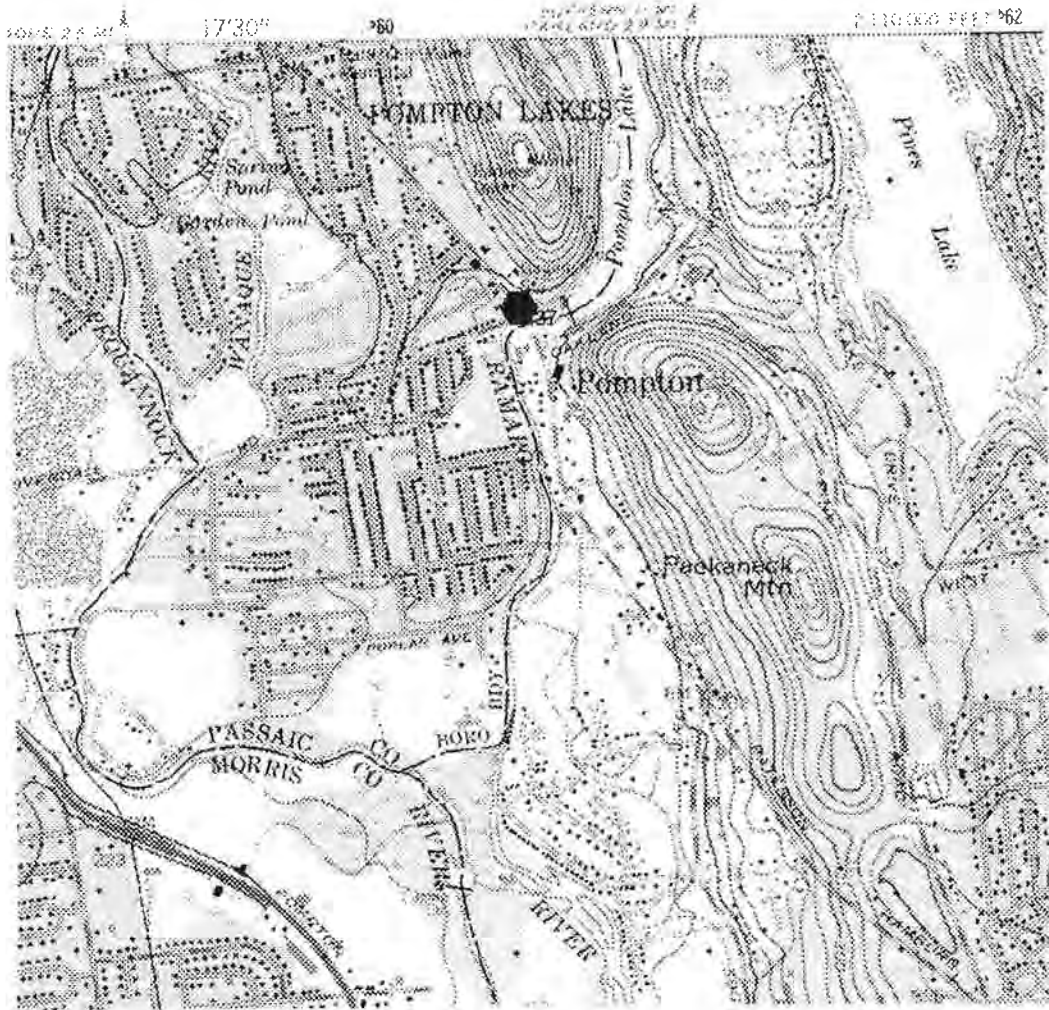
Map 8. Coal-Handling Facilities (Form Numbers 18 - 30) in Dover Borough and Rockaway Borough, Morris County. Source: USGS Dover Quadrangle (Scale: 1 inch = 2000 feet).



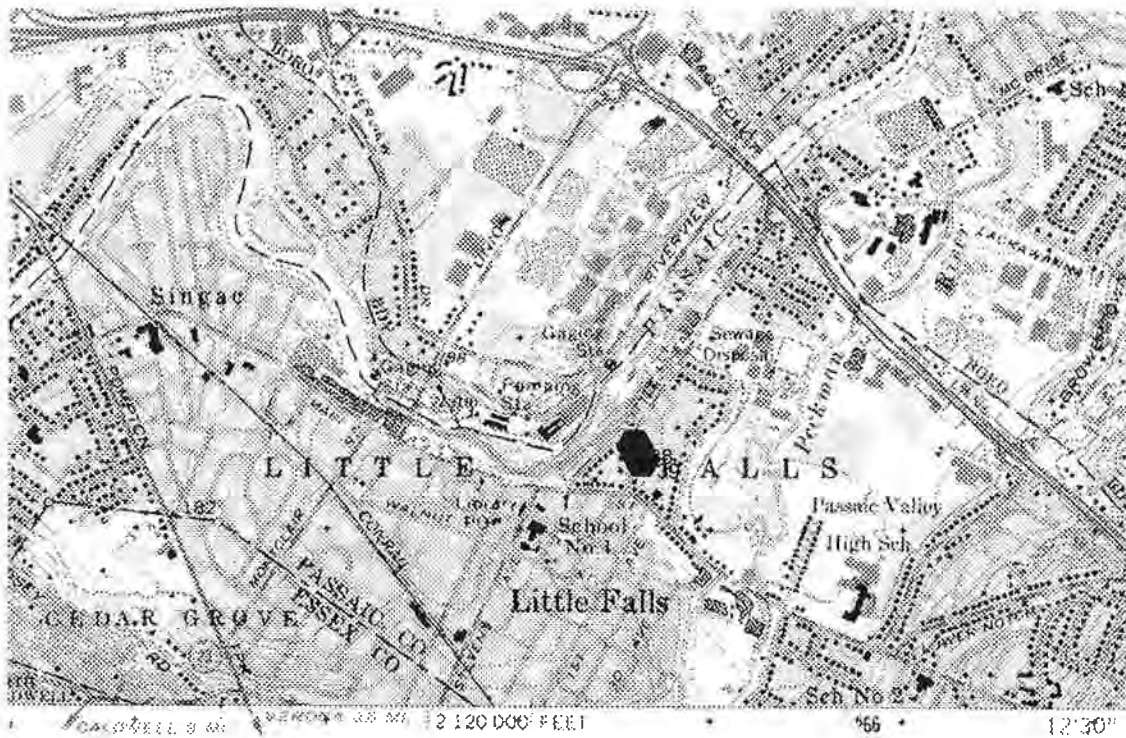
Map 9. Coal-Handling Facilities (Form Numbers 31 - 35) in Boonton Township and the Town of Boonton, Morris County. Source: USGS Boonton Quadrangle (Scale: 1 inch = 2000 feet).



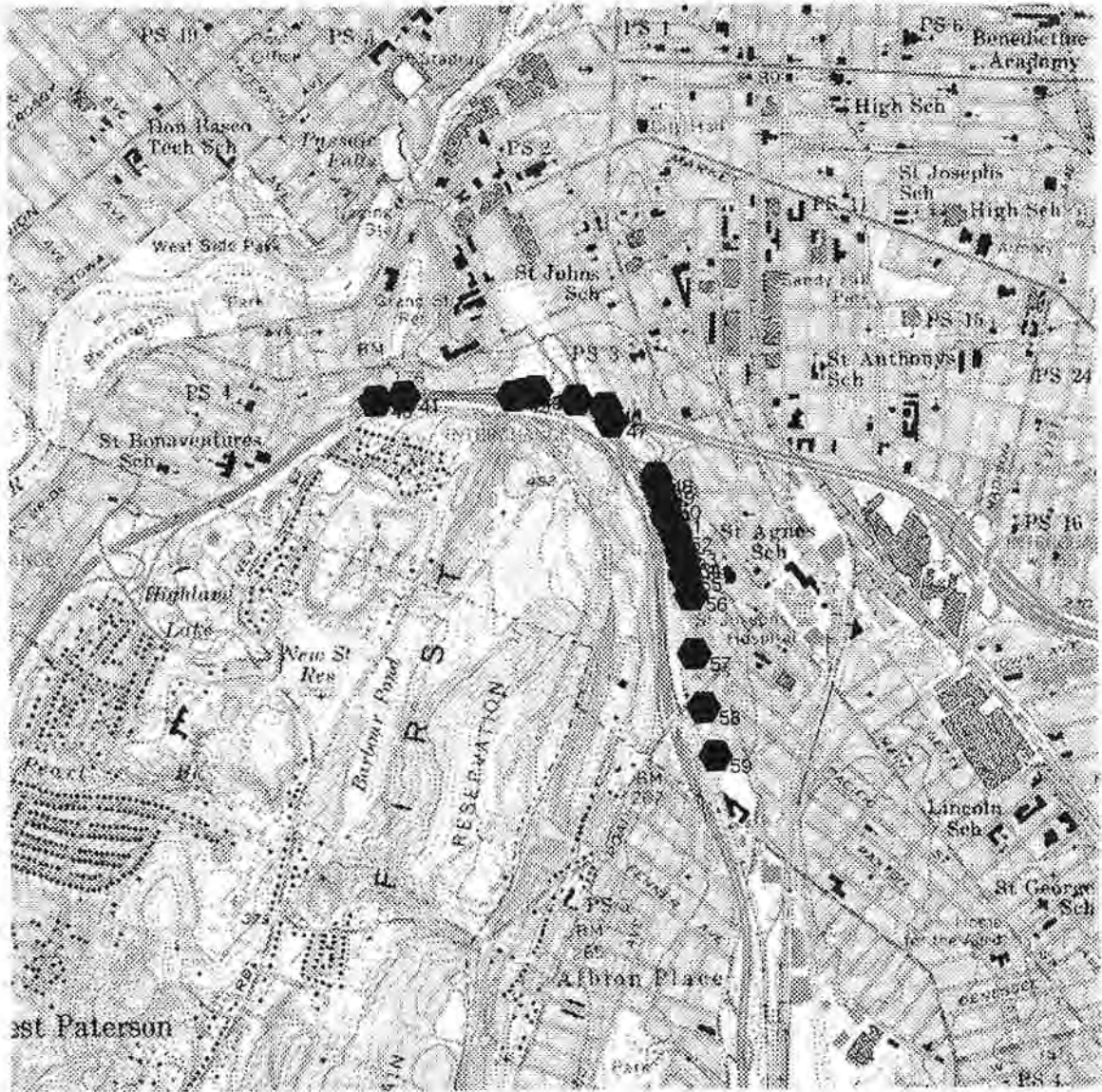
Map 10. Coal-Handling Facility (Form Number 36) in Montville Township, Morris County. Source: USGS Boonton Quadrangle (Scale: 1 inch = 2000 feet).



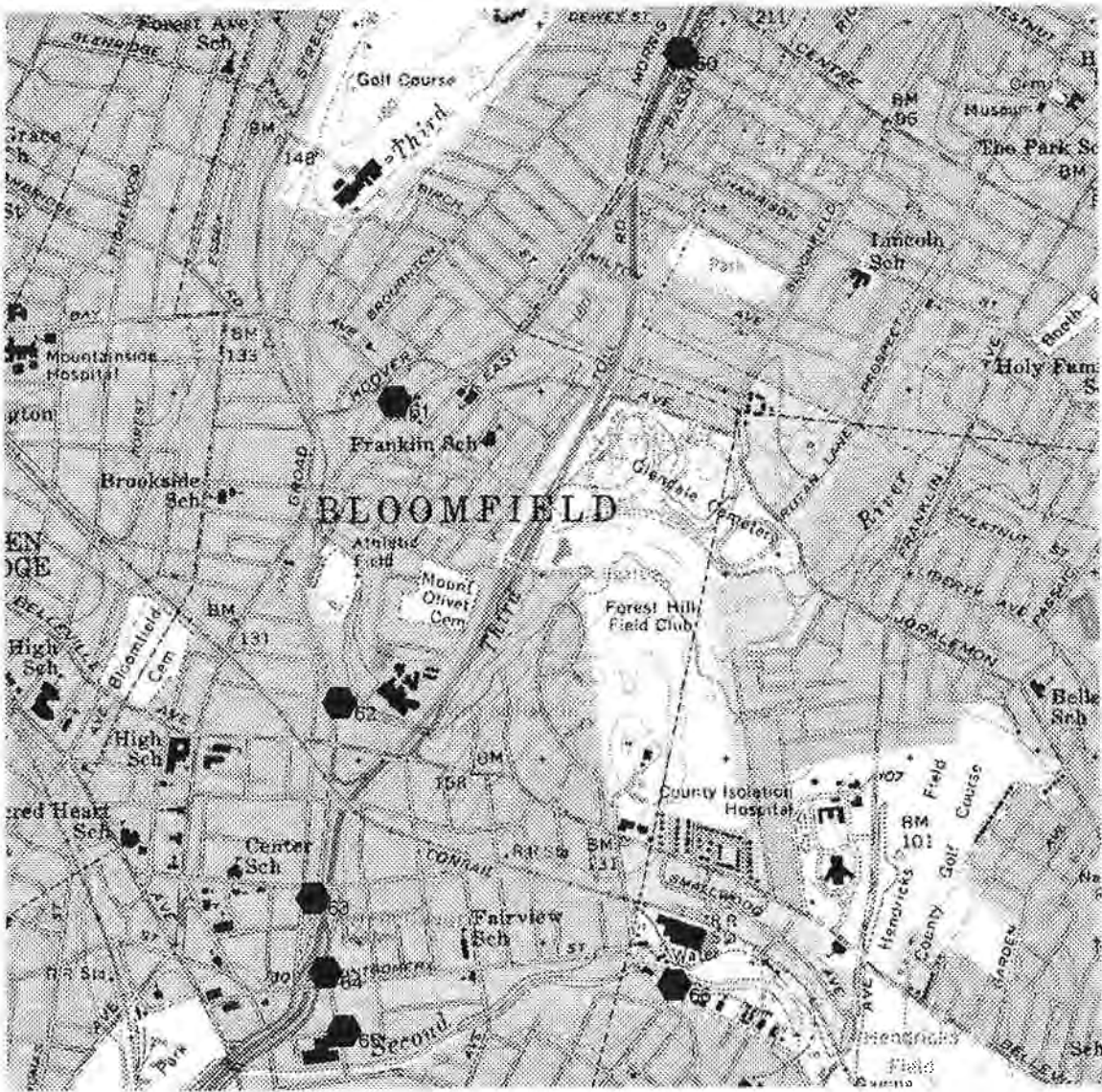
Map 11. Coal-Handling Facility (Form Number 37) in Pompton Lakes Borough, Passaic County. Source: USGS Pompton Plains Quadrangle (Scale: 1 inch = 2000 feet).



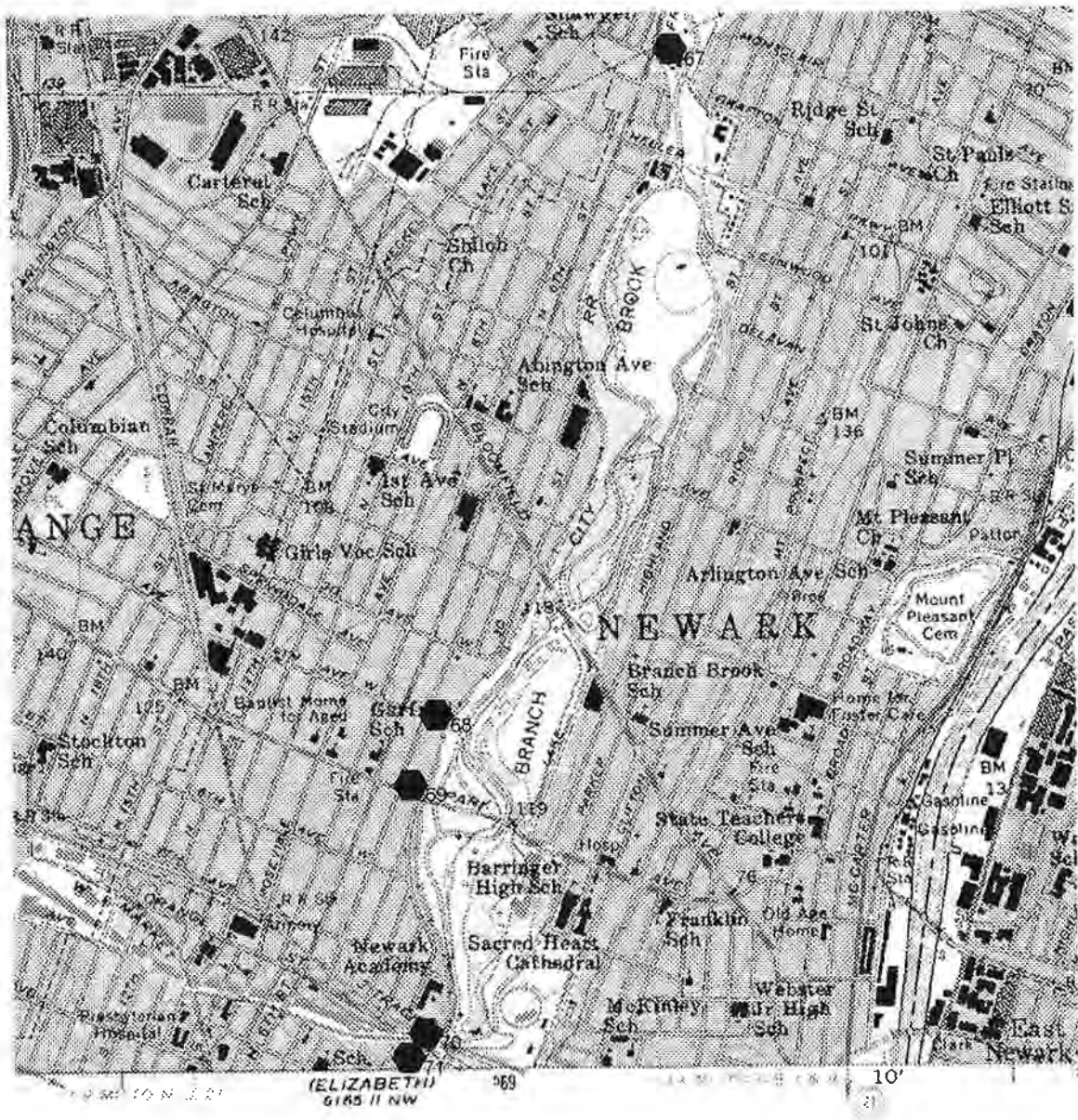
Map 12. Coal-Handling Facilities (Form Numbers 38 - 39) in Little Falls Township, Passaic County. Source: USGS Paterson Quadrangle (Scale: 1 inch = 2000 feet).



Map 13. Coal-Handling Facilities (Form Numbers 40 - 59) in the City of Paterson, Passaic County. Source: USGS Paterson Quadrangle (Scale: 1 inch = 2000 feet).



Map 14. Coal-Handling Facilities (Form Numbers 60 - 66) in the Town of Bloomfield and the Town of Belleville, Essex County. Source: USGS Orange Quadrangle (Scale: 1 inch = 2000 feet).

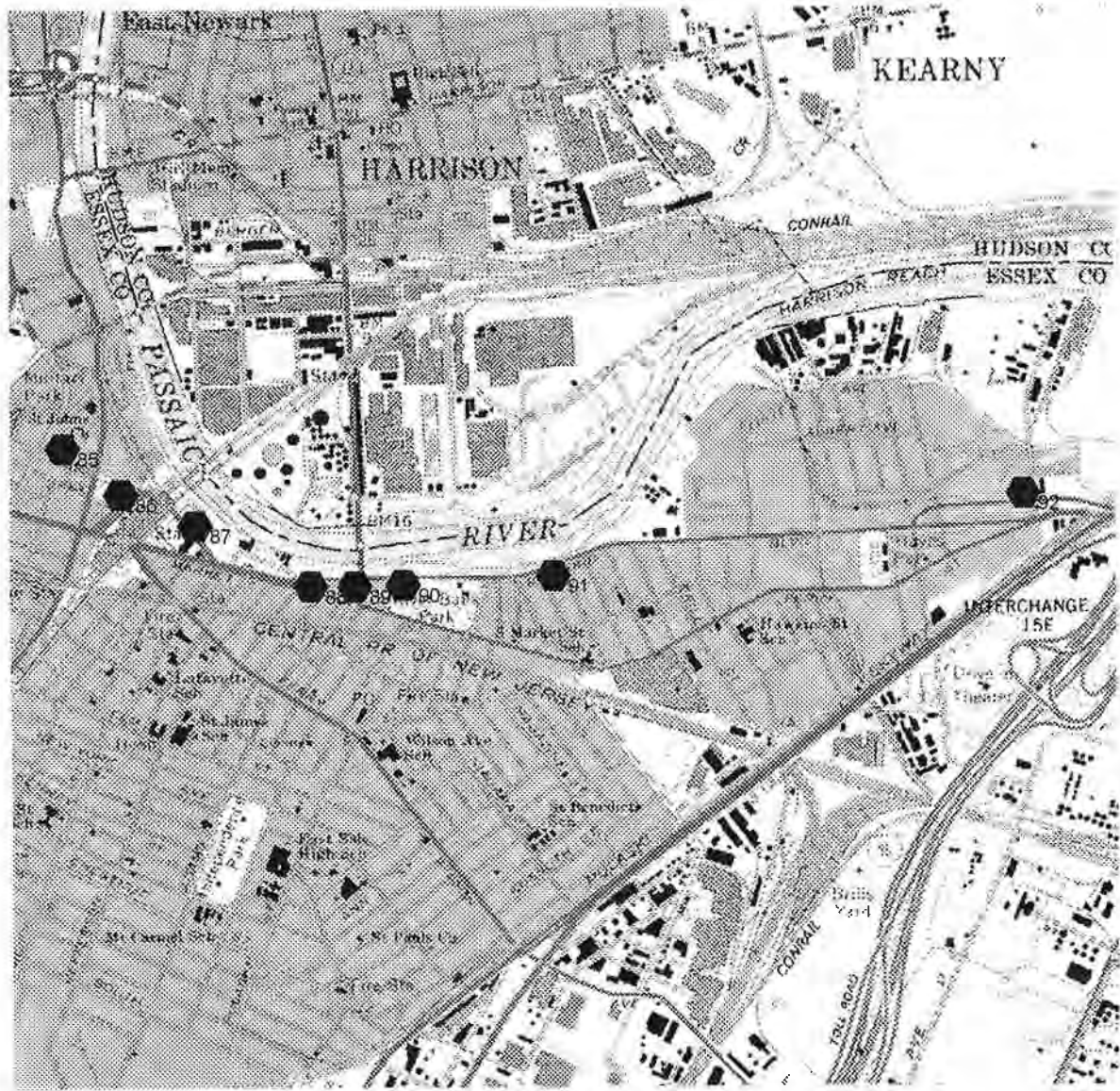


Map 15. Coal-Handling Facilities (Form Numbers 67 - 71) in the City of Newark, Essex County. Source: USGS Orange Quadrangle (Scale: 1 inch = 2000 feet).

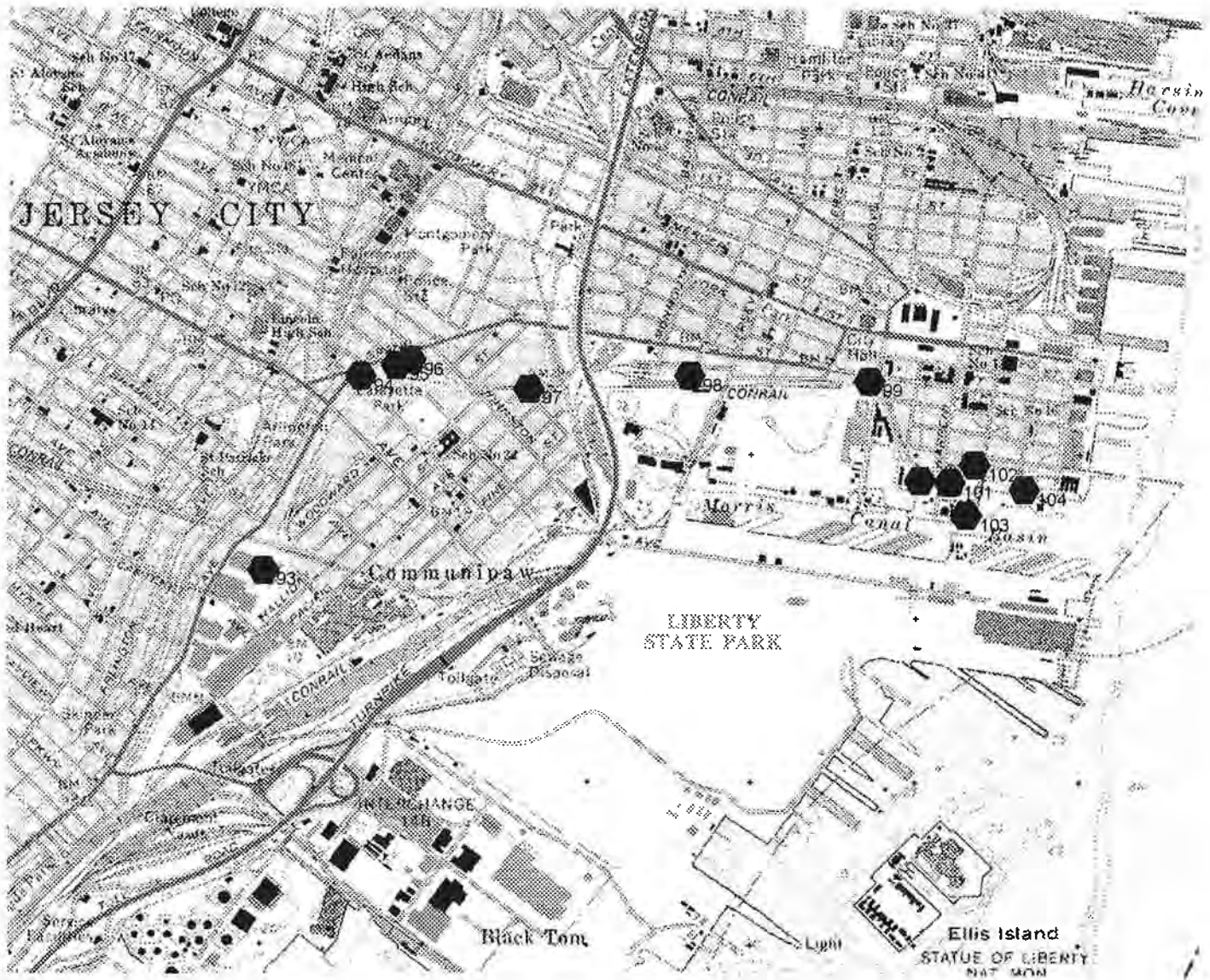


Map 16.

Coal-Handling Facilities (Form Numbers 72 - 84) in the City of Newark, Essex County. Source: USGS Elizabeth Quadrangle (Scale: 1 inch = 2000 feet).



Map 17. Coal-Handling Facilities (Form Numbers 85 - 92) in the City of Newark, Essex County. Source: USGS Elizabeth Quadrangle (Scale: 1 inch = 2000 feet).



Map 18. Coal-Handling Facilities (Form Numbers 93 - 104) in the City of Jersey City, Hudson County. Source: USGS Jersey City Quadrangle (Scale: 1 inch = 2000 feet).

MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Port Delaware Coal Dock (1)

LOCATION: East side of the Delaware River approx. 500 feet west of the west end of Howard Street and 900 feet south of the south end of Market Street

MUNICIPALITY: Town of Phillipsburg

COUNTY: Warren

DESCRIPTION

Facility consisted of timber trestle (approx. 400 feet long and 10-20 feet high) sited adjacent to the canal – chutes ran from beneath the trestle to hang over the canal, allowing hopper cars to empty coal into canal boats docked below – the coal dock is said to have been destroyed by fire circa 1930 – this section of the canal was utilized by Phillipsburg as a dump after abandonment – 15-30 feet of trash and fill were deposited here during the middle decades of the present century – the abandoned dump was redeveloped as a town park c. 1980.

SIGNIFICANCE

Facility built by the Lehigh Valley Railroad in the wake of the railroad's lease of the canal in 1871 – provided the LVRR with a connection to the coal markets of the New York City/Northern New Jersey region – coal was brought by rail from the Pennsylvania coal fields and transferred to canal boats for shipment east – the completion of the extension of the LVRR across New Jersey to the harbor of New York in 1888 led to a reduction in the importance of the facility, but it appears to have remained active until abandonment.

COMMENTS

Major rail-canal transshipment facility that was a noteworthy focus of coal-related activities on the canal during the latter decades of the 19th century – archaeological remains associated with this resource are likely to survive below the subsequently deposited fill – these remains should be considered to be part of the Morris Canal Historic District.

REFERENCES

Beers 1874; Sanborn 1903; 1910; Lee 1977; Kraft 1979; Lefferts and Peifer 1979; Kalata 1983; Lee 1983; Morrell 1983; Lee 1987; 1989; Morris Canal and Banking Company n.d.

RECORDED BY: Richard L. Porter

DATE: May 1999

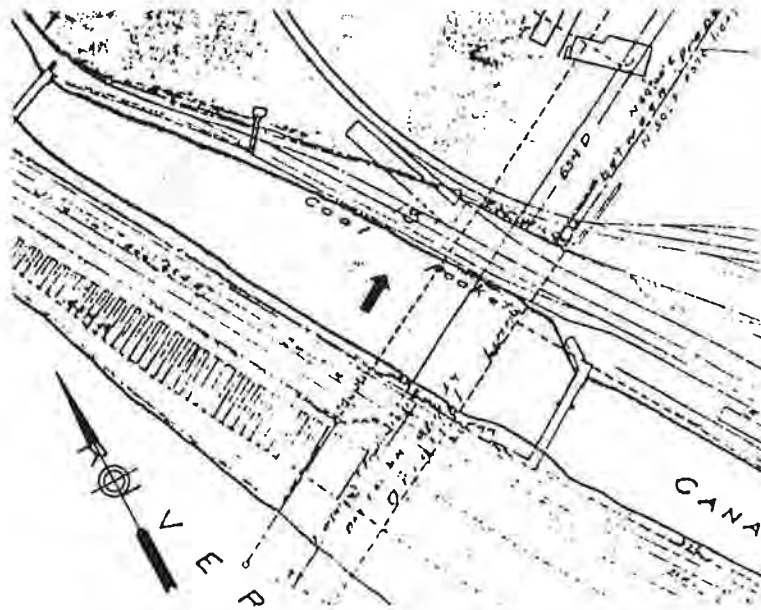
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Port Delaware Coal Dock

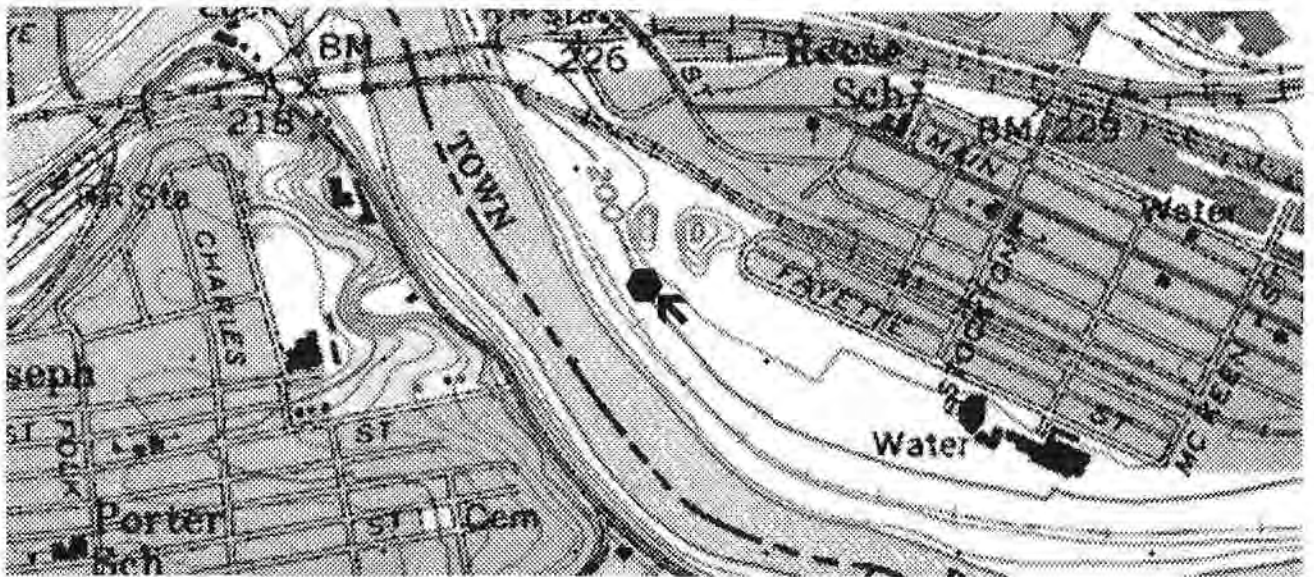
HISTORIC MAP

Source: Morris Canal and Banking Company n.d.
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Easton

UTM References: 18 0483255E, 4503511N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Newman Coal Yard (2)

LOCATION: South side of South Main Street approx. 300 feet west of the Limekiln Road intersection

MUNICIPALITY: Town of Phillipsburg

COUNTY: Warren

DESCRIPTION

Private commercial coal yard – single structure, described as an office, represented in 1874 – removed prior to 1903.

SIGNIFICANCE

Commercial structure depicted here in 1852 and 1860, but not specifically described as a coal yard – the “Coal Office” of “Newman & Bros.” was shown here in 1874 – the business was described as a coal yard, and it was noted that the owners of the yard were also the proprietors of the “Andover Hotel” on the opposite side of South Main Street – in 1886 Thomas Newman was listed as the owner of a coal yard in Phillipsburg, but its exact location is unclear – property redeveloped sometime before 1903 – new coal yard in place nearby at the northwest corner of South Main and Center Streets on the Lehigh Valley Railroad – Thomas Newman still offered coal for sale from a store located in the center of town in 1911.

COMMENTS

Private commercial coal yard developed sometime prior to 1874 and abandoned sometime prior to c. 1900 – no standing structures – low potential archaeological significance.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Warren County History and Directory 1886; Sanborn 1903; Historical Program – Phillipsburg Charter Jubilee 1911; Lee 1977; Morrell 1983.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

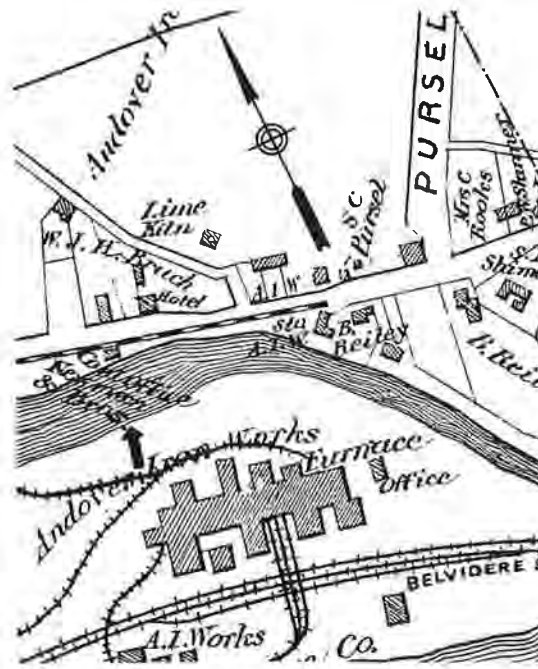
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Newman Coal Yard

HISTORIC MAP

Source: Beers 1874

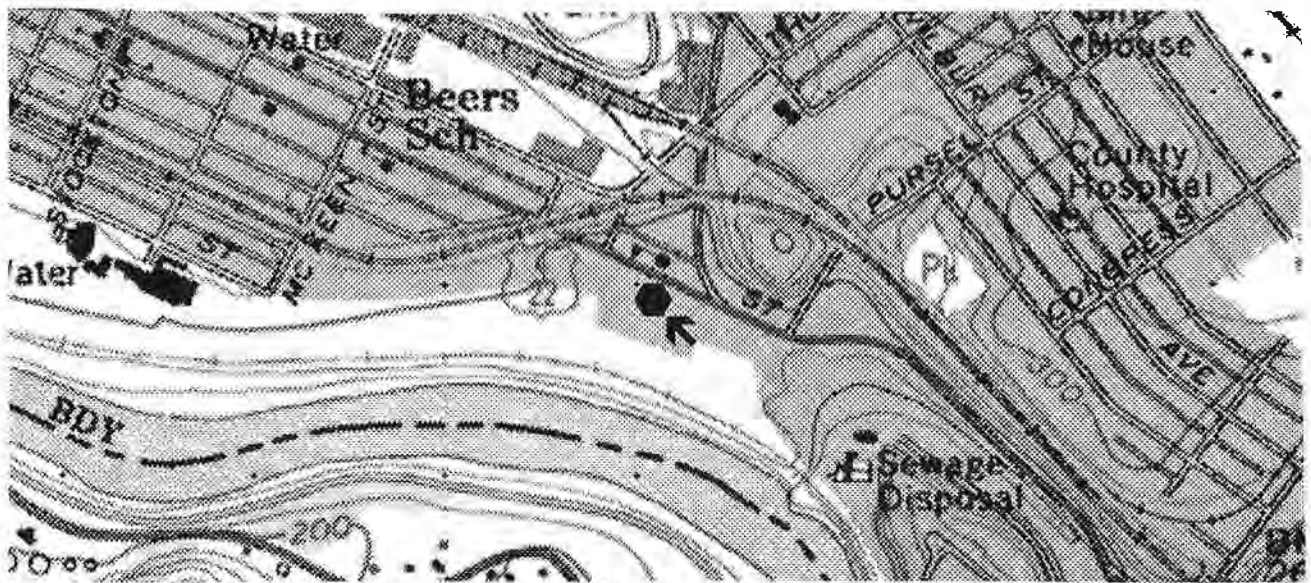
Scale: 1 inch = 300 feet



USGS QUAD: Easton

UTM References: 18 0484686E, 4503217N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Trenton Iron Company Andover Furnace Complex (3)

LOCATION: South side of South Main Street approx. 300 feet south of the Limekiln Road intersection

MUNICIPALITY: Town of Phillipsburg

COUNTY: Warren

DESCRIPTION

Large iron processing plant – central elements were a series of anthracite furnaces utilized in the production of pig iron – built on the canal to facilitate shipment of coal and ore to the plant – basin on the south side of the canal just to the east of Center Street was the focus of the plant's shipping facilities – the plant's single story stone office building was sited on the east side of Center Street very near this basin – in 1903 two frame sheds, then in use for general storage, were shown adjacent to the canal – historic photographs from the latter part of the 19th century suggest that less formal docking facilities along the south side of the canal to the east of the basin and closer to the furnace complex were also used to offload coal – the plant was shut down in 1912 and the entire complex, with the exception of the office building, was demolished c. 1916 – a portion of the property was more recently redeveloped as the site of the Andover-Morris School – the office building was torn down in 1983.

SIGNIFICANCE

The Trenton Iron Company, owned by the noted industrialists Peter Cooper and Abram Hewitt, completed its Andover (or Cooper) Furnace facility in 1848 – this new ironworks, which was said to be the largest of its type in the United States at mid-century, was dominated by two huge anthracite furnaces, with a third added shortly thereafter – in 1850 this facility utilized 10,865 tons of coal, all brought to the site via the canal – the completion of the Belvidere Delaware Railroad during the following decade provided the first of what would come to be several alternative sources of coal – the canal continued to provide coal to the works in support of the more dominant rail traffic during the ensuing decades – in 1867 the plant was sold to the Andover Iron Company – the facility was acquired by the Wharton Steel Company sometime between 1903 and 1910 and was shut down in 1912.

COMMENTS

Significant canal-associated iron processing plant that during the mid-19th century was the largest of its type in the United States – one of New Jersey's most important iron processing properties – high archaeological potential – basin site probably destroyed by the construction of the Andover-Morris School – remains of coal-handling facilities potentially important only as components of the overall property.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Snell 1881; Sanborn 1885; 1890; 1897; 1903; Bayley 1910; Sanborn 1910; 1916; Nevins 1935; Kraft 1977; Lee 1977; Lefferts and Peifer 1979; Kalata 1983; Lee 1983; Morrell 1983; Lee 1987; 1989; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

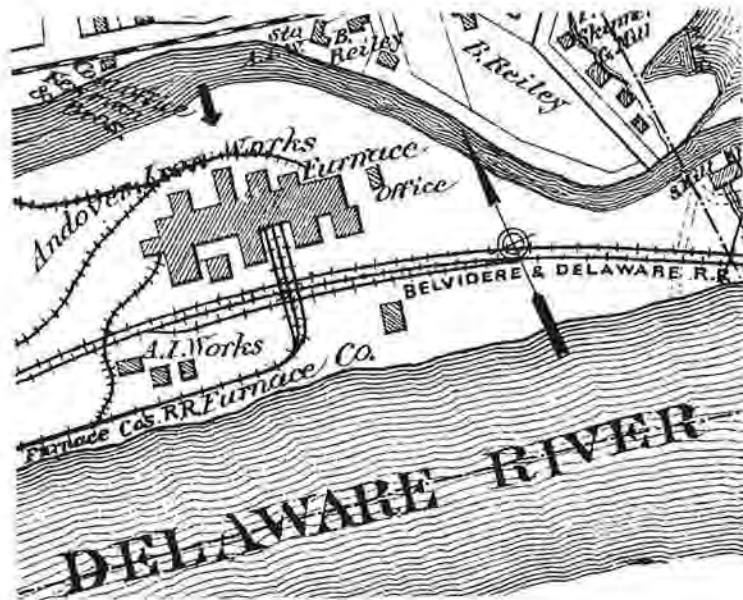
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Trenton Iron Company Andover Furnace Complex

HISTORIC MAP

Source: Beers 1874

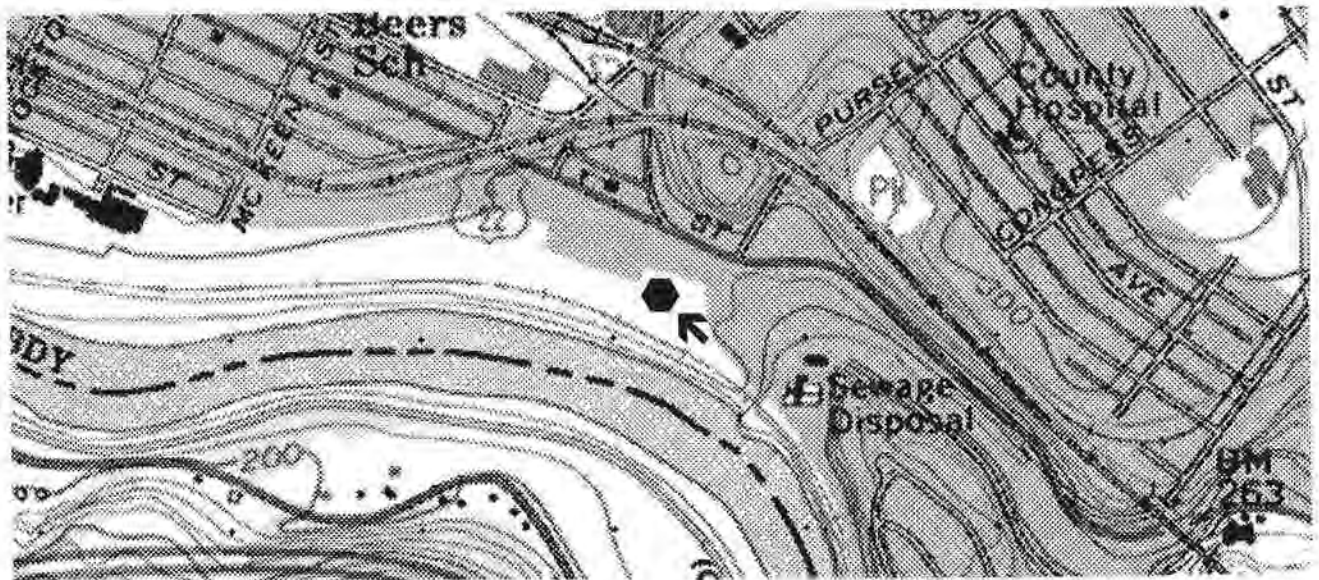
Scale: 1 inch = 300 feet



USGS QUAD: Easton

UTM References: 18 0484778E, 4503102N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Pursel Milling and Coal Company Properties (4A & B)

LOCATION: First property on east side of Sawmill Street approx. 300 feet south of South Main Street;
second property on north side of South Main Street approx. 200 feet east of Carpentersville Road intersection

MUNICIPALITY: Town of Phillipsburg

COUNTY: Warren

DESCRIPTION

Two milling properties – the Riley/Skinner Mill Complex and the Uhler/Pursel Mill Complex – sited very near the canal that came to be controlled by the Pursel Milling and Coal Company – the Riley/Skinner Mill Complex was subsequently converted to serve as the site of a sewage treatment plant, with most features associated with the mill complex removed at that time – the former Uhler/Pursel Grist Mill and other components of this complex were still standing in 1991 – no coal-related structures have been identified at either property.

SIGNIFICANCE

The Riley/Skinner Mill Complex and the Uhler/Pursel Mill Complex came to be controlled by the Pursel Milling and Coal Company c. 1900 – the proximity of these properties to the canal make it possible that they had some involvement in the company's coal-related activities during the early part of the present century – the former Riley/Skinner Mill Complex was largely demolished c. 1905 as the property became the site of Phillipsburg's first sewage treatment plant (which was, in turn, demolished c. 1950) – the former Uhler/Pursel Mill Complex was still owned by the Pursel family in 1983, and structural elements of this resource were still in place in 1991.

COMMENTS

Milling properties owned by the Pursel Milling and Coal Company during the early part of the 20th century – low potential significance for coal-related resources.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Warren County History and Directory 1886; Sanborn 1890; 1897; 1903; 1910; 1916; 1925; 1925/1949; Morrell 1983; Morrell et al. 1988; MAAR Associates 1991.

RECORDED BY: Richard L. Porter

DATE: May 1999

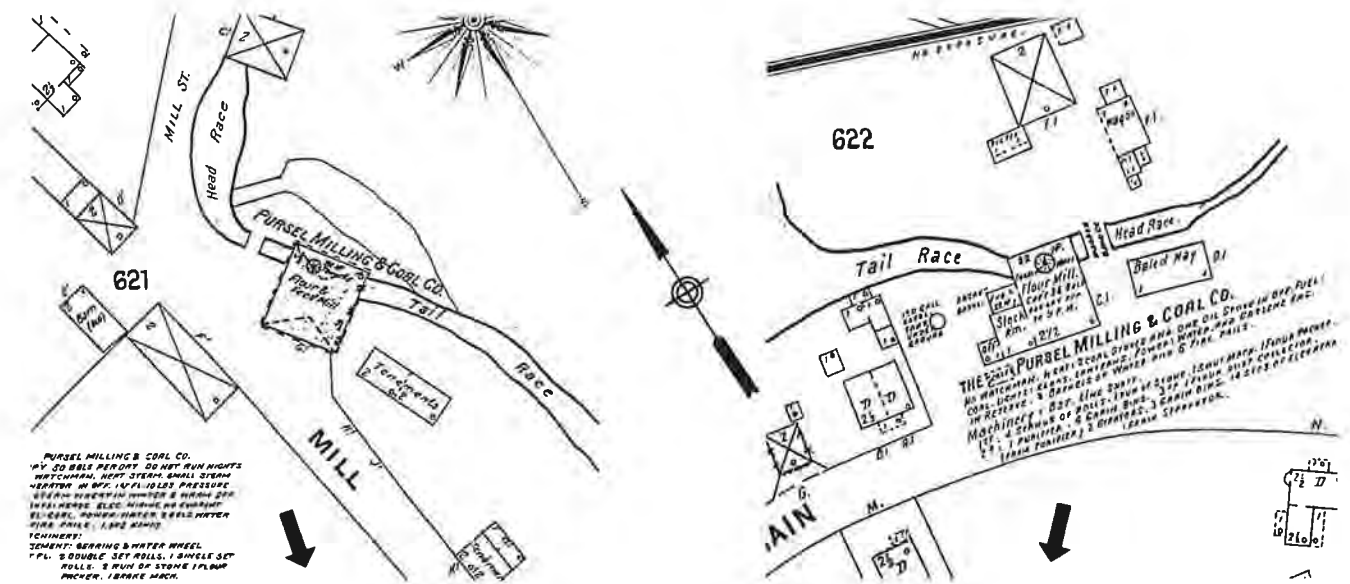
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Pursel Milling and Coal Company Properties

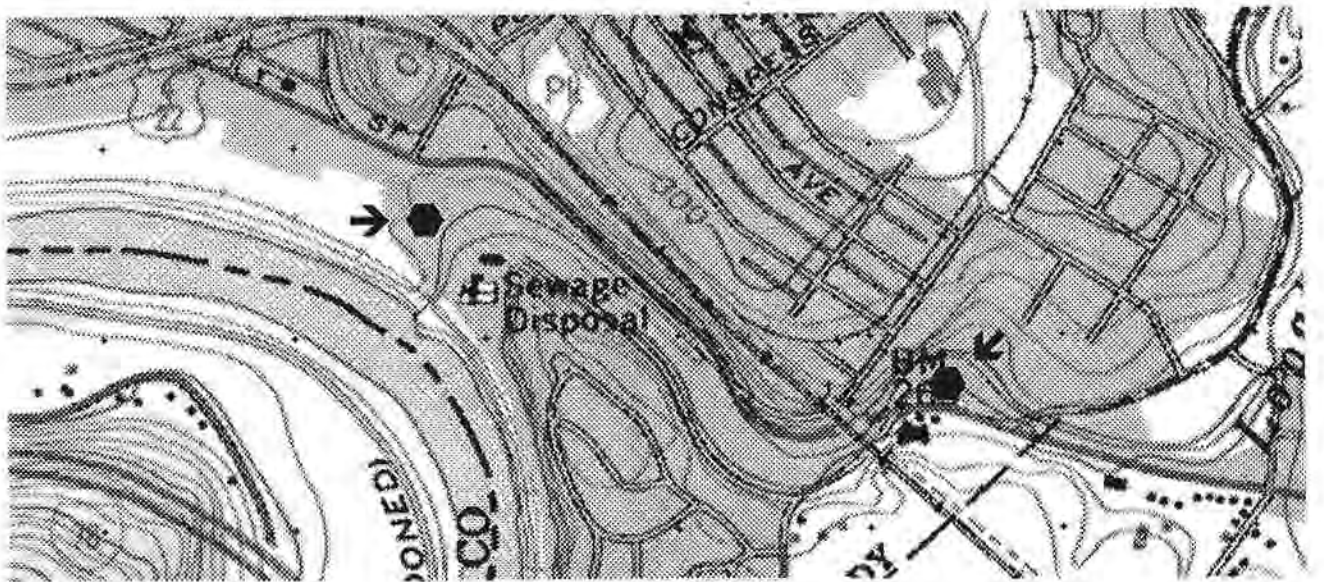
HISTORIC MAP

Source: Sanborn 1903
Scale: 1 inch = 100 feet



USGS QUAD: Easton

UTM References: 18 0484919E, 4503060N
18 0485747E, 4502790N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Hulhizer/Stone Coal Yard (5)

LOCATION: Northeast side of North Main Street just southeast of the Warren Street intersection

MUNICIPALITY: Stewartsville, Greenwich Township

COUNTY: Warren

DESCRIPTION

Private commercial coal yard associated with general store – store located on North Main Street immediately adjacent to the northwest bank of the canal – associated dwelling sited just to the northwest of the store – coal-related features to the rear of the store, also on the canal bank, centered around a timber derrick for offloading coal from canal boats – large two-story outbuilding shown to the rear of the store in 1909 may have been utilized for coal storage, although it is now referred to as a former mule stable – the primary mode of coal storage here was simply unsheltered piles within the yard – scales for weighing coal on northwest side of the general store – the former store, the associated dwelling, and the former mule stable were all still standing in 1991.

SIGNIFICANCE

Commercial property known to have been active by the mid-19th century – coal is said to have been available for purchase at Stewartsville in 1834, very possibly at this property – associated with Daniel Hulhizer during much of the second half of the 19th century – Henry H. Stone was the proprietor of the store and coal yard during the late-19th and early-20th centuries – reported that he sold coal to Thomas A. Edison for use at his nearby cement plant – commercial activities continued up until the time of the abandonment of the canal.

COMMENTS

Private commercial property with coal yard developed sometime prior to 1852 and operated until the abandonment of the canal – significant as an element of both the Morris Canal Historic District and the proposed Stewartsville Historic District – any coal-related remains important only as a component of the overall property.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Snell 1881; Warren County History and Directory 1886; Sanborn 1909; 1914; 1924; Lee 1977; Kalata 1983; Lee 1983; Morrell 1983; MAAR Associates 1991.

RECORDED BY: Richard L. Porter

DATE: May 1999

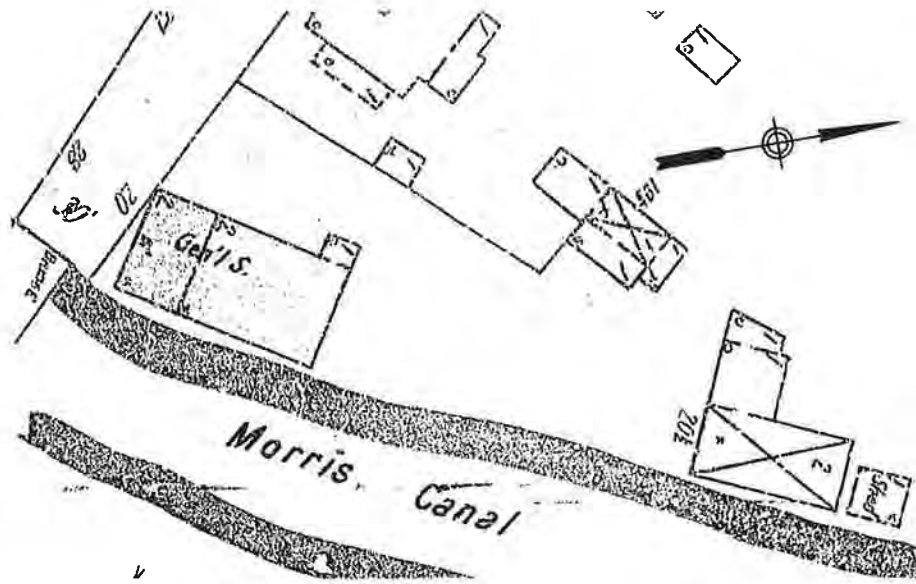
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Hulhizer/Stone Coal Yard

HISTORIC MAP

Source: Sanborn 1909
Scale: 1 inch = 60 feet



USGS QUAD: Bloomsbury

UTM References: 18 0490032E, 4505183N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Shillinger Coal Yard (6)

LOCATION: West side of Lows Hollow Road 200 feet north of N.J. Route 57

MUNICIPALITY: Stewartsville, Greenwich Township

COUNTY: Warren

DESCRIPTION

Private commercial coal yard associated with Hulhizer/Shillinger Mill Complex – mill structure located on the east side of Lows Hollow Road just to the north of Route 57 – associated dwelling sited just to the east of the mill – the coal-related features were located opposite the mill on the west side of Lows Hollow Road – in 1914 large structure containing “Coal Pockets” was shown to be under construction here, with scales shown to be in place closer to the road – the former mill and the associated dwelling still stand today.

SIGNIFICANCE

The Hulhizer/Shillinger Mill Complex was developed with the construction of a combined gristmill and distillery during the 1820s – at a later date an agreement was concluded with the Morris Canal and Banking Company that allowed the mill complex to utilize water from the canal to supplement its existing hydropower system – shortly after the Civil War Jacob Shillinger acquired a share in this property – Shillinger later gained full control and his descendents continued on the property into the middle decades of the present century – coal-related activities on the property were commenced by Stewart A. Shillinger with the establishment of a coal yard between 1909 and 1914 and the construction of a coal storage facility in 1914 – the Shillinger coal yard was sited only 800 feet from the canal and may have utilized it as a source of coal, but it seems likely that the bulk of the yard’s coal came from the nearby Delaware, Lackawanna and Western Railroad depot in Stewartsville – the Shillinger coal business was still active into the 1930s.

COMMENTS

Private commercial coal yard associated with mill property that was developed c.1910 – the overall property is significant as an element of both the Morris Canal Historic District and the proposed Stewartsville Historic District – any remains of coal-related activities important only as a component of the overall property.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Sanborn 1909; 1914; 1924; Morrell 1983; MAAR Associates 1991; Spies et al. 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

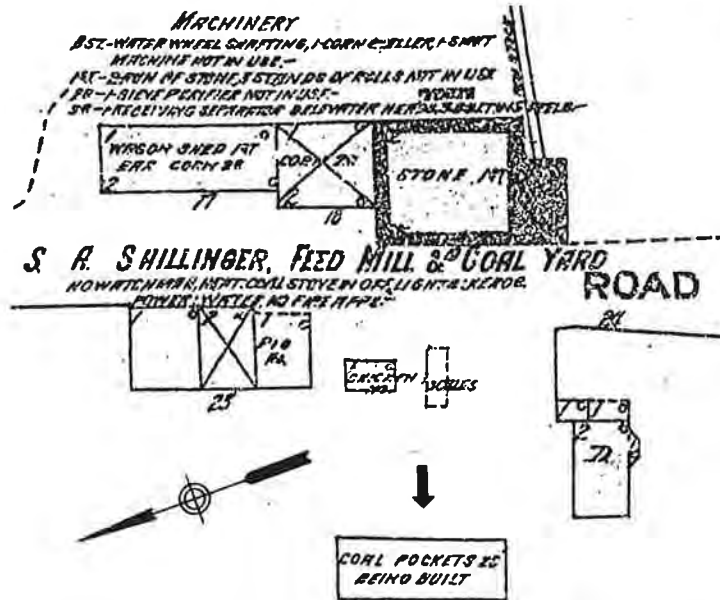
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Shillinger Coal Yard

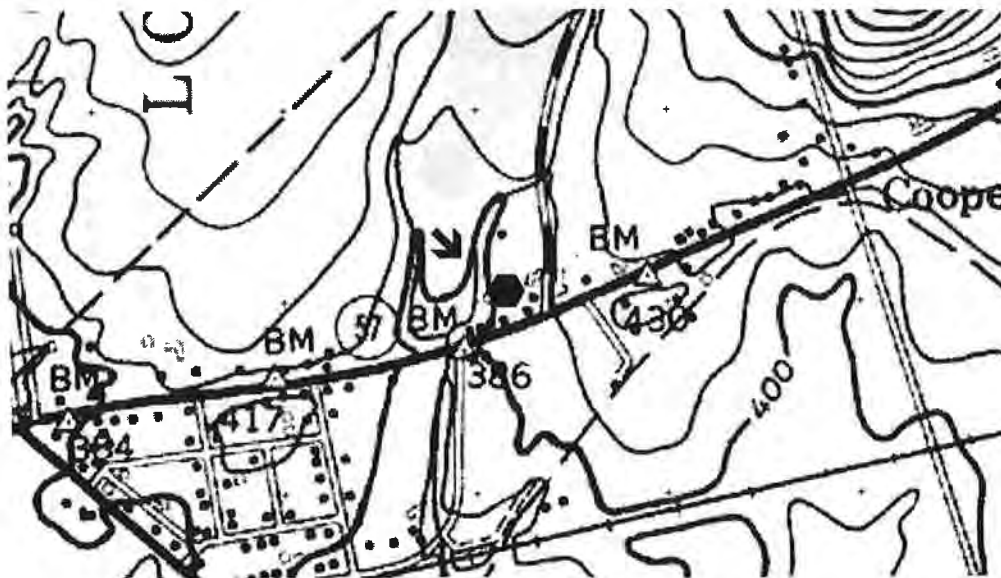
HISTORIC MAP

Source: Sanborn 1914
Scale: 1 inch = 60 feet



USGS QUAD: Bloomsbury

UTM References: 18 0490242E, 4505834N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Dowling Coal Yard (7)

LOCATION: South side of N.J. Route 57 approx. 800 feet west of the Lows Hollow Road intersection

MUNICIPALITY: Stewartsville, Greenwich Township

COUNTY: Warren

DESCRIPTION

Private commercial coal yard associated with general store – combined dwelling/store structure located just to the south of Route 57 approx. 700 feet west of Lows Hollow Road and immediately adjacent to the northwest bank of the canal – the coal yard was sited to the east of the dwelling/store, also directly on the canal – included a two-story storage building, with scales adjacent to its north side, that was probably used in association with both the store and the coal yard – this building was converted to serve as a dwelling c. 1920 – the second major structure within the coal yard, a tall frame building divided into separate internal compartments (or “Coal Pockets”) and connected to the canal by two timber derricks for the unloading of canal boats, was built c. 1910 – a separate timber derrick stood to the east of this building – all coal-related structures were subsequently demolished and the coal yard site was redeveloped as contractor’s yard – the former dwelling/store was converted to serve as a multi-family residence and still stands today.

SIGNIFICANCE

The Hulhizer/Dowling Store appears to have been developed during the mid-19th century – it was associated with the Hulhizer family during much of the second half of the 19th century and was later acquired by Michael E. Dowling – the coal yard was developed by Dowling, apparently c. 1910 – the canal was the sole source of coal until abandonment – the Dowling coal yard remained active only briefly after abandonment, probably acquiring its coal from the Delaware, Lackawanna and Western Railroad depot in Stewartsville.

COMMENTS

Mid-19th century private commercial property with canal-related coal yard that developed c. 1910 and operated until c. 1925 – property significant as an element of both the Morris Canal Historic District and the proposed Stewartsville Historic District – any remains of coal yard important only as a component of the overall property.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Warren County History and Directory 1886; Sanborn 1914; 1924; Lee 1977; 1983; Morrell 1983; MAAR Associates 1991; Spies et al. 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

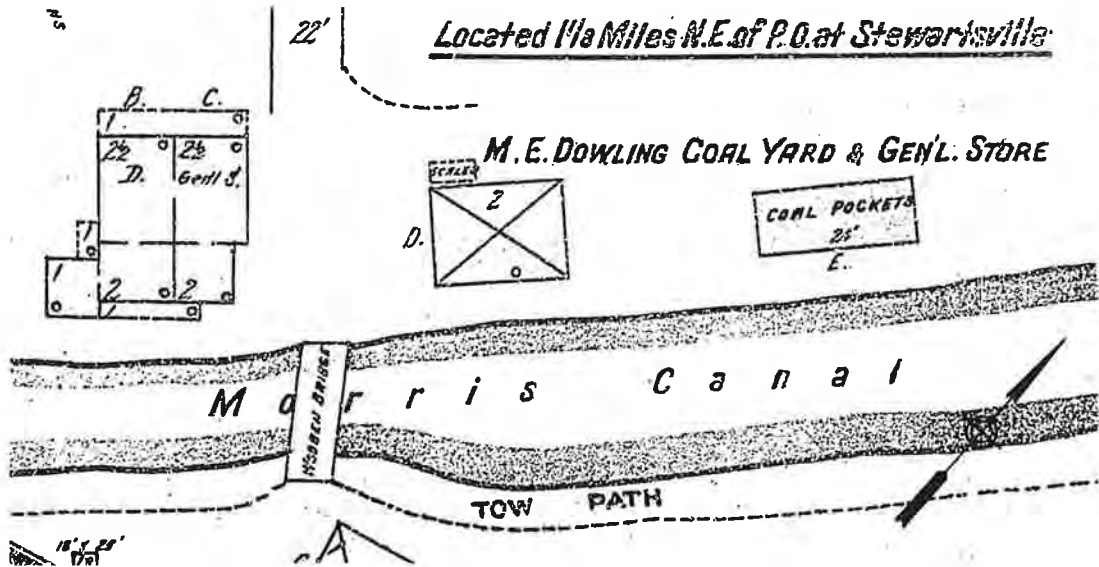
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Dowling Coal Yard

HISTORIC MAP

Source: Sanborn 1914

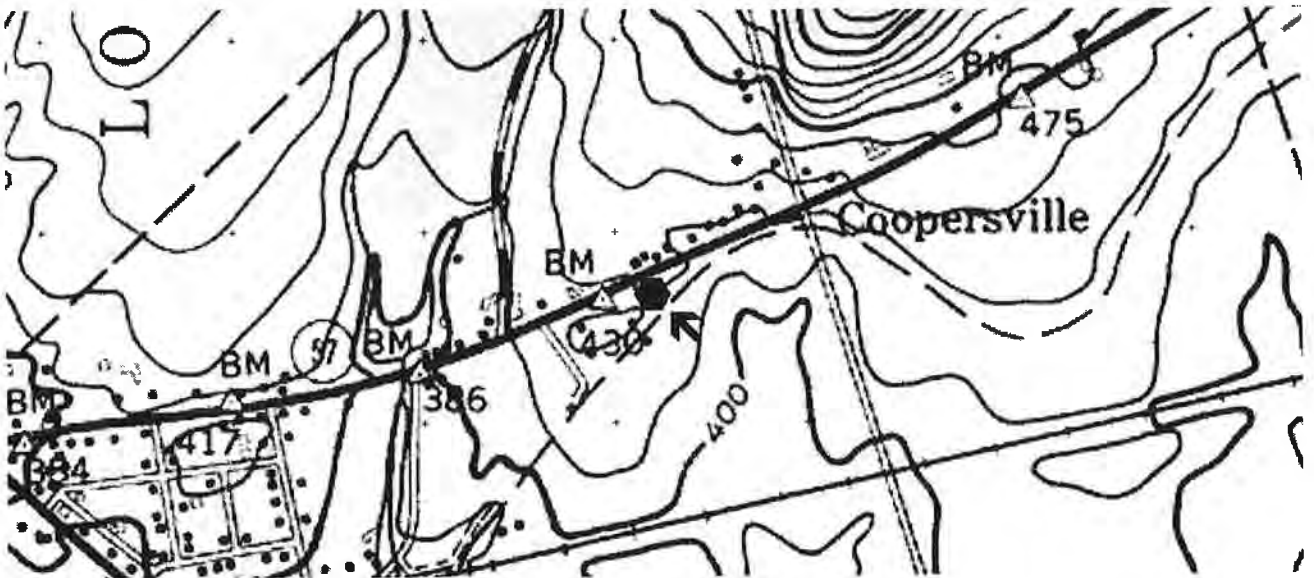
Scale: 1 inch = 60 feet



USGS QUAD: Bloomsbury

UTM References: 18 0490547E, 4505864N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Bowers Foundry (8)

LOCATION: West side of Bowerstown Road approx. 300 feet north of the Lannings Road intersection

MUNICIPALITY: Bowerstown, Washington Township

COUNTY: Warren

DESCRIPTION

Small industrial operation – foundry building a low two-story stone structure – later converted to serve as office space – still stands today, in use as office and classroom space as part of alternative educational facility – no coal-related structures have been identified on this property.

SIGNIFICANCE

Michael B. Bowers developed this small industrial shop for Jesse Vanatta in 1829 – Bowers purchased the property in 1843 – this foundry, which utilized coal (21 tons in 1850) shipped via the canal, eventually came to focus on the production of plows and operated by the Bowers family into the early part of the 20th century – the foundry building was acquired by Consumers Research, an early consumer advocacy organization, in 1934 and converted to serve as office space – it was more recently acquired by the local school district and is now utilized to house an alternative education program.

COMMENTS

Small industrial facility active between 1829 and c. 1910 that utilized coal shipped on the canal – property significant as an element of the Bowerstown Historic District – low potential significance for coal-related resources.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Snell 1881; Warren County History and Directory 1886; Sanborn 1924; Morrell 1983; MAAR Associates 1991; Bertland 1995.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

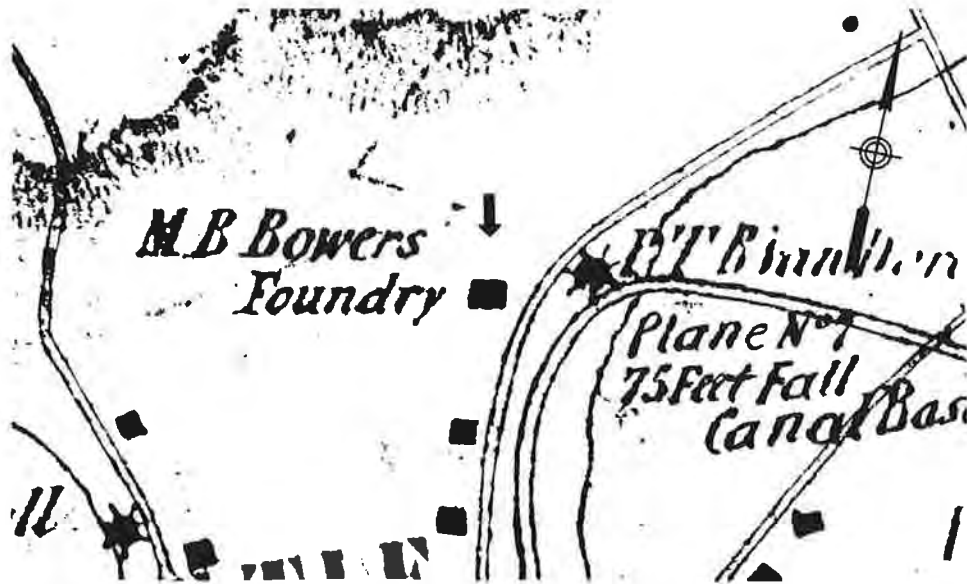
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Bowers Foundry

HISTORIC MAP

Source: McCarty 1852

Scale: 1 inch = 1300 feet (approx.)



USGS QUAD: Washington

UTM References: 18 0500051E, 4513311N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Van Doren/Gulick Coal Yard (9)

LOCATION: Northeast side of Belvidere Avenue at the New Street intersection

MUNICIPALITY: Washington Borough

COUNTY: Warren

DESCRIPTION

Private commercial coal yard on Belvidere Avenue on the southwest bank of the canal – associated lumber yard to the southeast – office and large coal shed on the northeast side of Belvidere Avenue represented in 1860 – scales shown near the office in 1874 – by 1902 the coal yard had expanded with the construction of a second large coal shed on the opposite side of Belvidere Avenue – rail facilities were extended into the coal yard c. 1905 with the construction of a large trestle and an associated structure housing coal pockets, but the two coal sheds on the canal remained in place and apparently continued to handle shipments from the canal – with the abandonment of the canal the original coal shed was connected to the railroad coal structure and the second shed was torn down – this commercial property remains active as a lumber yard.

SIGNIFICANCE

Commercial property including a coal yard that was apparently established on the canal at the time of its opening by Peter T.B. Van Doren – the P.T.B. Van Doren Coal Yard was shown at this location (with his lumber yard to the southeast) in 1860 – by 1892 the property was controlled by Walter D. Gulick – the coal and lumber yards appear to have operated separately during the late-19th and early-20th centuries – in 1902 the coal yard was controlled by Robert L. Cline & Company, with Gulick the proprietor of the lumber yard – by 1908, however, Gulick had gained control of the coal yard, and the latter was operated in conjunction with the lumber yard until well after the abandonment of the canal.

COMMENTS

Private commercial property with coal yard that apparently developed during the 1830s and operated beyond the abandonment of the canal – associated lumber yard remains active – moderate potential for the survival of significant coal-related resources.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Snell 1881; Sanborn 1892; 1897; 1902; Andrews 1908; Sanborn 1909; 1914; 1924; Washington Centennial History and Program 1968; Lee 1977; Morrell 1983; MAAR Associates 1991; Bertland 1995.

RECORDED BY: Richard L. Porter

DATE: May 1999

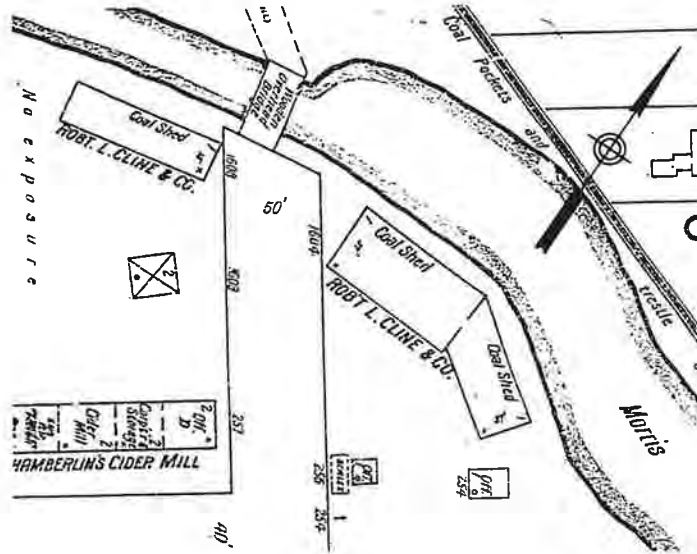
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Van Doren/Gulick Coal Yard

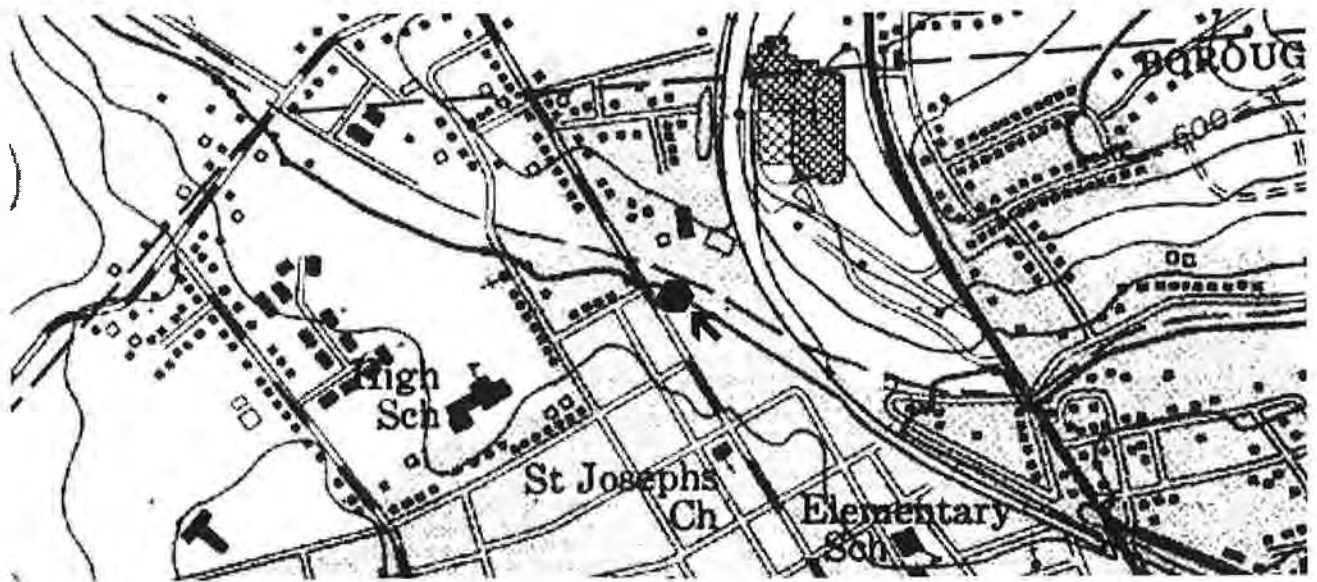
HISTORIC MAP

Source: Sanborn 1902
Scale: 1 inch = 100 feet



USGS QUAD: Washington

UTM References: 18 0501334E, 4512389N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Port Washington Coal Dock (10)

LOCATION: West side of N.J. Route 31 approx. 500 feet northeast of the intersection of East Warren and Taylor Streets

MUNICIPALITY: Washington Borough

COUNTY: Warren

DESCRIPTION

Facility consisted of timber trestle adjacent to large canal basin – chutes ran from beneath the trestle to overhang the canal, permitting hopper cars to empty coal into canal boats within the basin below – the coal dock was demolished and the site described as vacant in 1909 – the property remained in use as a rail yard for a number of years and was described as abandoned and overgrown in 1983 – portions of the basin are still apparent today, but other portions have been filled and impacted by modern development

SIGNIFICANCE

The Warren Railroad was completed to pass through Washington in 1856 – a coal dock to facilitate the offloading of coal from rail cars to canal boats was completed at the same time – the Warren Railroad was associated with the Delaware, Lackawanna and Western Railroad, a major coal carrier, from the beginning, and the new line was leased by the DLW in 1857 – the DLW’s “Coal Dock” and the associated canal basin were shown to be in place in 1860 – the completion of the Morris and Essex Railroad through Washington in 1865, the completion of the junction between the M & E and the DLW’s Warren line at Washington in 1867, and the lease of the M & E by the DLW in 1868 provided the DLW with a through route for its coal trains – this led to a significant reduction in the use of the Port Washington Coal Dock – the coal dock remained as a focus of some activity until it was dismantled c. 1905 – the property remained in use for some time as rail yard supporting non-coal related functions.

COMMENTS

Major rail-canal transshipment facility that was a noteworthy focus of coal-related activities on the canal between 1856 and 1868 – part of a larger property considered significant as a proposed expansion of the Morris Canal Historic District – coal-related archaeological remains may survive and should be considered as potentially important components of the larger property.

REFERENCES

Walling 1860; Beers 1874; Snell 1881; Sanborn 1892; 1902; 1909; 1914; 1924; Taber 1977; Lefferts and Peifer 1979; Kalata 1983; Morrell 1983.

RECORDED BY: Richard L. Porter

DATE: May 1999

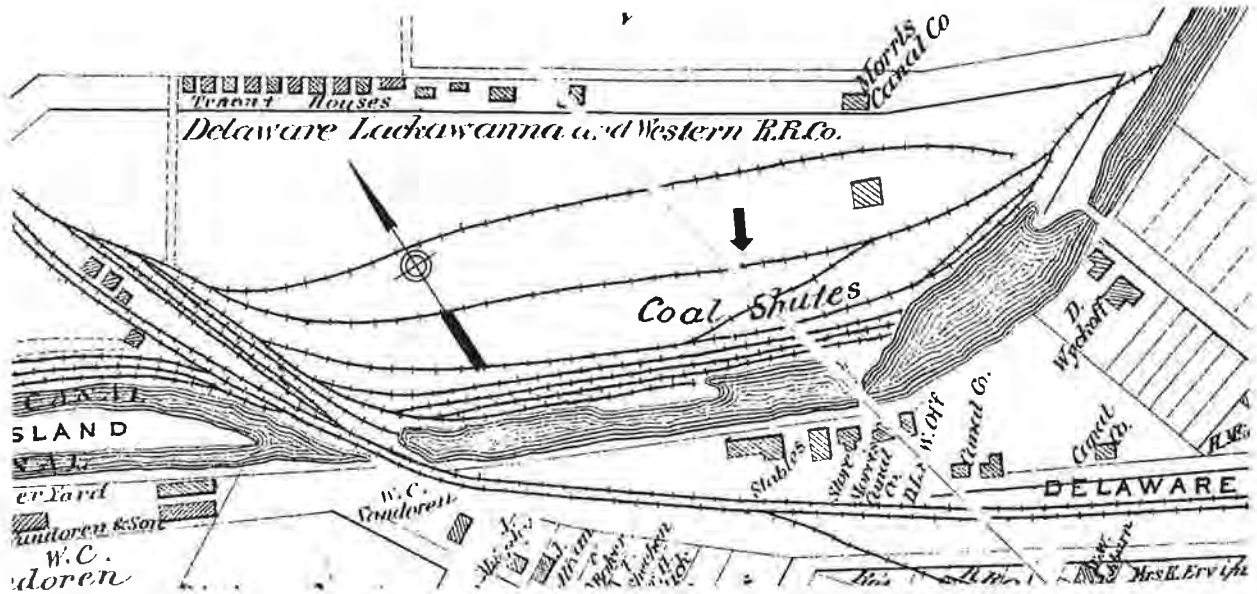
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Port Washington Coal Dock

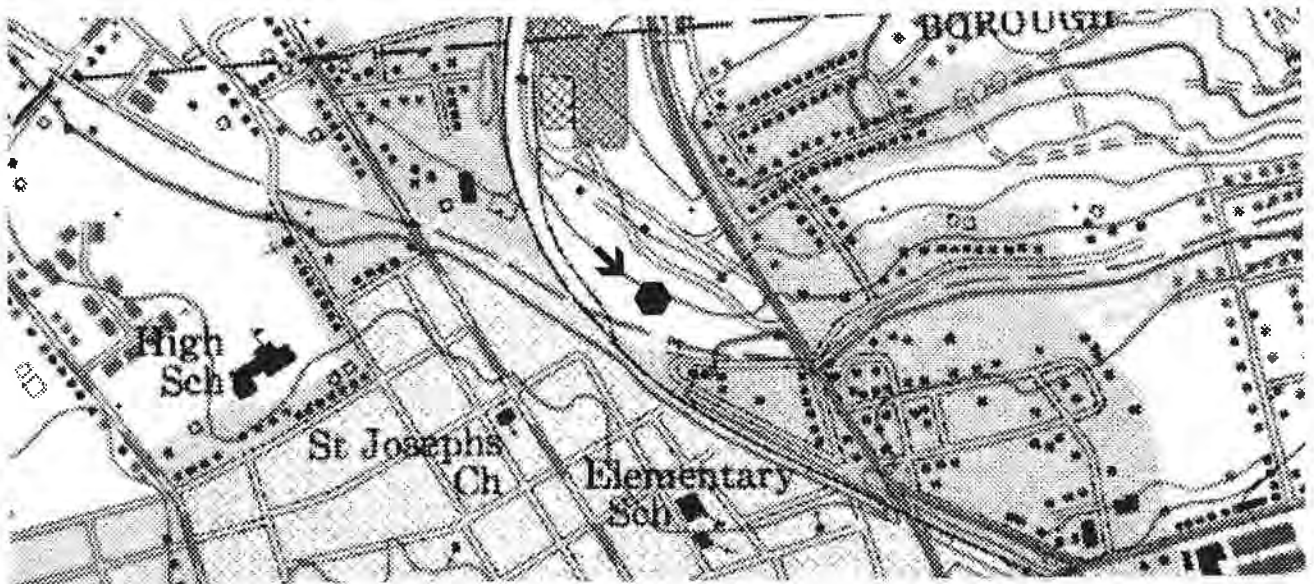
HISTORIC MAP

Source: Beers 1874
Scale: 1 inch = 300 feet (approx.)



USGS QUAD: Washington

UTM References: 18 0501643E, 4512328N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: North Hackettstown Coal Yards (11)

LOCATION: Between the northwestern ends of Vail and Charles Streets approx. 1000 feet south of U.S. Route 46

MUNICIPALITY: Town of Hackettstown

COUNTY: Warren

DESCRIPTION

Private commercial coal yards on the east bank of the canal – associated general store to the north – physical configuration of original coal yard unclear – by 1914 there were two coal yards on the canal, both centered around roofless frame coal bins sited just below the elevated towpath – scales serving the larger of the two yards were also depicted, as were the remains of a third structure between the two yards that was also probably coal-related – by 1923 all three of these structures had been demolished, and in 1983 the coal yard area was described as vacant.

SIGNIFICANCE

Commercial property including a coal yard that was apparently established on the canal at the time of its opening by Silas S. Harvey – in 1860 Harvey was described as the proprietor of a coal and lumber yard – in 1874 James Mitchell was the owner of both the coal yard and the nearby general store – the coal yard was later owned and operated by Jacob Shields, and still later by Thomas A. Shields (son of Jacob) and Pierson Chamberlain – a second coal yard was established to the south of the older one and operated by John Karr and his son James Shields Karr after 1905 – in 1914 these two coal yards, described as the Shields-Chamberlain Canal Coal Yard and the James Shields Karr Canal Coal Yard, were shown to the south of the old general store – by 1923 both coal yards had been demolished and the general store was vacant.

COMMENTS

Private commercial property with coal yard apparently developed during the 1830s and operated until the time of the abandonment of the canal – part of a larger property considered significant as a proposed expansion of the Morris Canal Historic District – coal-related archaeological remains may survive and should be considered as potentially important components of the larger property.

REFERENCES

McCarty 1852; Walling 1860; Beers 1874; Warren County History and Directory 1886; Sanborn 1902; 1909; 1914; 1923; 1923/1945; Nunn 1956; Lee 1977; Taber 1977; Morrell 1983; Morrell and Rutsch 1984; MAAR Associates 1991.

RECORDED BY: Richard L. Porter

DATE: May 1999

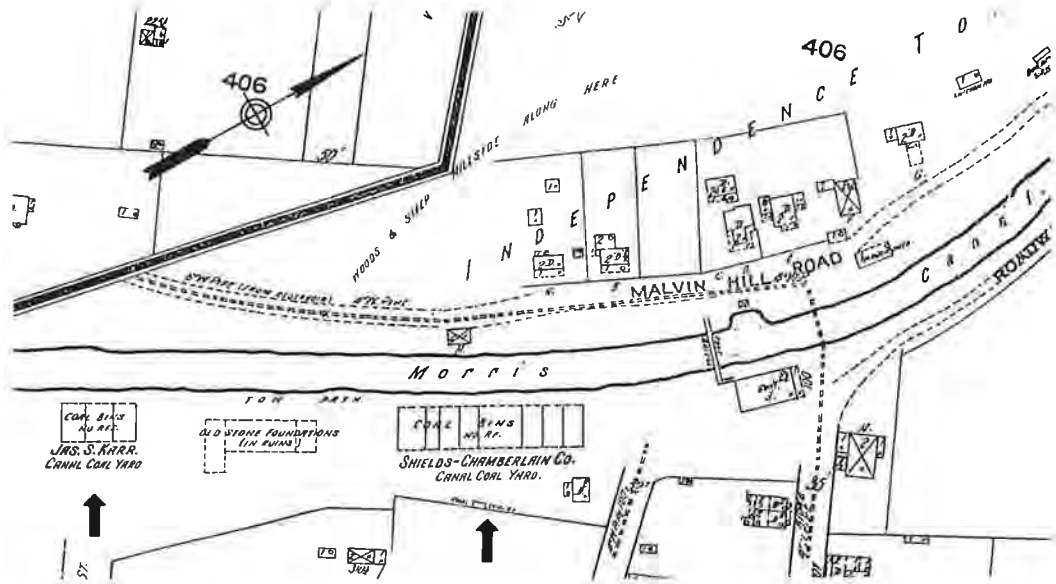
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: North Hackettstown Coal Yards

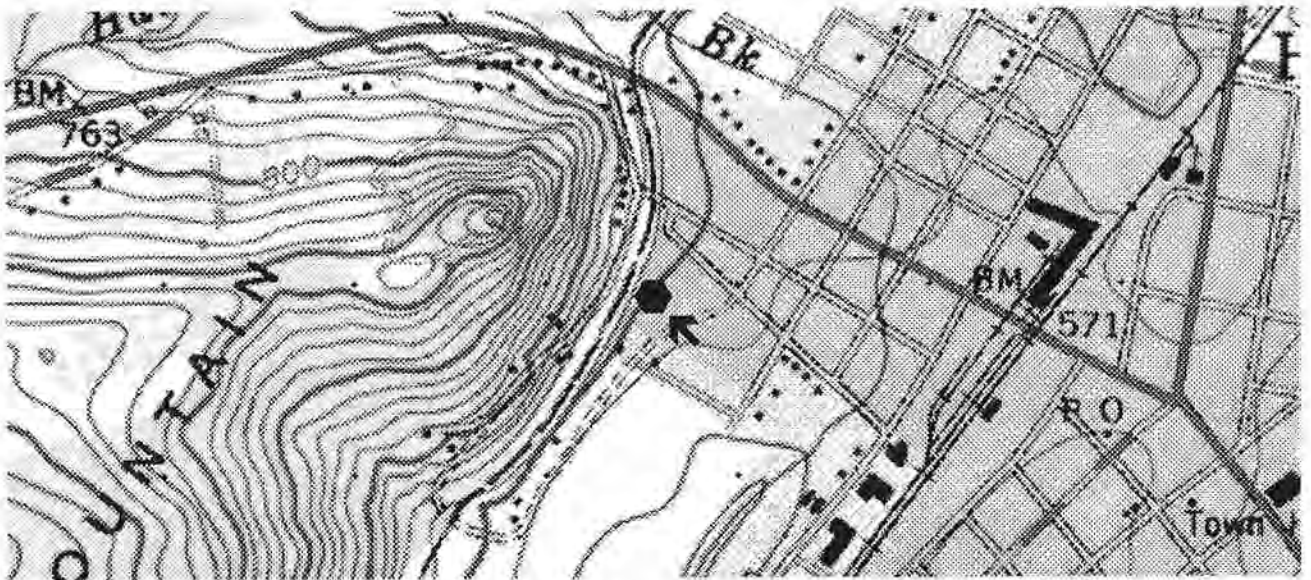
HISTORIC MAP

Source: Sanborn 1914
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Hackettstown

UTM References: 18 0513533E, 4522495N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Stanhope Upper Basin Coal Yard (12)

LOCATION: Southeast side of Kelly Place at Plane View Street

MUNICIPALITY: Stanhope Borough

COUNTY: Sussex

DESCRIPTION

Private commercial coal business associated with general store – coal and lumber storage noted within rear section of warehouse building to the rear of the store in 1896 – this two-story storage building was built fronting on the basin sometime prior to 1860 – it included of a brick front section and a smaller frame rear section – this storage building was joined to the rear of the store with the construction of a two-story connecting addition c. 1900 – the Upper Basin was filled in after the abandonment of the canal – the former store still stands today, but the former storage building has been torn down, with its site in use as a parking area.

SIGNIFICANCE

Commercial property established on the Upper Basin in Stanhope during the mid-19th century – general store that apparently included a small coal business – coal storage noted within warehouse building sited to the rear of the store in 1896.

COMMENTS

Private commercial property with secondary coal business – property significant as an element of both the Morris Canal Historic District and the proposed Stanhope Historic District – any coal-related remains important only as components of the overall property.

REFERENCES

Hopkins 1860; Sanborn 1886; 1896; 1901; 1909; 1920; 1920/1945; Sussex County Department of Planning, Conservation and Economic Development 1976; Lee 1977; Stanhope Environmental Commission 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

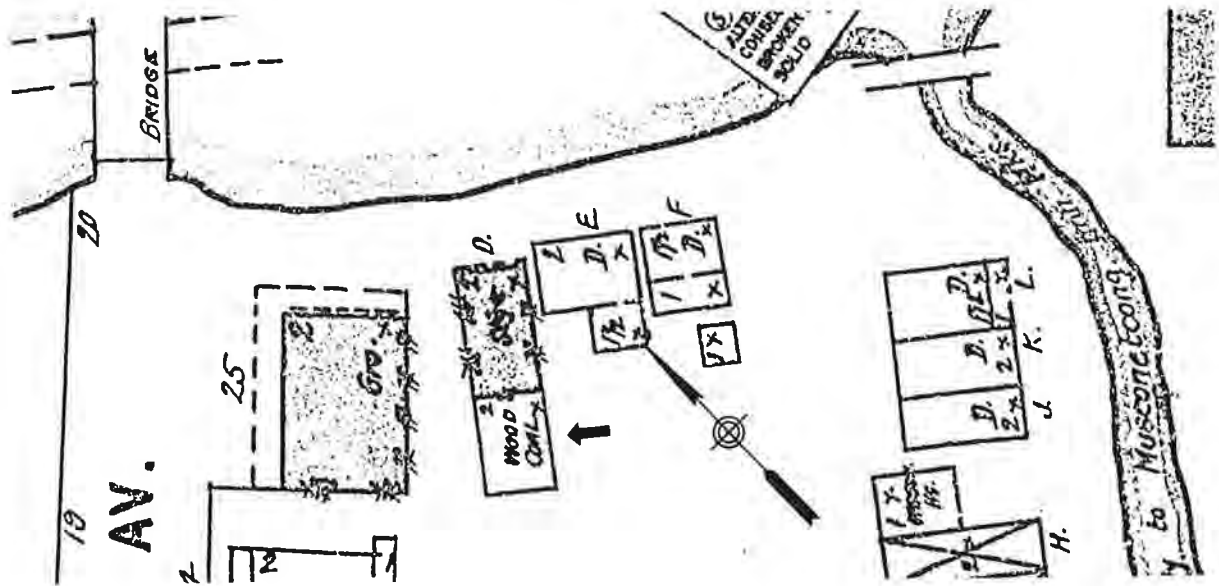
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Stanhope Upper Basin Coal Yard

HISTORIC MAP

Source: Sanborn 1896

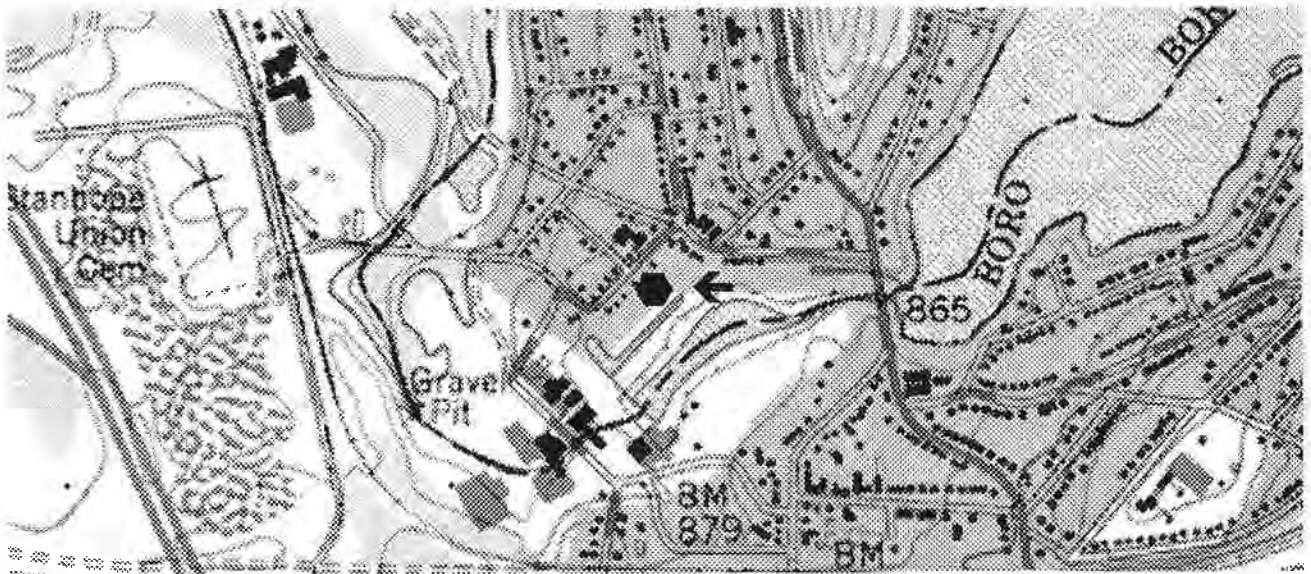
Scale: 1 inch = 50 feet



USGS QUAD: Stanhope

UTM References: 18 0524462E, 4527675N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Stanhope Iron Company Furnace Complex (13)

LOCATION: North side of the Musconetcong River at Furnace Street

MUNICIPALITY: Stanhope Borough

COUNTY: Sussex

DESCRIPTION

Large iron processing plant – primary elements a series of anthracite furnaces utilized in the production of pig iron – built near the canal to facilitate shipment of coal and ore to the plant – connection to the canal later improved with the construction of a branch canal (approx. 650 feet in length and 12-15 feet wide) that ran from the Stanhope Upper Basin to the works c. 1845 – a basin measuring approx. 30 feet by 120 feet was built at the end of the branch canal adjacent to the works – this basin provided both docking and offloading facilities and storage capacity relating to the water power needs of the furnace complex – the plant was shut down c. 1925 and largely demolished shortly thereafter – several features and structures associated with the works survive, as does the branch canal and its small basin – the branch canal contains the remnants of a gate and a waste weir formerly utilized in controlling flow and water level – the basin includes the remains of features related to the offloading of coal, iron ore, and limestone and hydropower intake gates at its southwestern end.

SIGNIFICANCE

The Stanhope Iron Company completed an iron processing facility consisting of three furnaces for the production of pig iron in 1841 – these were the first anthracite furnaces to be built in New Jersey – the branch canal providing both water power potential and the means to get coal directly to the plant was built in the wake of an agreement concluded in 1845 – the company was reorganized as the Sussex Iron Company in 1845, and in 1850 the works utilized 10,000 tons of coal, all provided by the canal – the works was completely destroyed by an explosion and the resulting fire in 1853 – in 1860 the branch canal was shown leading to the “Old Furnace” of the Sussex Iron Company – the property was purchased by the Musconetcong Iron Company in 1864, and new furnaces were completed in 1867 and 1871 – the Delaware, Lackawanna and Western Railroad provided this “second” works with an additional source of coal – in 1902 the works was purchased by the noted Singer Sewing Machine Company – it was shut down c. 1925 and largely demolished shortly thereafter.

COMMENTS

Significant canal-associated iron processing plant that was the first successful anthracite furnace operation in New Jersey – significant as an element of both the Morris Canal Historic District and the proposed Stanhope Historic District – high archaeological potential and significant survival of branch canal and associated basin – remains of coal-handling facilities important as components of the overall resource.

REFERENCES

U.S. Census of N.J. 1850; Hopkins 1860; Snell 1881; Sanborn 1886; 1896; 1901; 1909; 1920; 1920/1945; Boyer 1931; Sussex County Dept. of Planning, . . . 1976; Lee 1977; Lefferts and Peifer 1979; Rutsch and Morrell 1980; Kalata 1983; Stanhope Environmental Comm. 1983; Macasek 1996; Porter and Bzdak 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Stanhope Iron Company Furnace Complex

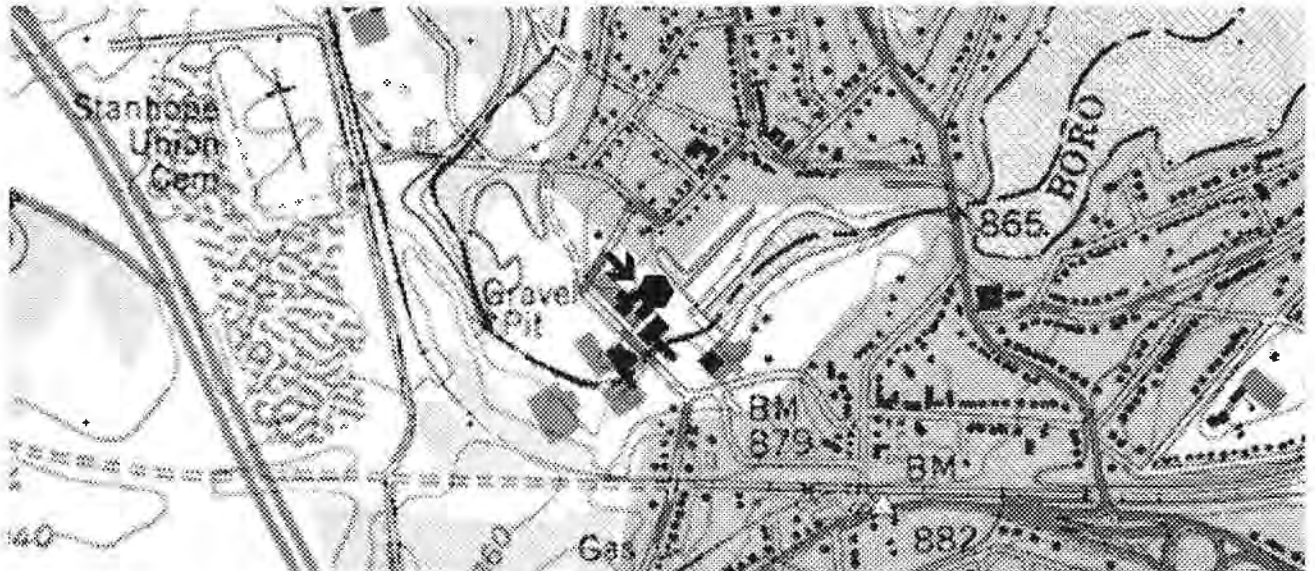
HISTORIC MAP

Source: Hopkins 1860
Scale: 1 inch = 500 feet (approx.)



USGS QUAD: Stanhope

UTM References: 18 0524352E, 4527533N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Port Morris Coal Dock (14)

LOCATION: Southeast side of Canal Street approx. 300 feet east of the south end of Davis Street

MUNICIPALITY: Port Morris, Roxbury Township

COUNTY: Morris

DESCRIPTION

Facility that consisted of timber trestle adjacent to canal basin – chutes ran from beneath the trestle to permit hopper cars to empty coal into canal boats within the basin below – this large facility also included trestles for offloading to other rail cars, wagons, and storage areas – part of a larger rail yard that included a round house and other railroad-related structures – the coal dock was demolished during the first decade of the present century – coal dock site appears to have been extensively filled as it was incorporated as part of the expanding rail yard – the latter remains active today as New Jersey Transit’s Port Morris Yard.

SIGNIFICANCE

The Morris and Essex Railroad was completed to pass through the northern part of Roxbury and below Stanhope in 1853 – the Morris and Essex was leased by the Delaware, Lackawanna and Western Railroad in 1868, and in the following year a rail yard was completed to the east of Stanhope at what soon came to be known as Port Morris – in 1875 a large coal dock to facilitate the offloading of coal from rail cars to canal boats was completed in the yard – in 1882 the coal dock was described as being about 2500 feet in length and 30-40 feet in height, with a total of four loading trestles – the DLW “Coal Trestle” was shown in a map of the Port Morris yard produced in 1884 – the town of Port Morris developed around this rail yard and coal dock – the coal dock remained active until it was dismantled c. 1905 – the property remained in use as rail yard supporting non-coal related functions.

COMMENTS

Major rail-canal transshipment facility that was a noteworthy focus of coal-related activities on the canal between 1875 and the first decade of the present century – any coal-related archaeological remains surviving beneath the rail yard fill should be considered as potential components of Morris Canal Historic District.

REFERENCES

Beers 1868; History of Morris County 1882; Robinson 1887; Sanborn 1909; Taber 1977; Environmental Assessment Council 1979; Lefferts and Peifer 1979; Taber and Taber 1980; 1981; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

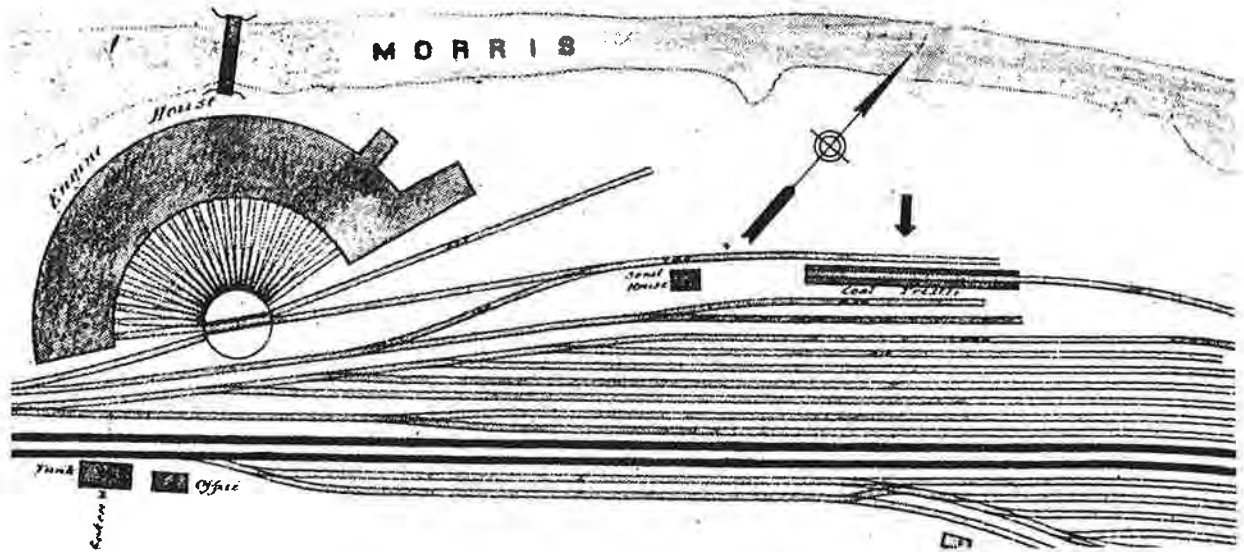
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Port Morris Coal Dock

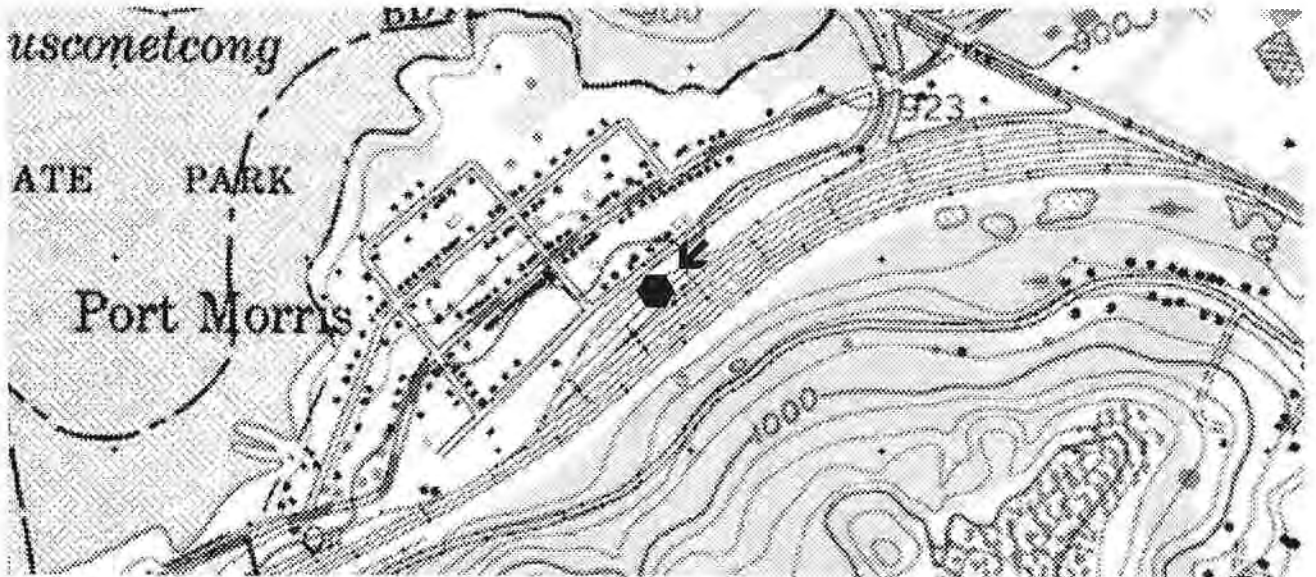
HISTORIC MAP

Source: Port Morris Yard 1884 (from Taber 1977)
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Stanhope

UTM References: 18 0526859E, 4528159N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: McCainsville Coal Dock (15)

LOCATION: North side of U.S. Route 46 approx. 300 feet north of the Ballentine Street intersection

MUNICIPALITY: Kenvil, Roxbury Township

COUNTY: Morris

DESCRIPTION

Docking and offloading facility on the southeast bank of the canal – may have included a coal shed – the coal dock was demolished as the High Bridge Branch of the Central Railroad of New Jersey was built along the bank of the canal here in 1876 – this rail line is still active today as part of the Conrail system – the remains of the canal prism and towpath are visible immediately to the northwest of the railroad right-of-way, placing any remains of the coal dock beneath rail line.

SIGNIFICANCE

Large secondary structure that may be a coal shed shown at this location in 1867 – the “Coal Dock” was identified here in 1868, with a scale house, ore docks and a lumber dock nearby – it is likely that this facility handled coal destined for use on nearby Mine Hill at the Dickerson and Byram Mines, both of which utilized steam power for hoisting and pumping – the various docking facilities at McCainsville (later Kenvil) were all destroyed with the construction of the High Bridge Branch of the Central Railroad of New Jersey along the south bank of the canal in 1876.

COMMENTS

Small coal dock active during the middle decades of the 19th century that was probably associated with local iron mining activities – no standing structures – low potential archaeological significance.

REFERENCES

Lightfoot and Geil 1853; Artist-life in the Highlands 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Robinson 1887; Bayley 1910; Hosking and Meeker 1975; Lowenthal 1981; Acroterion 1987.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

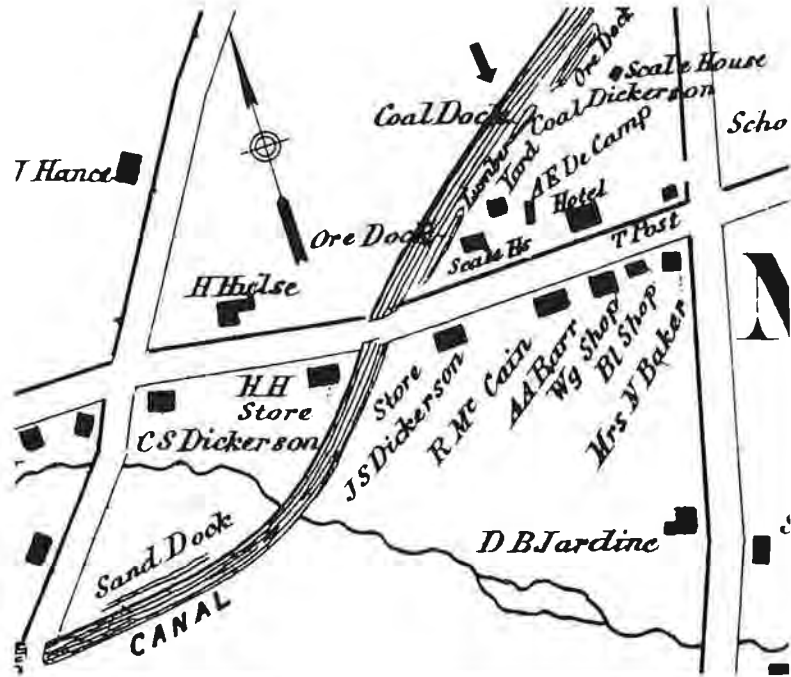
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: McCainsville Coal Dock

HISTORIC MAP

Source: Beers 1868

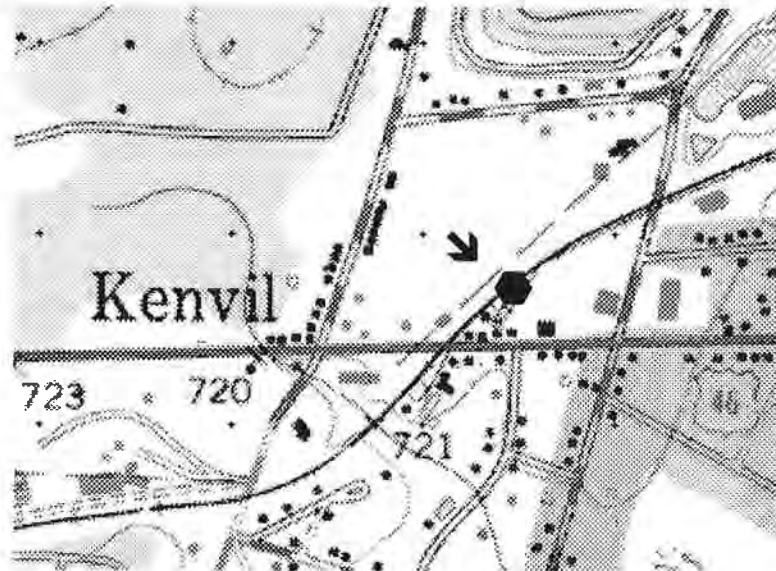
Scale: 1 inch = 500 feet (approx.)



USGS QUAD: Stanhope

UTM References: 18 0531165E, 4525297N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Oram, Hance & Company Steam Forge (16)

LOCATION: South side of West Pine Street approx. 400 feet west of North Main Street

MUNICIPALITY: Wharton Borough

COUNTY: Morris

DESCRIPTION

Small industrial complex on the northwest bank of the canal – shown to include a large frame “Charcoal Ho.” in 1886, but the location of this structure directly on the canal suggests that it was actually a coal shed – associated docking and offloading facilities would have been sited on the canal to the front of this building – this structure was used for lumber storage in association with the foundry that later operated here – the coal shed was demolished c. 1920 – this area was more recently redeveloped and is now the site of a number of single family residential structures – the remains of the canal prism are still visible here, and significant elements of the former railroad coal yard on the west side of North Main Street survive and are utilized as the borough’s recycling yard – no surface remains of the forge complex are apparent.

SIGNIFICANCE

Steam-powered forge completed by Robert F. Oram and John Hance (the founders of Wharton, formerly Port Oram) of Oram, Hance & Company in 1878 – involved in the production of machinery parts – utilized coal in several parts of the operation, including the powering of the plant’s steam hammer and blowing engine – in 1886 this small forge complex was depicted on its site on the northwest bank of the canal just to the east of the High Bridge Branch of the Central Railroad of New Jersey (completed in 1876) – this siting provided that the plant could receive coal from both the canal and the adjacent coal yard on the railroad – the forge was shut down sometime before 1896, and it remained vacant for a number of years – during the second decade of the present century the plant was redeveloped as an iron foundry which operated for a number of years – the plant was eventually demolished and the area has been more recently fully redeveloped as a residential zone.

COMMENTS

Small iron processing plant active during the latter decades of the 19th century – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Sanborn 1896; 1901; 1909; 1916; 1927; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

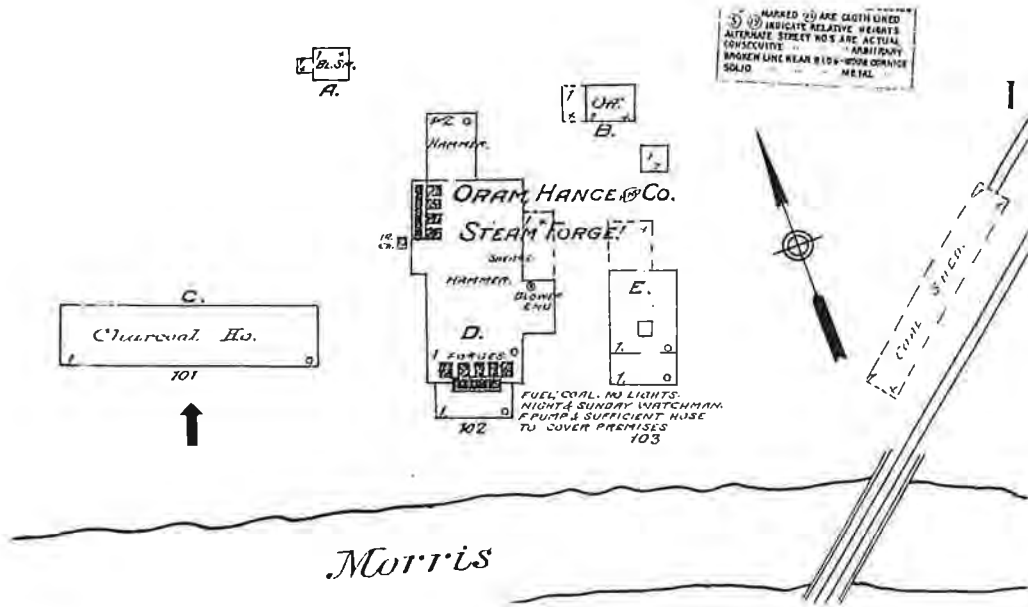
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Oram, Hance & Company Steam Forge

HISTORIC MAP

Source: Sanborn 1886

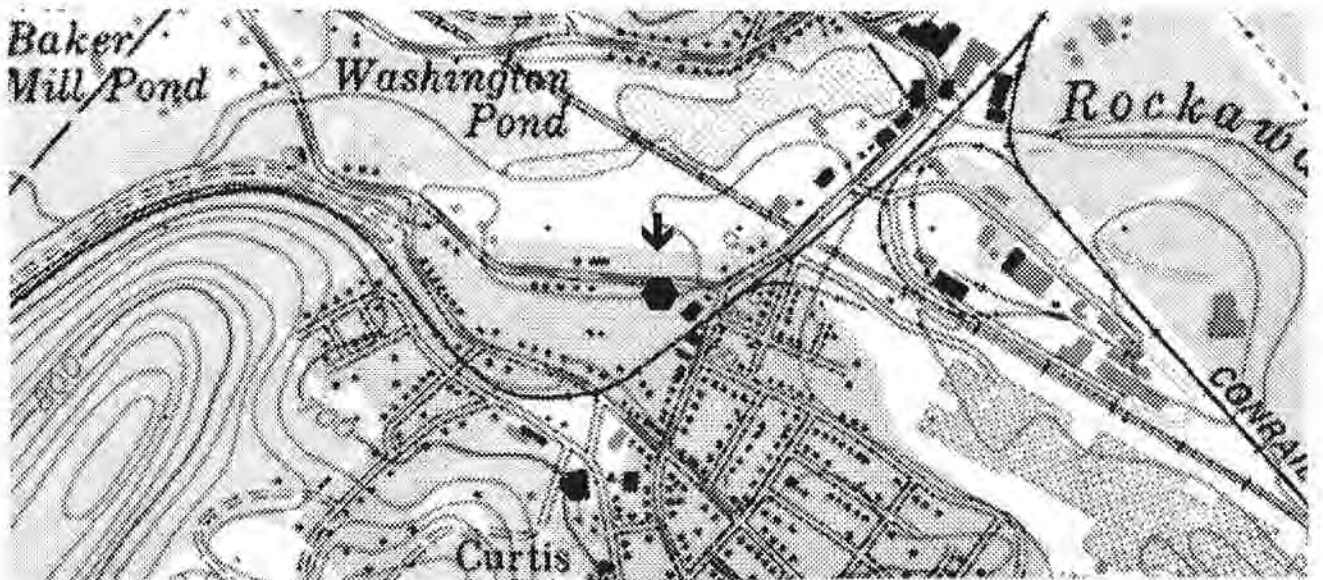
Scale: 1 inch = 100 feet



USGS QUAD: Dover

UTM References: 18 0535088E, 4527634N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Mount Hope Mineral Railroad Dock (17)

LOCATION: Southwest corner of North Main Street and West Pine Street

MUNICIPALITY: Wharton Borough

COUNTY: Morris

DESCRIPTION

Docking facility that allowed for the transfer of freight between rail cars and canal boats – the physical configuration of this facility is unknown and it appears to have been active for less than a decade – with the completion of the High Bridge Branch of the Central Railroad of New Jersey a rail-associated coal yard was developed on this site – this coal yard remained active until well into the present century, and its surviving elements currently function as part of the borough's recycling yard – the area immediately to the west has been recently redeveloped with the construction of single family dwellings – the prism of the canal is still visible in this area, but no surface remains of the docking facility are apparent.

SIGNIFICANCE

The Mount Hope Mineral Railroad was completed to run south from the noted Mount Hope mines to connect with the canal and the Morris and Essex Railroad at Port Oram (later Wharton) in 1867 – the primary activity of the MHM line was the transport of ore from the Mount Hope mines and other mines along its route to the canal and the M&E (soon to be absorbed by the Delaware, Lackawanna and Western Railroad) – many of these mines used steam power for hoisting and pumping (in 1870 there were 7 steam engines at Mount Hope), requiring that MHM trains returning northward carry coal for mine engine houses and power plants – docking facilities on the canal at Port Oram provided for both rail-to-canal and canal-to-rail transfer – in 1875 the MHM abandoned its canal dock and sold its line between the canal and the DLW to the High Bridge Branch of the Central Railroad of New Jersey – in 1876 the High Bridge Branch was completed using the former MHM line, with a new bridge across the canal, to reach its northern terminus at a junction with the DLW.

COMMENTS

Rail-canal transshipment facility that was active between 1867 and 1875 – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the Morris Canal Historic District.

REFERENCES

Lightfoot and Geil 1853; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Lowenthal 1981; Porter 1986; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

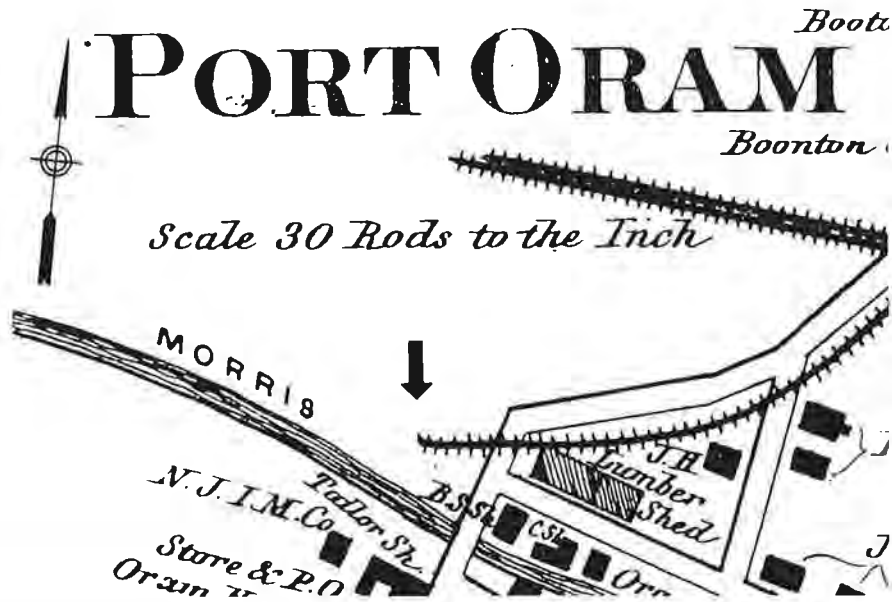
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Mount Hope Mineral Railroad Dock

HISTORIC MAP

Source: Beers 1868

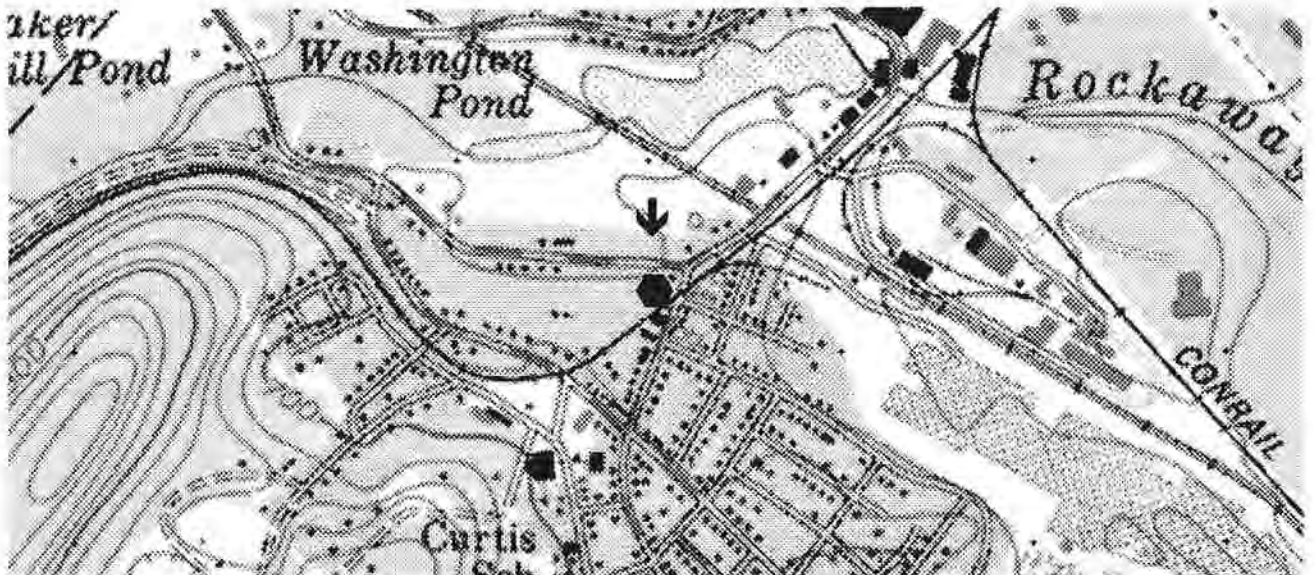
Scale: 1 inch = 300 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0535138E, 4527607N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Dover Ironworks Complex (18)

LOCATION: South side of the Rockaway River to the west of Pequannock/North Warren Streets

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Large multi-component iron-processing complex that included a rolling mill and a steel furnace – sited between the river and the canal – utilized coal provided by the canal – new coal house built on canal's north bank in anticipation of its completion c. 1825 – the rolling mill, the steel furnace, and the coal house on the west side of North Warren Street at the canal were all depicted in 1853, with a basin shown to the west of the coal house – the area around the basin and the coal house was the focus of coal-handling and other canal-related freighting activities – the completion of the Morris and Essex Railroad brought an alternative source of coal, but it seems likely that the works continued to receive coal from the canal – the coal shed was later torn down and in 1884 the plant's rivet factory occupied its site – by 1927 this section of the canal and the basin had been filled – the ironworks property was redeveloped in recent decades – now occupied by large residential and commercial structures and associated parking areas – the present Bassett Highway follows the course of the canal here.

SIGNIFICANCE

The Dover Ironworks Complex was initially developed on the site of an earlier forge by the noted Morris County ironworking firm of Canfield & Losey in 1792 – in 1817 the works was acquired by the New York City mercantile firm of Blackwell & McFarlan – this firm's pursuits in the iron industry were largely dominated by Henry McFarlan Sr., and then by his son Henry McFarlan Jr. – in 1860 it was reported that the works used 500 tons of coal – the plant included, over time, a forge, rolling mill, nail factory, chain factory, steel furnace, and rivet mill – the property was sold by Henry McFarlan Jr. to the Dover Iron Company in 1880, which in turn sold out to the Ulster Iron Company in 1903 – this latter company remained active on the property into the mid-century.

COMMENTS

Large iron processing plant active during the 19th and 20th centuries – significant historically for its role in the iron industry of Morris County and in the establishment of the Town of Dover – no standing structures – low-to-moderate potential archaeological significance as a consequence of subsequent redevelopment – coal-related features would only be of significance as components of the larger property.

REFERENCES

Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1884; 1886; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; Platt 1914; Sanborn 1916; Platt 1922; Sanborn 1927; Kalata 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

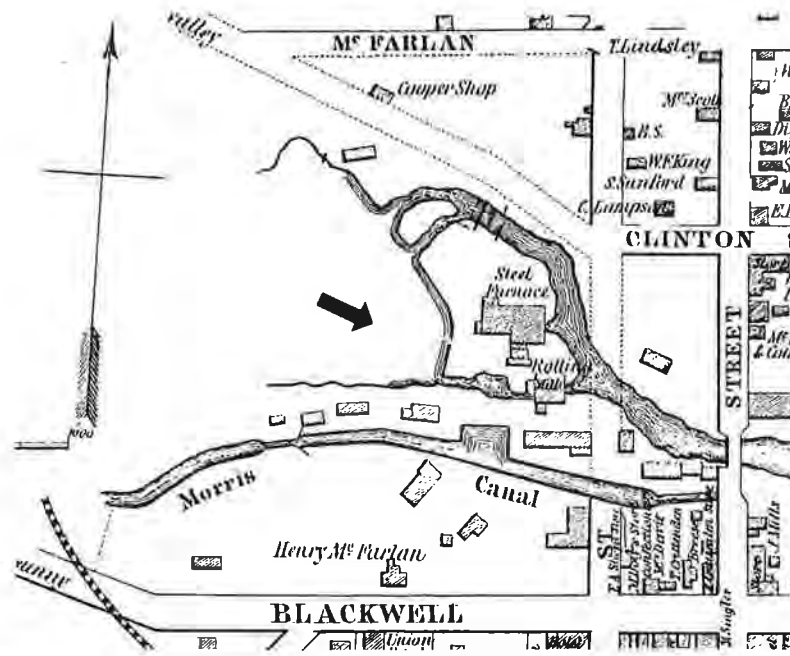
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Dover Ironworks Complex

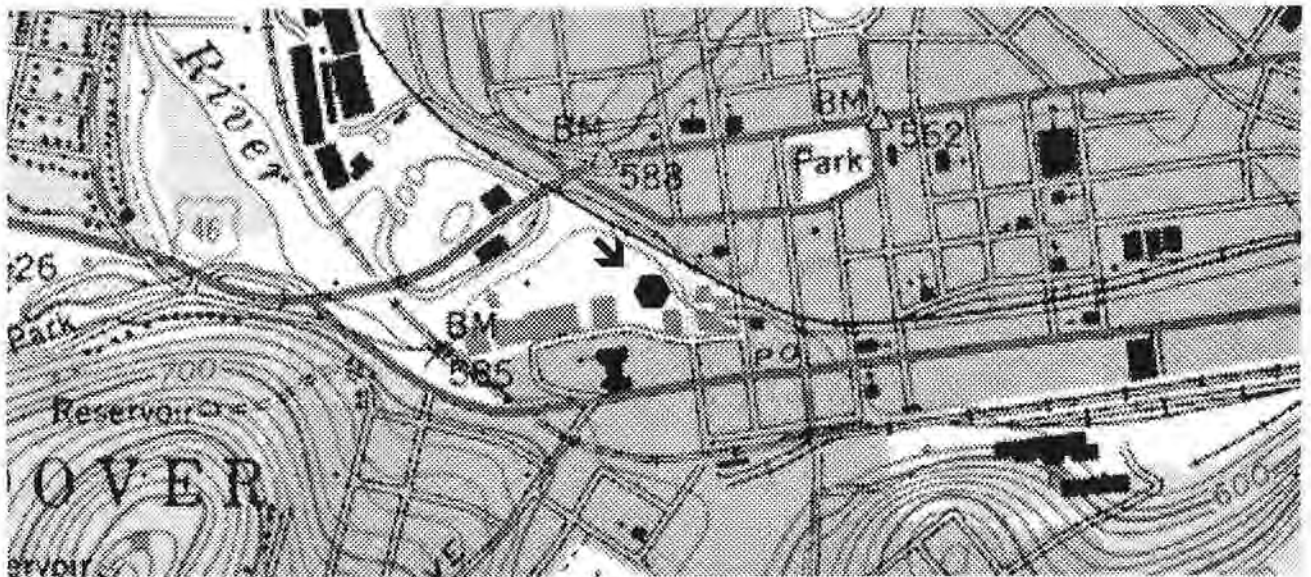
HISTORIC MAP

Source: Lightfoot and Geil 1853
Scale: 1 inch = 400 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0537014E, 4525904N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: McFarlan Steel Furnace (19)

LOCATION: North side of the Rockaway River on the east side of North Sussex Street

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Small steel furnace located on the east side of Sussex Street and the north side of the river – formerly adjacent to the northwest bank of the canal, and utilized coal provided by the canal as part of a process that converted iron to steel – canal boats crossed the river here via slackwater created by dam immediately downstream of crossing – likely that docking facilities for the furnace were located on the north bank of this slackwater section of the river – the steel furnace was demolished between 1868 and 1872 – its site is now occupied by a three-story commercial/ residential structure that was built during the late 1880s – the former location of the canal is visible in the north bank of the river as a concrete wall bordered on both sides by stone retaining walls.

SIGNIFICANCE

Small iron-processing plant apparently built by the McFarlan family interests c. 1830 – it was depicted and identified as a “Steel Furnace” in 1853 and 1868 – the steel furnace had been demolished by 1872, at which point the property was acquired by Leopold D. Schwarz – the Dover and Rockaway Railroad was completed to run immediately through the former steel furnace property in 1881, and Schwarz erected the three-story building that now stands on the site during the latter part of the same decade – a portion of this building is still occupied by Schwarz Real Estate.

COMMENTS

Small iron processing plant active during the middle decades of the 19th century – significant historically for its association with the McFarlan family iron interests – no standing structures – low potential archaeological significance as a consequence of subsequent redevelopment – coal-related features would only be of significance as components of the larger property.

REFERENCES

Lightfoot and Geil 1853; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1884; 1886; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; Platt 1914; Sanborn 1916; Platt 1922; Sanborn 1927.

RECORDED BY: Richard L. Porter

DATE: May 1999

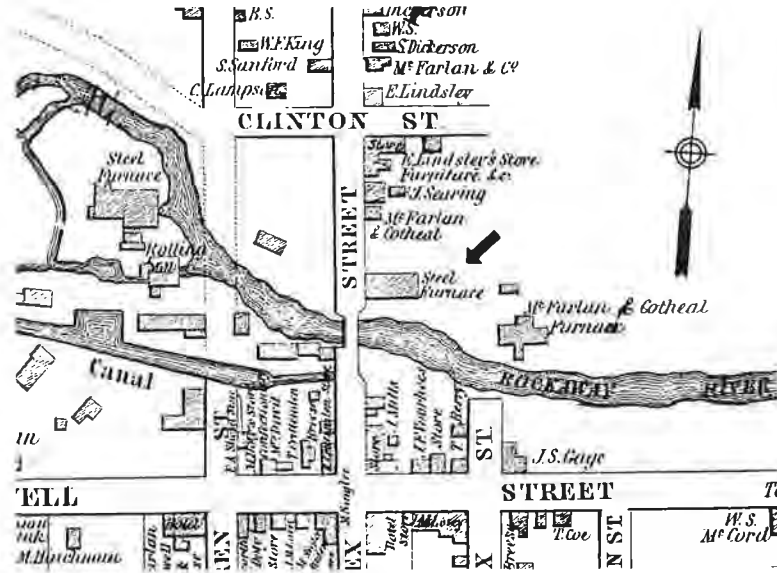
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: McFarlan Steel Furnace

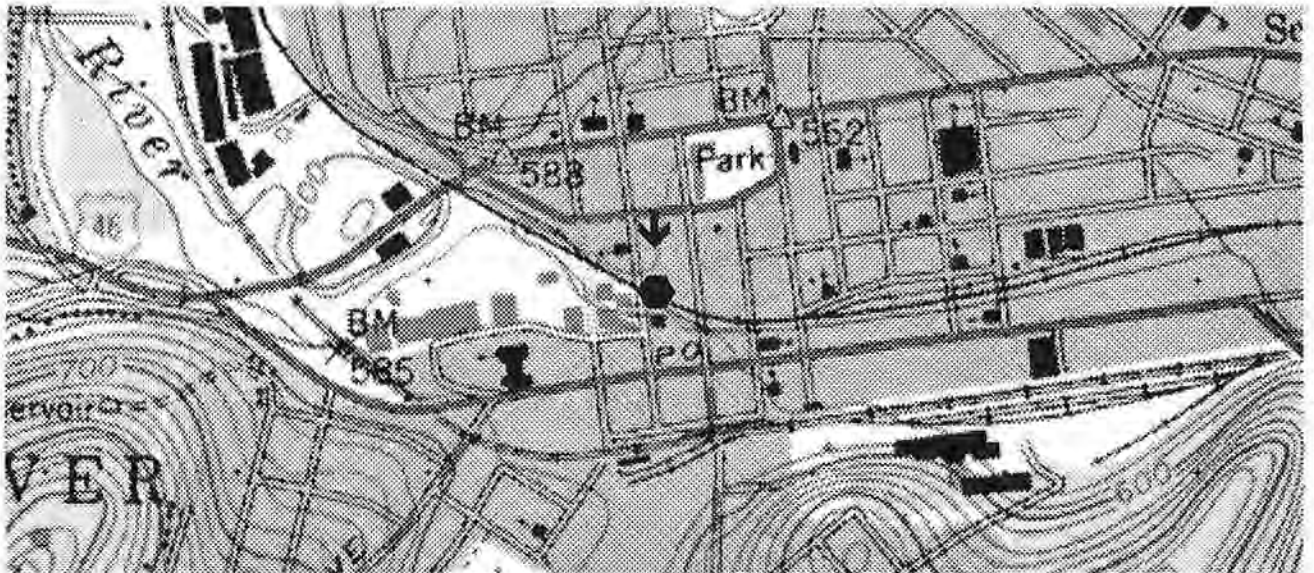
HISTORIC MAP

Source: Lightfoot and Geil 1853
Scale: 1 inch = 400 feet (approx.)



USGS QUAD: Dover

UTM References: 18 1537182E, 4525901N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: McFarlan/Elliott Foundry (20)

LOCATION: North side of the Rockaway River on the east side of North Morris Street

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Foundry located to the east of Morris Street on the north side of the river, just to the east of the canal – utilized coal provided by the canal in the manufacture of machinery parts – location of docking and offloading facilities unclear – the foundry was destroyed by fire during the late 1870s – this site is now largely occupied by parking areas, although portions lie beneath the former Dover and Rockaway Railroad (now Conrail) and within the footprint of a 20th century commercial building fronting on Morris Street.

SIGNIFICANCE

Small iron-processing plant apparently built by the McFarlan family interests c. 1830 – in 1853 this facility was identified as the “McFarlan & Gotheal Furnace,” and in 1860 it was recorded that it had utilized 150 tons of coal in the previous year – Henry McFarlan Jr. sold the facility to Alexander Elliott, and in 1868 the plant was shown as the “A. Elliott Foundry & Machine Shop” – this facility was destroyed by fire during the late 1870s, and in 1881 the Dover and Rockaway Railroad was completed to run through the property.

COMMENTS

Small iron processing plant active during the middle decades of the 19th century – significant historically for its association with the McFarlan family iron interests – no standing structures – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1884; 1886; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; Platt 1914; Sanborn 1916; 1927.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

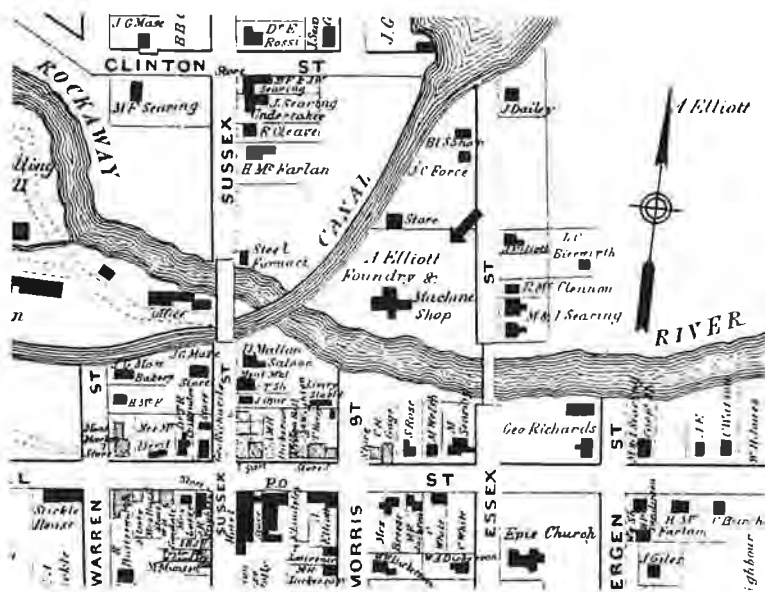
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: McFarlan/Elliott Foundry

HISTORIC MAP

Source: Beers 1868

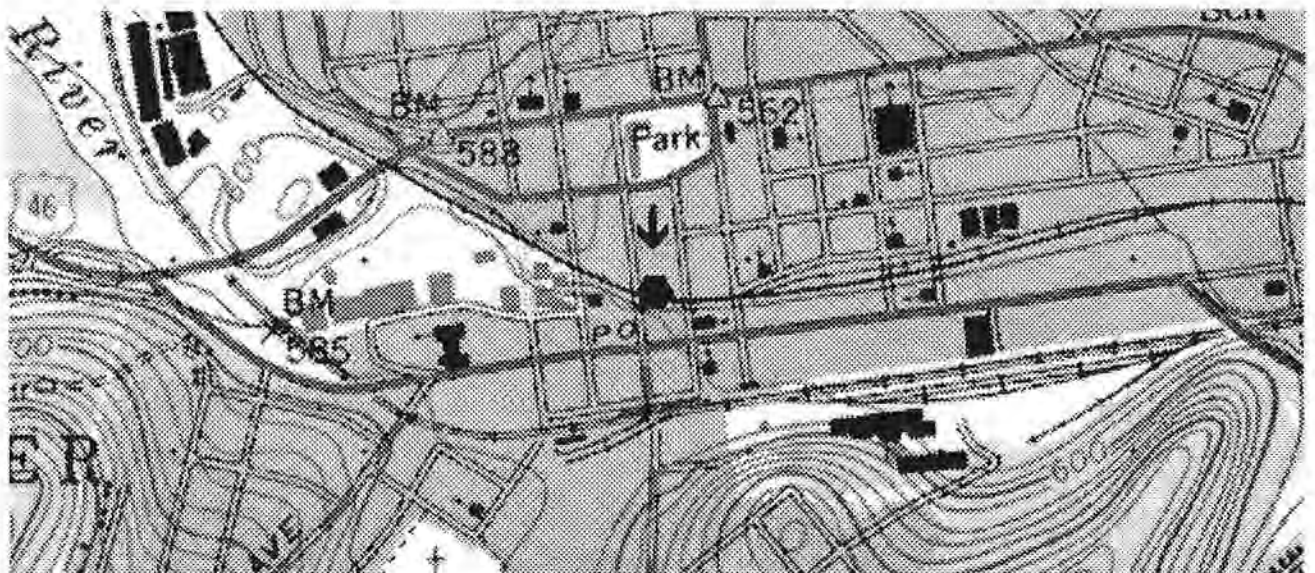
Scale: 1 inch = 400 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0537274E, 4525867N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Second Chambers Coal Yard (21)

LOCATION: Southeast angle of intersection of East Clinton and North Morris Streets

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Private commercial coal and lumber business on the south side of Clinton Street and on the northwest bank of the canal just to the south of the large Dover basin – shown in 1909 to consist of an office, two storage buildings, and a long frame “coal & wood” shed on the canal – the yard was redeveloped c. 1915 – the former coal shed was demolished sometime between 1916 and 1927, and this section of the canal was filled during the same time period – this site is now occupied by a mid-20th century commercial building and its associated parking lot and by the western end of the Dover Public Library property.

SIGNIFICANCE

Coal and lumber yard developed on vacant property c. 1905 – a photograph taken c. 1910 shows the following painted on one of the buildings within the yard: “Wm. Chambers Lehigh Coal & Wood Yard” – Chambers had previously owned a coal yard on the Dover Basin in the southeast angle of McFarland and Morris Streets – his second business operated for about a decade, and by 1916 the property had been redeveloped.

COMMENTS

Private commercial property with coal business that operated only briefly during the early 20th century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Sanborn 1901; 1909; 1916; 1927; Lee 1983.

RECORDED BY: Richard L. Porter

DATE: May 1999

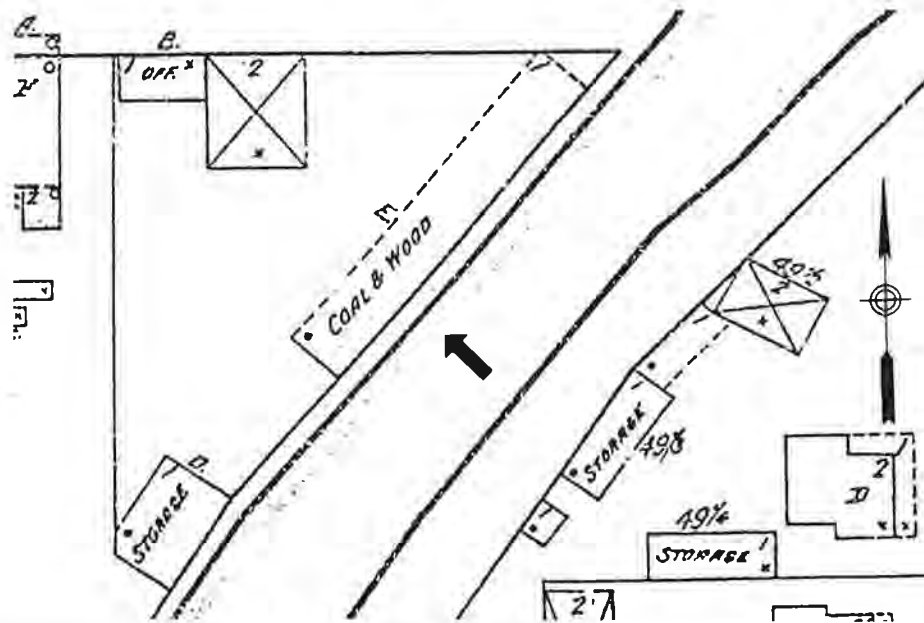
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Second Chambers Coal Yard

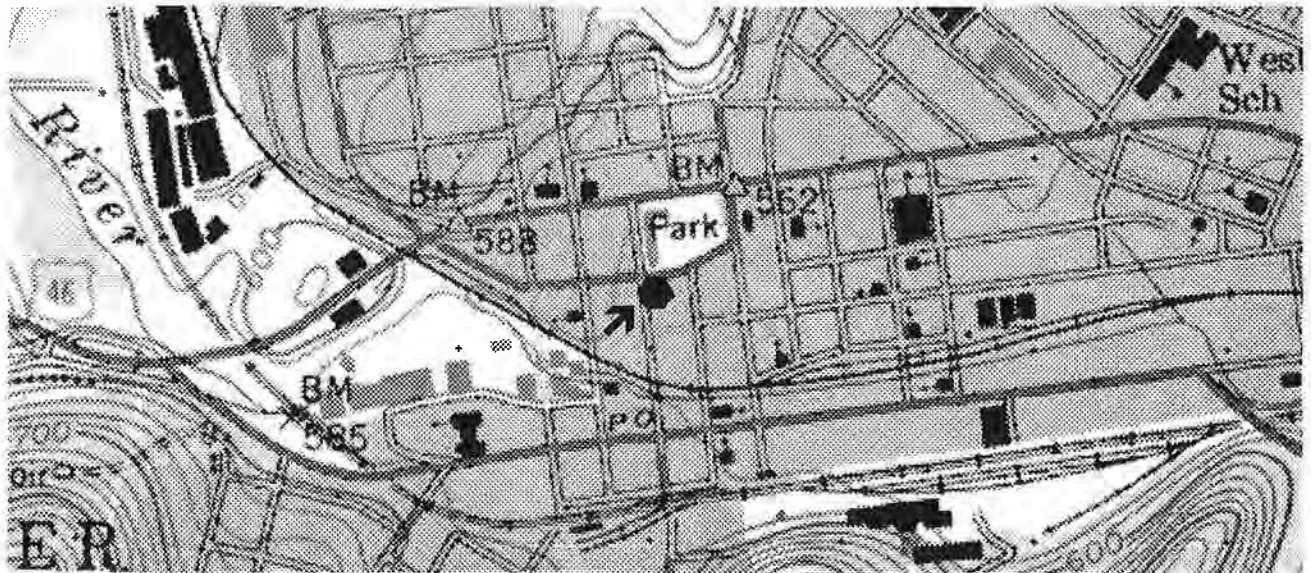
HISTORIC MAP

Source: Sanborn 1909
Scale: 1 inch = 50 feet



USGS QUAD: Dover

UTM References: 18 0537250E, 4526016N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Mase Coal Yard (22)

LOCATION: North side of East Clinton Street approx. 100 feet east of North Morris Street

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Private commercial coal business on the north side of Clinton Street at the southwest corner of the large Dover basin – single structure stood on the bank of the basin, which provided excellent docking facilities – in 1884 the building on the basin was described only as “Old,” with no function identified – it was torn down c. 1900, with a new, larger shed built on the same site – this latter structure was torn down at the time of the filling of the basin between 1916 and 1927 – the filled former basin is a town park known as Dover Common, and the site of the former coal yard is within an undeveloped portion of this park.

SIGNIFICANCE

Coal yard developed sometime prior to 1868 on the Dover Basin – in that year J.G. Mase was shown to be the owner of the building on this property, and he was listed in the town’s business directory as the “Foreman of Rolling Mill & Dealer in Coal” – he also owned a store and bakery on Sussex Street – it seems likely that his coal business was conducted on the basin property – this property served in a variety of uses during the late 19th and early 20th centuries.

COMMENTS

Private commercial coal business that operated during the 19th century – some local historical significance as what may be the oldest coal yard on the Dover basin – no standing structures – low potential archaeological significance.

REFERENCES

Beers 1868; Sanborn 1884; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; 1916; 1927; Kalata 1983; Lee 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

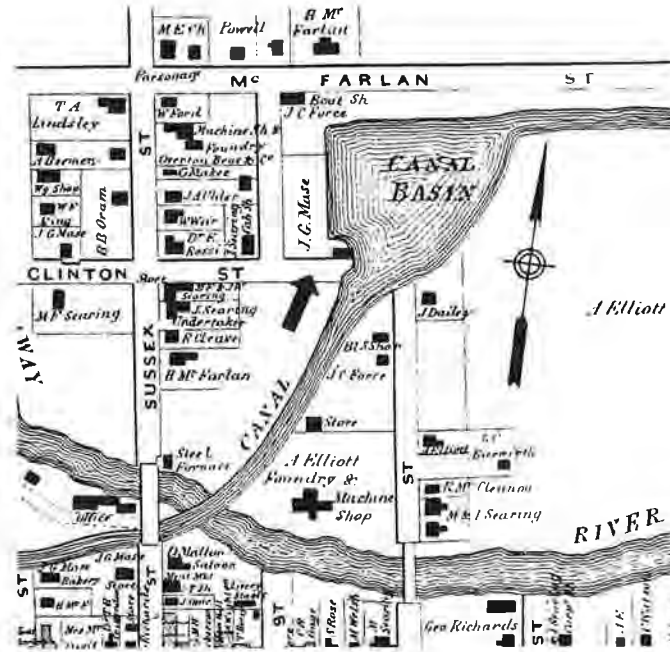
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Mase Coal Yard

HISTORIC MAP

Source: Beers 1868

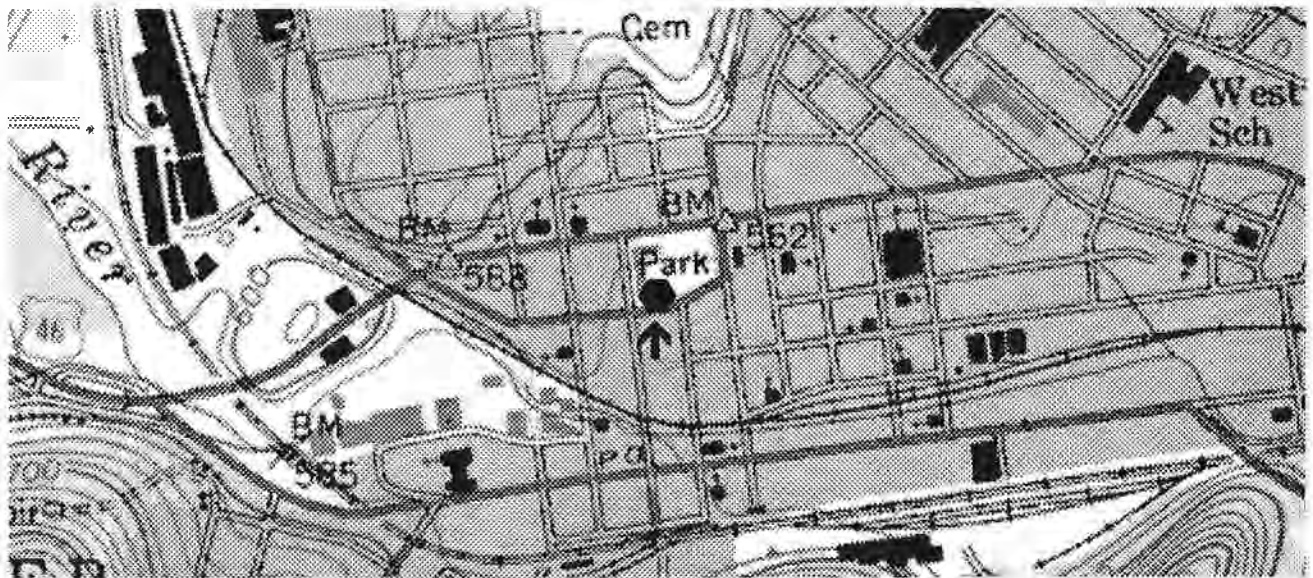
Scale: 1 inch = 400 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0537269E, 4526062N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: First Chambers Coal Yard (23)

LOCATION: Southeast angle of intersection of East McFarlan and North Morris Streets

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Private commercial coal business on the south side of McFarlan Street at the northwest corner of the Dover basin – this property was previously the site of a wheelwright shop (in 1853) and a boat shop (in 1868) – the coal yard was apparently established here c. 1895, with a small coal shed, a dwelling with an attached shop, and a second storage structure depicted in 1896 – by 1901 a small office/scale building had been added, the coal shed had been replaced by a larger structure – the yard was moved to a new location just to the south of the basin c. 1905, and the office/scale building and coal shed were demolished – the filled former basin is now a town park known as Dover Common, and the site of this former coal yard is now partially occupied by SD's Dover Auto Service, which is housed within a mid-20th century commercial garage structure, and partially within an undeveloped portion of the park.

SIGNIFICANCE

Coal yard developed during the 1890s on the Dover Basin – in 1901 the property was identified as “Wm. Chambers, Wood & Coal” – Chambers removed his coal business to a property to a site on the canal just to the south of the basin c. 1905.

COMMENTS

Private commercial coal business that operated during the late 19th and early 20th centuries – no standing structures – low potential archaeological significance.

REFERENCES

Beers 1868; Sanborn 1884; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; 1916; 1927; Kalata 1983; Lee 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

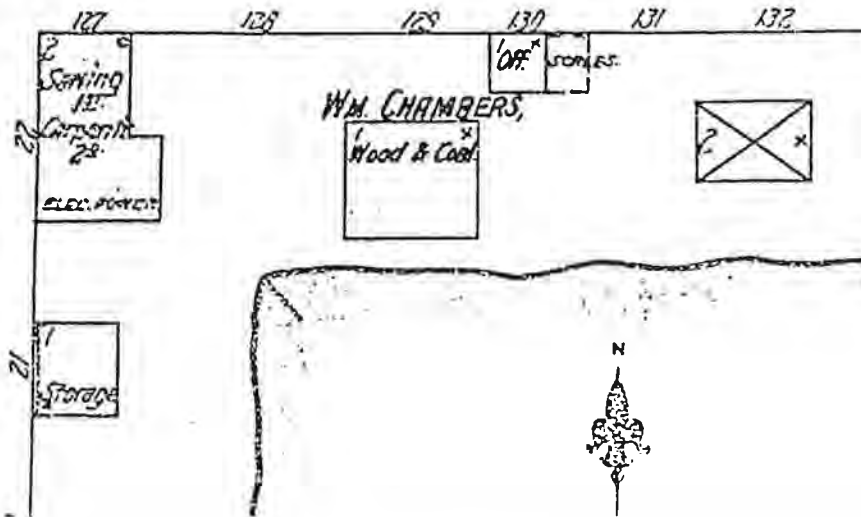
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: First Chambers Coal Yard

HISTORIC MAP

Source: Sanborn 1901

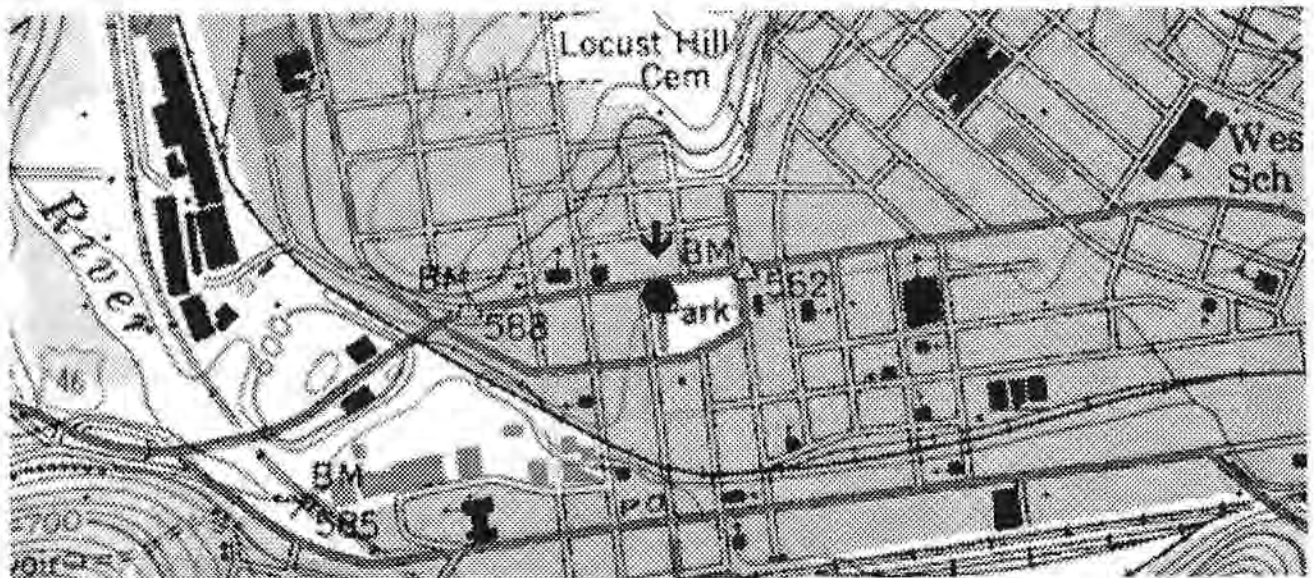
Scale: 1 inch = 50 feet



USGS QUAD: Dover

UTM References: 18 0537238E, 4526142N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Morris County Machine and Iron Company Foundry (24)

LOCATION: South side of East McFarlan Street between North Sussex and North Morris Streets

MUNICIPALITY: Town of Dover

COUNTY: Morris

DESCRIPTION

Foundry and machine shop located to the east of the Dover Basin on McFarlan Street – utilized coal provided by the canal in the manufacture of machinery parts and tools used in the iron mining industry – facility eventually expanded to occupy the north half of the block bounded by McFarlan, Sussex, Morris, and Clinton Streets – a large, single-story stone foundry building with a monitor roof was built on Morris Street between 1868 and 1884 – the remainder of the complex consisted primarily of single-story frame shop structures – much of the site was redeveloped during the present century – two important buildings survive, however, as the stone foundry remains and is currently utilized as garage, and the former Ford House at the corner of McFarlan and Sussex still stands and functions as combined commercial/residential space.

SIGNIFICANCE

Small iron-processing plant originally developed as a blacksmith and machine shop on Sussex Street by William Ford c. 1850 – in 1860 Ford's operation used 80 tons of coal in a production process that yielded "Pumps, Tools, Mining Apparatus" – in 1868 the property was shown to include a foundry and a machine shop operated by "Overton Bros. & Co.," and later that year the business was reorganized as the Morris County Machine and Iron Company – this firm remained active on the site until c. 1915 – by 1927 much of the complex had been demolished, with the remaining structures converted to other uses.

COMMENTS

Small iron processing complex active established c. 1850 and active into the second decade of the present century – of local historical significance – two noteworthy 19th century structures survive – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1884; 1886; Robinson 1887; Sanborn 1890; 1896; 1901; 1909; Platt 1914; Sanborn 1916; Platt 1922; Sanborn 1927; Lee 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

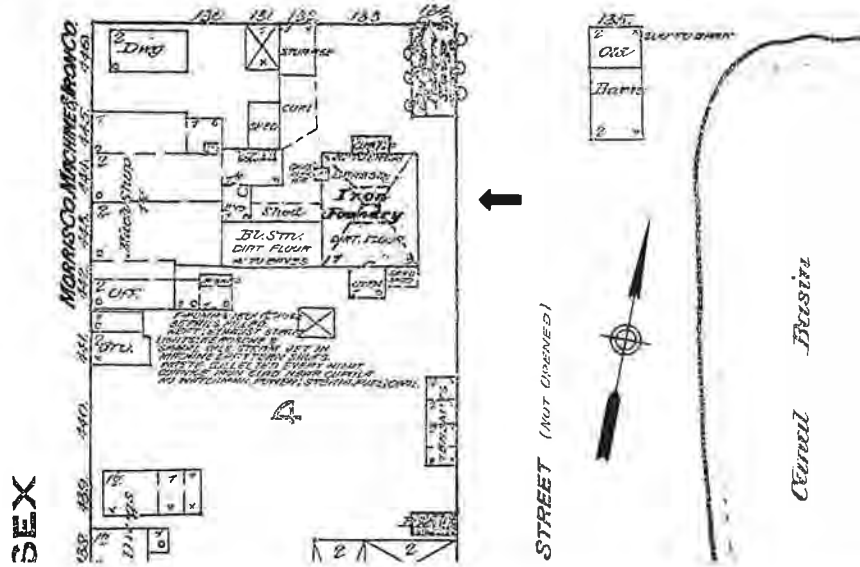
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Morris County Machine and Iron Company Foundry

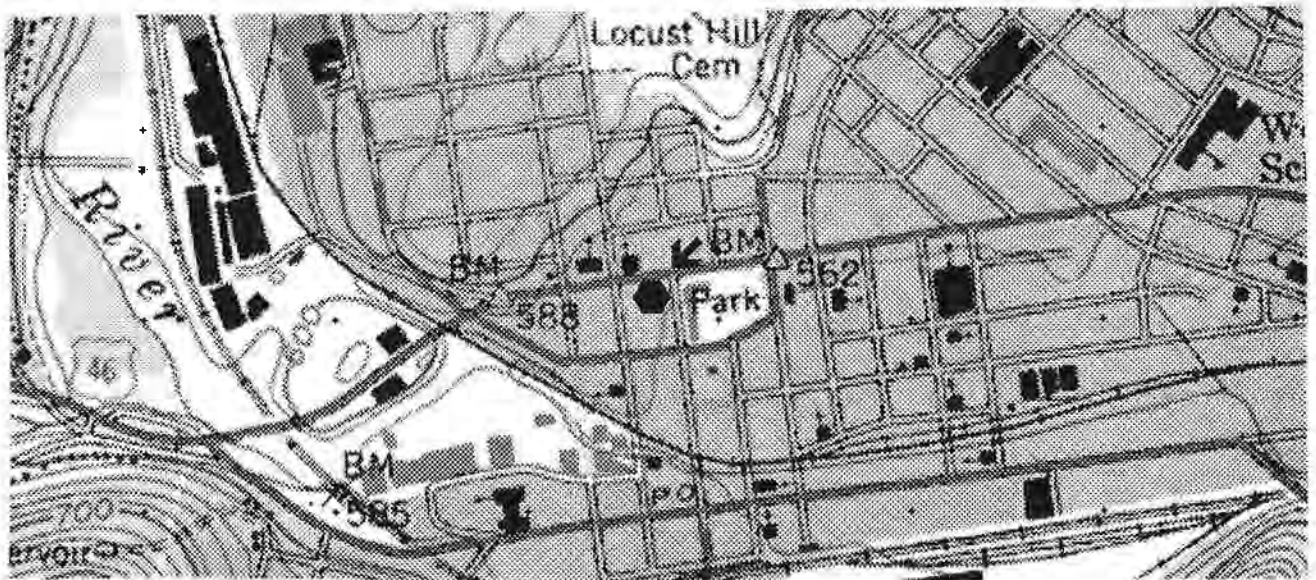
HISTORIC MAP

Source: Sanborn 1884
Scale: 1 inch = 100 feet



USGS QUAD: Dover

UTM References: 18 0537177E, 4526119N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Mount Hope Tram Dock (25)

LOCATION: Along Pleasant Place between Mount Pleasant Avenue and Chestnut Terrace

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Docking facility that allowed for the transfer of freight between rail cars and canal boats – tram ended with a loop that ran adjacent to both the canal and Mount Pleasant Avenue just to the northwest of Main Street – timber trestle provided connection to the ore docks on the canal – the trestle collapsed in 1875 and was rebuilt shortly thereafter – this entire area was redeveloped during the present century, with several new streets laid out and numerous dwellings erected – there is no sign of the former dock or the canal – the former bridgetender's house associated with the Mount Pleasant Avenue bridge over the canal still stands.

SIGNIFICANCE

The Mount Hope Tram was a gravity railroad completed to run south from the noted Mount Hope mines to connect with the canal at Rockaway c. 1859 – the primary activity of this rail line was the transport of ore from the Mount Hope mines to the canal – steam power was utilized for hoisting and pumping at Mount Hope during this period (60 tons of anthracite coal were consumed in 1860) – the mule-drawn ore cars returning northward carried coal for use in the generation of steam power – docking facilities on the canal at Rockaway therefore provided for both rail-to-canal and canal-to-rail transfer – the tramway and the canal dock remained in use after the completion of the Mount Hope Mineral Railroad in 1867, and, in fact, appear to have operated into the 1880s.

COMMENTS

Rail-canal transshipment facility that was active between c. 1859 and c.1885 – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the Morris Canal Historic District or in association with the larger rail property.

REFERENCES

Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Robinson 1887; Rockaway Borough Bicentennial Committee 1975; Lowenthal 1981; Porter 1986; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Mount Hope Tram Dock

HISTORIC MAP

Source: Hopkins 1867

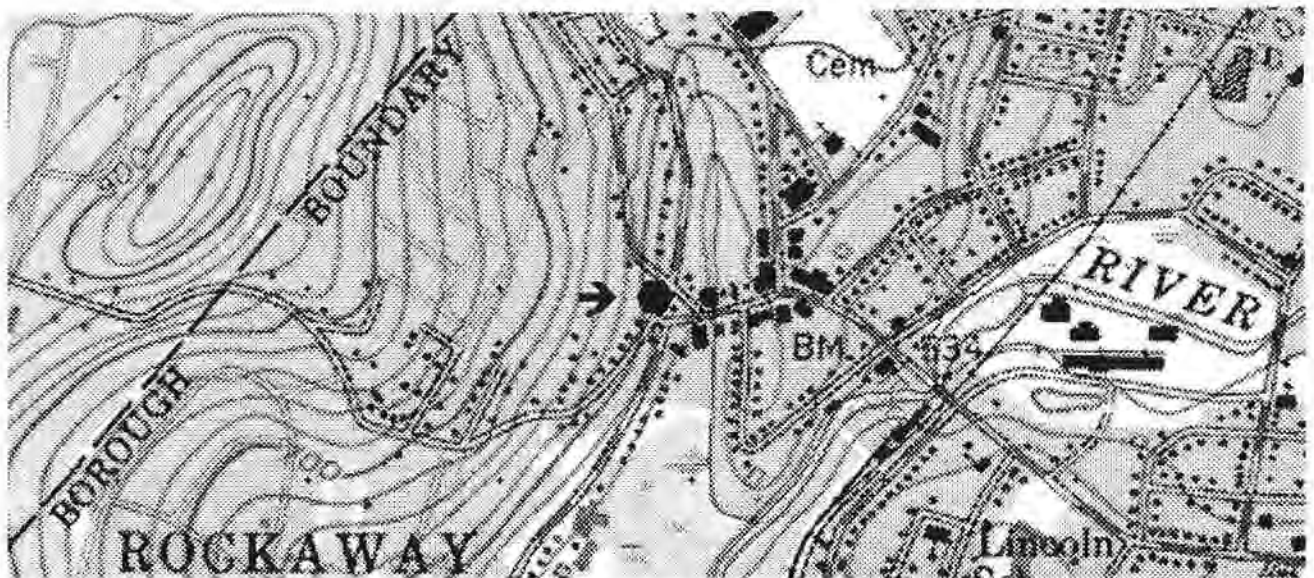
Scale: 1 inch = 1000 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0540690E, 4527663N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Mount Hope Mining Company Coal Yard (26)

LOCATION: North side of West Main Street approx. 250 feet west of Wall Street

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Coal storage yard on the north side of Main Street on the south bank of the canal – a structure was shown on this property in 1853, and again in 1867 – in 1868 this structure was shown to be quite large, and sited immediately below the canal's raised towpath – in 1898 it was shown to be a single story frame structure and was identified as a "Coal Shed" – this structure was substantially enlarged c. 1900, and photographs from this time period showed it to have a gable roof and an open side on its southern façade – the coal shed was demolished sometime between 1911 and 1924 – the site of the shed is currently vacant, with half in lawn and half beneath a borough parking lot – only the high southern bank of the adjacent section of canal remains intact today, with the remainder of the canal here sited beneath a second borough parking area – the drive connecting this second parking lot with Chestnut Terrace passes over the stone arch culvert that formerly carried the canal over the creek draining Foxs Pond.

SIGNIFICANCE

Coal yard initially developed during the mid-19th century – in 1868 this property was shown to be owned by the Mount Hope Mining Company, the owner of the noted Mount Hope mines – this company also operated the Mount Hope Tram, which had its terminus and dock on the canal a short distance to the west – in 1887 this property was owned by the Estate of J.H. Bruen, who, in 1868, had been listed as a coal dealer – it seems likely that Bruen had purchased this yard and moved his operation there sometime between 1868 and 1887 – this yard appears to have remained in use up until the time of the abandonment of the canal.

COMMENTS

Coal yard active during the second half of the 19th and the early 20th centuries – no standing structures – low-to-moderate potential archaeological significance – coal-related features unlikely to be individually significant.

REFERENCES

A Map of the Village of Rockaway 1838; Lightfoot and Geil 1853; Hopkins 1867; Beers 1868; Robinson 1887; Sanborn 1898; 1904; 1911; 1924; Rockaway Borough Bicentennial Committee 1975; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

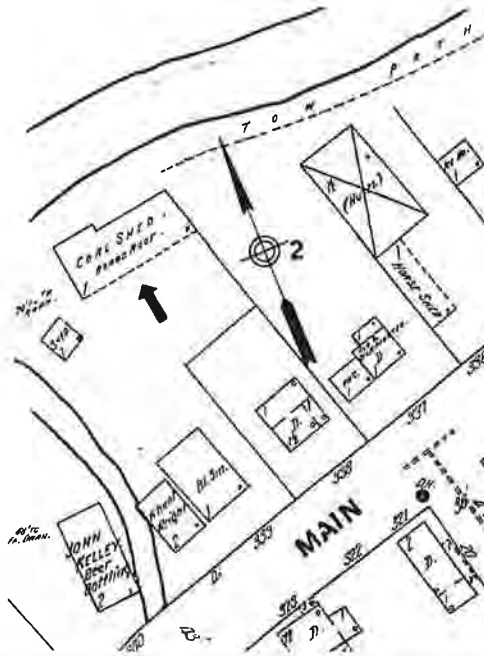
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Mount Hope Mining Company Coal Yard

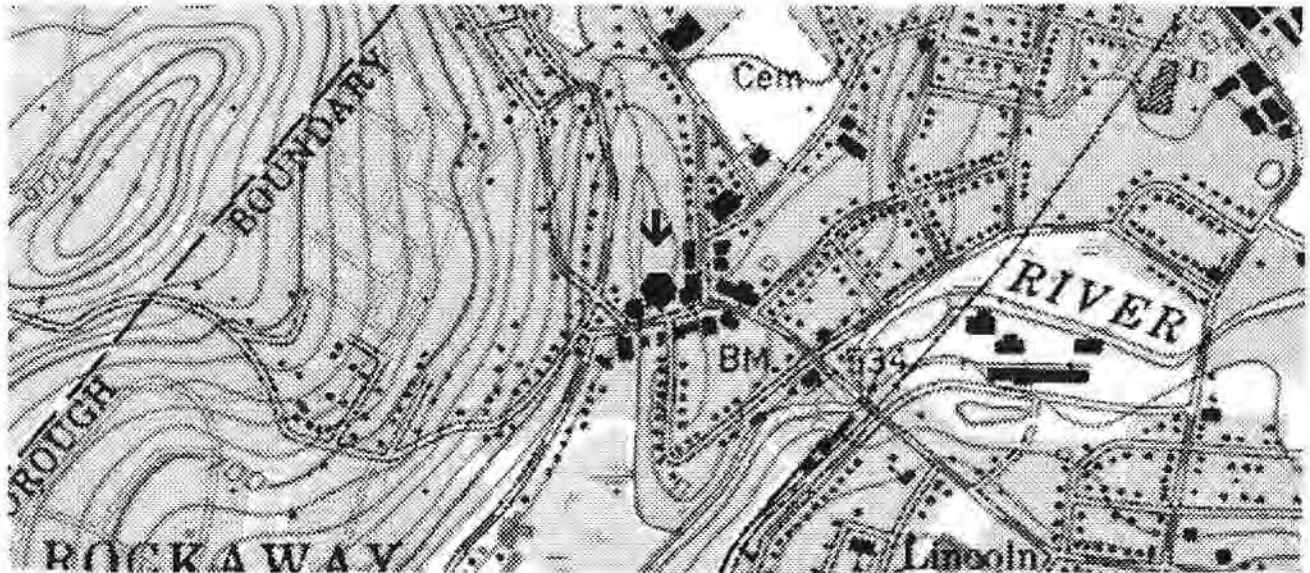
HISTORIC MAP

Source: Sanborn 1911
Scale: 1 inch = 100 feet



USGS QUAD: Dover

UTM References: 18 0540812E, 4527694N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Union Foundry (27)

LOCATION: Northwest side of Maple Avenue between West Main Street and Mott Place

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Foundry and machine shop complex located on Maple Avenue (originally Canal Street, later Foundry Street) on south bank of the canal – used coal provided by the canal in the manufacture of machinery parts and other castings – single-story frame coal shed with an open front shown adjacent to the canal in 1886 – this structure was fully enclosed c. 1900 and remained in use until it was demolished sometime between 1911 and 1924 – by 1904 coal was also being stored in open piles within the eastern part of the plant's yard – most of the complex was demolished during the 1930s – the only surviving structure is a single-story stone building formerly used for storage that currently houses Pro Sport Sporting Goods – the site of the foundry complex is now largely occupied by the Rockaway Borough Police Station and associated parking areas and Halsey Park, the borough's recreation facility – the canal's former southern retaining wall is visible to the rear of the police station, but the canal in this area has been filled and currently serves as parking or recreational areas.

SIGNIFICANCE

Iron-processing facility originally developed as a foundry in 1845 and destroyed by fire in 1850 – the works was rebuilt and in 1853 utilized 500 tons of coal – produced castings of the Crystal Palace in New York City in that year – in 1860 300 tons of coal were used in the production of castings and machinery – Mahlon Hoagland associated with the business from the beginning, and in 1873 he gained full control – by 1911 the business was being conducted by Hoagland's sons, and it continued to operate through the 1920s – the borough took over the property in a tax foreclosure and most of the buildings were demolished during the 1930s.

COMMENTS

Iron processing complex established in 1845 and active through the first quarter of the present century – a single structure survives – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property or the proposed Halsey-Maple Worker's Historic District.

REFERENCES

A Map of the Village of Rockaway 1838; Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Sanborn 1898; 1904; 1911; 1924; Rockaway Borough Bicentennial Committee 1975; Lee 1977; 1983; Acroterion 1987; Macasek 1996; Cultural Resource Consulting Group 1996; 1997b.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

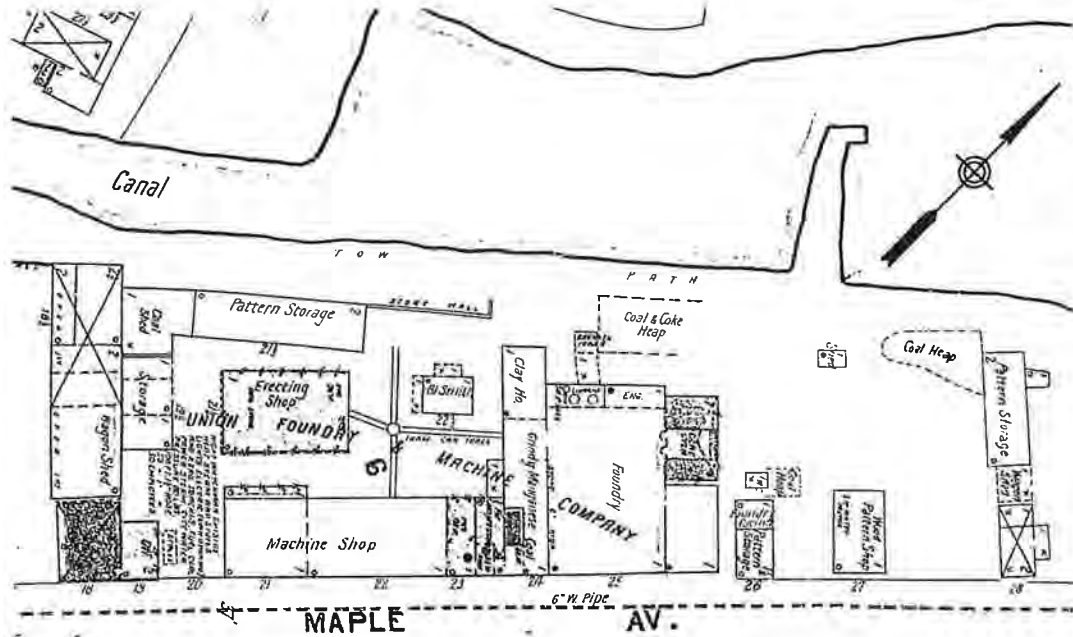
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Union Foundry

HISTORIC MAP

Source: Sanborn 1904

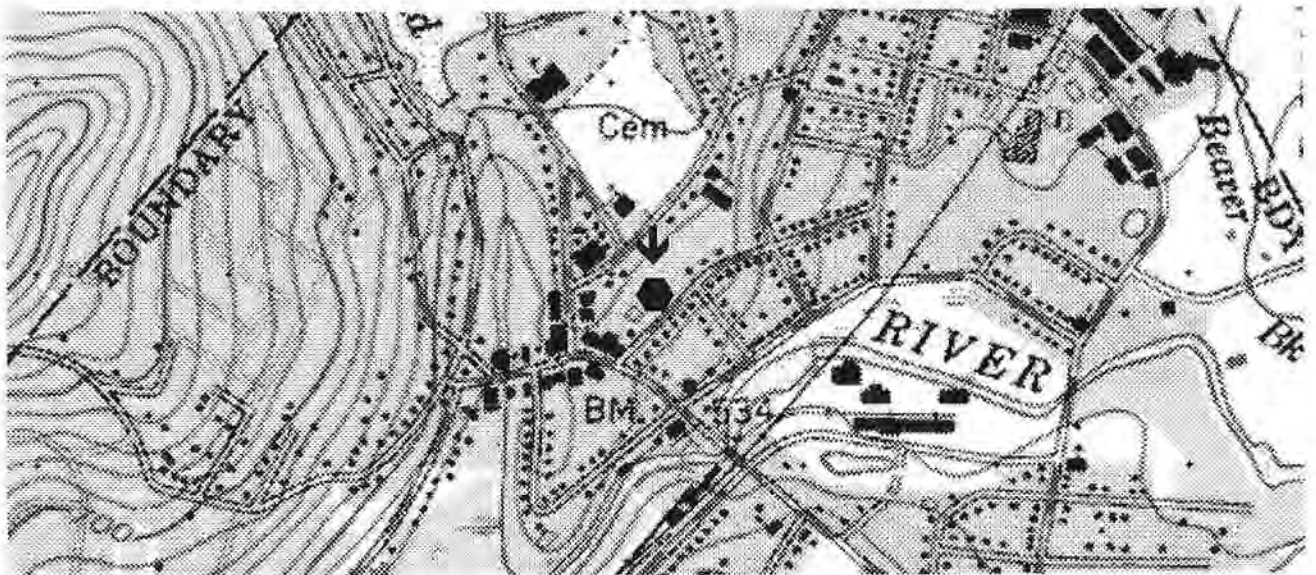
Scale: 1 inch = 100 feet



USGS QUAD: Dover

UTM References: 18 0541022E, 4527768N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Rockaway Ironworks Complex (28)

LOCATION: South side of the Rockaway River approx. 800 feet west of the West Main Street/Jackson Avenue intersection

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Large multi-component iron-processing complex that was centered around a rolling mill – sited on the south side of the river well to the south of the canal – in 1838 what appears to have been a tram was shown to run south from the canal in Union Street and along a right-of-way referred to as “Rail Street” that extended south from Union Street to cross the river and pass immediately to the east of the rolling mill – this tram appears to have been abandoned by mid-century, perhaps as a consequence of the completion of the Morris and Essex (later the Delaware, Lackawanna and Western) Railroad to the south of the works – no other coal-related features have been identified – the rolling mill was demolished to make way for the construction of a new industrial complex during the mid-1890s – this latter concern, the former Liondale Bleach, Dye, and Print Works, remains standing today – the dam and a portion of the head race formerly associated with the rolling mill also remain in place.

SIGNIFICANCE

The Rockaway Ironworks Complex was initially developed as the site of two forges that ultimately came to be owned by Joseph Jackson, a noted Morris County ironworker – in 1822 Jackson added a rolling mill, with an expansion completed in 1830 – the completion of the canal provided a much-improved source of coal – in 1838 the rolling mill was shown to be connected to the canal by what appears to have been a tram which ran north on “Rail Street” to a small basin adjacent to Jackson’s Rockaway Steel Furnace – in 1850 the works used 707 tons of anthracite coal and 89,600 bushels of bituminous coal – Jackson sold the property in 1852, with a number of subsequent owners following, notably James Horner (later active at the Pompton Ironworks), Israel Condit, and Adoniram Judson – in 1881 the property was acquired by the American Swedes Iron Co., and by 1886 it was being operated by the Rockaway Direct Process Iron & Steel Co. – in 1896 the property was redeveloped with the construction of the large Liondale Bleach, Dye, and Print Works.

COMMENTS

Large iron processing plant active during the 19th century – significant historically for its role in the iron industry of Morris County – no standing structures – significant, but unrelated, late 19th and early 20th century structures do survive – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

A Map of the Village of Rockaway 1838; U.S. Census of N.J. 1850; Lightfoot and Geil 1853; Hopkins 1867; Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Sanborn 1898; Rockaway Borough Bicentennial Committee 1975.

RECORDED BY: Richard L. Porter

DATE: May 1999

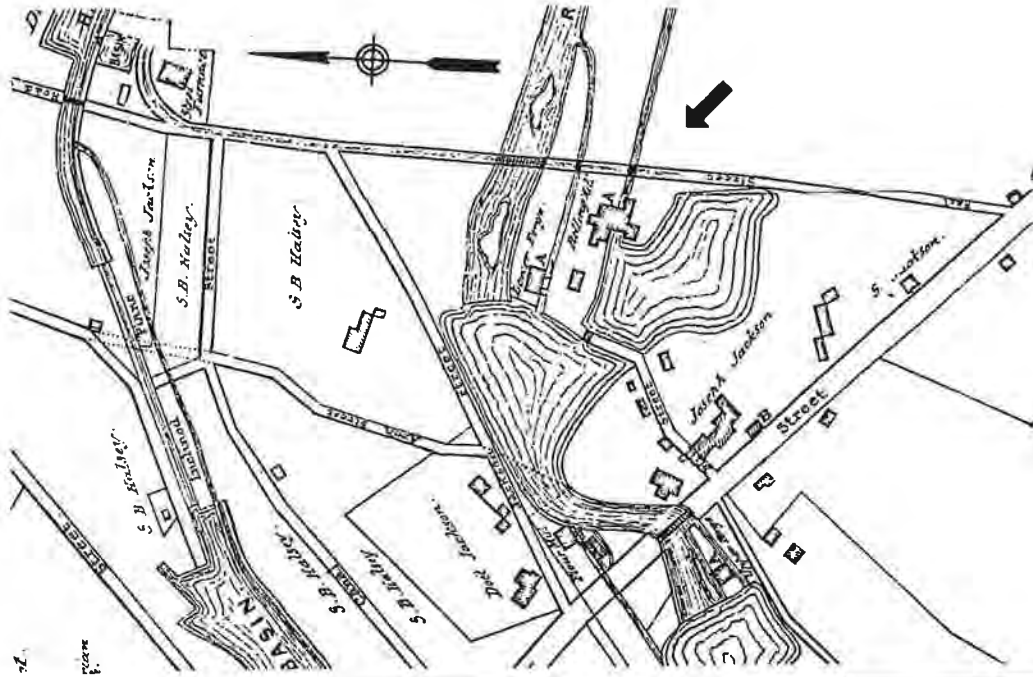
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Rockaway Ironworks Complex

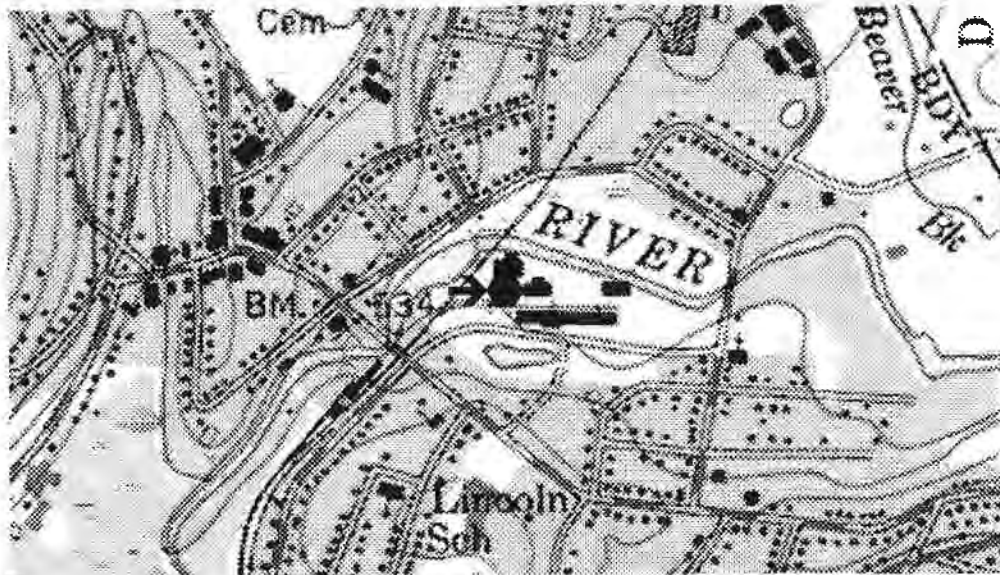
HISTORIC MAP

Source: Map of the Village of Rockaway 1838
Scale: 1 inch = 500 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0541321E, 4527605N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Rockaway Steel Furnace (29)

LOCATION: East side of Union Street at the Maple Avenue intersection

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Steel furnace located on the east side of Union Street near the south bank of the canal – in 1838 a small basin was shown on the south side of the canal adjacent to the furnace – this basin was the focus of coal-related activities for both the steel furnace and the larger, associated Rockaway Ironworks Complex to the south – tram apparently ran from the basin and the steel furnace south in Union Street and on to the ironworks complex – the “Steel Furnace” was again depicted in 1868 – only the outline of the basin was shown, and it appears likely that it had been filled in by this time – the furnace was demolished c. 1880 – this site is now occupied by two late-19th century dwellings and a modern commercial structure, with nothing related to the former works apparent on the ground surface – the adjacent section of the canal survives as a narrow channel that still retains water, but no vestige of the former basin is visible in the south bank.

SIGNIFICANCE

Small iron-processing plant built by Joseph Jackson, the owner of the associated Rockaway Ironworks Complex, c. 1830 – the “Steel Furnace” was shown to be in place by 1838 – Jackson sold the property in 1852, with a number of subsequent owners following, notably James Horner (later active in the production of steel at the Pompton Ironworks), Israel Condit, and Adoniram Judson – in 1860 the facility was operated by James Horner & Company and utilized 3000 tons of anthracite coal and 1000 tons of bituminous coal in the production of cast steel, and in 1868 the facility was shown to be controlled by Judson & Company – the works was abandoned and demolished sometime between 1868 and 1887.

COMMENTS

Small iron processing plant active during the middle decades of the 19th century – significant historically for its association with the iron interests of Joseph Jackson – no standing structures – low-to-moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

A Map of the Village of Rockaway 1838; Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Robinson 1887; Rockaway Borough Bicentennial Committee 1975.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

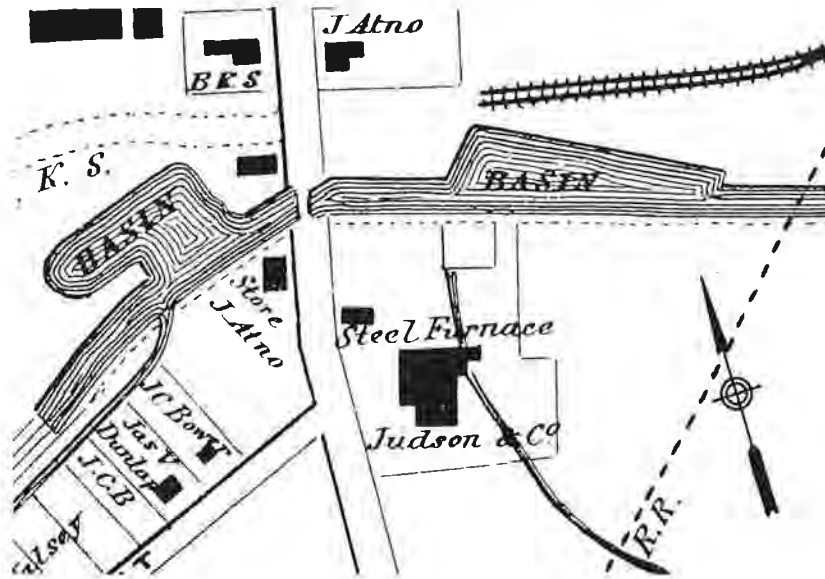
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Rockaway Steel Furnace

HISTORIC MAP

Source: Beers 1868

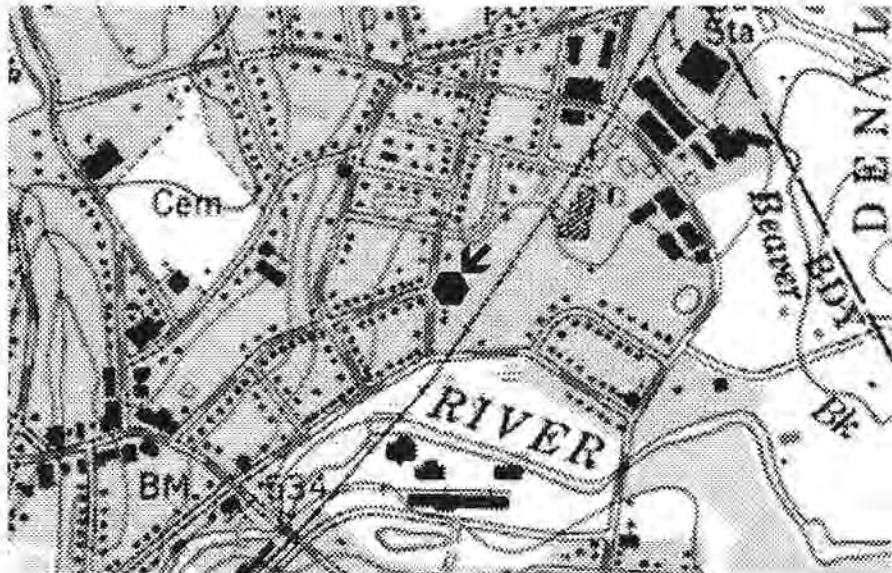
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Dover

UTM References: 18 1541403E, 4527901N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Hibernia Mine Railroad Dock (30)

LOCATION: Adjacent to Conrail line approx. 400 feet east of Union Street and 500 feet south of Cobb Street

MUNICIPALITY: Rockaway Borough

COUNTY: Morris

DESCRIPTION

Docking facility that allowed for the transfer of freight between rail cars and canal boats – this rail line terminated on the bank of a large basin on the north side of the canal – this basin, which was in place by 1838, was sited a short distance to the east of Union Street – the rail line was shown in 1867 to end with three short spurs running to the north bank of the canal – in 1868 the line was extended across the canal to establish a junction with the Morris and Essex Railroad to the south – in 1887 the docking facility on the canal was shown to still be in place adjacent to the basin – this section of the canal survives as a narrow channel that still retains water, but there is no suggestion of the former basin in the south bank – the former Hibernia Mine Railroad line is still in place, crossing the canal via a steel bridge on stone abutments – there are no surface indications of the former docking facilities – the area to the east of the rail line has been substantially filled and redeveloped, while the area to the west, although now the site of a water pumping station, exhibits less subsequent disturbance.

SIGNIFICANCE

The Hibernia Mine Railroad was initially developed by Abram S. Hewitt and the Trenton Iron Company as a gravity railroad to run south from the noted Hibernia mines to connect with the canal at Rockaway c. 1864 – the primary activity of this tram was the transport of ore from the said mines to the canal – steam power was utilized for hoisting and pumping at Hibernia during this period (200 tons of anthracite coal was consumed by two steam engines in 1860) – the mule-drawn ore cars returning northward carried the coal required by these power plants – docking facilities on the canal at Rockaway therefore provided for both rail-to-canal and canal-to-rail transfer – the line was extended to a connection with the Morris and Essex (later the Delaware, Lackawanna and Western) Railroad in 1868 and steam locomotives were put into service on the line in 1869 – the docking facilities on the canal remained active for a number of years beyond the extension of the line – the former Hibernia Mine Railroad remains in place as part of Conrail.

COMMENTS

Rail-canal transshipment facility that was active between c. 1864 and the turn of the century – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the Morris Canal Historic District or in association with the larger rail property.

REFERENCES

A Map of the Village of Rockaway 1838; Artist-life in the Highlands 1860; U.S. Census of N.J. 1860; Hopkins 1867; Beers 1868; History of Morris County 1882; Robinson 1887; Bayley 1910; Sims 1958; Rockaway Borough Bicentennial Committee 1975; Lowenthal 1981; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

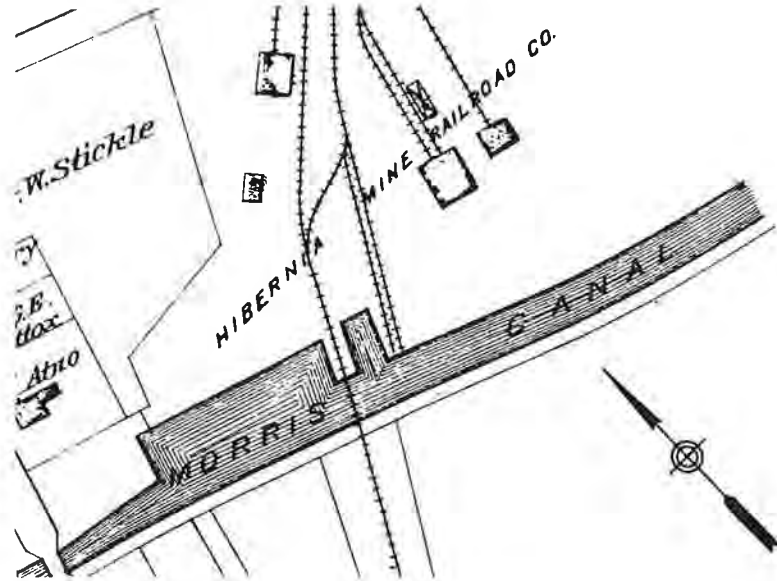
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Hibernia Mine Railroad Dock

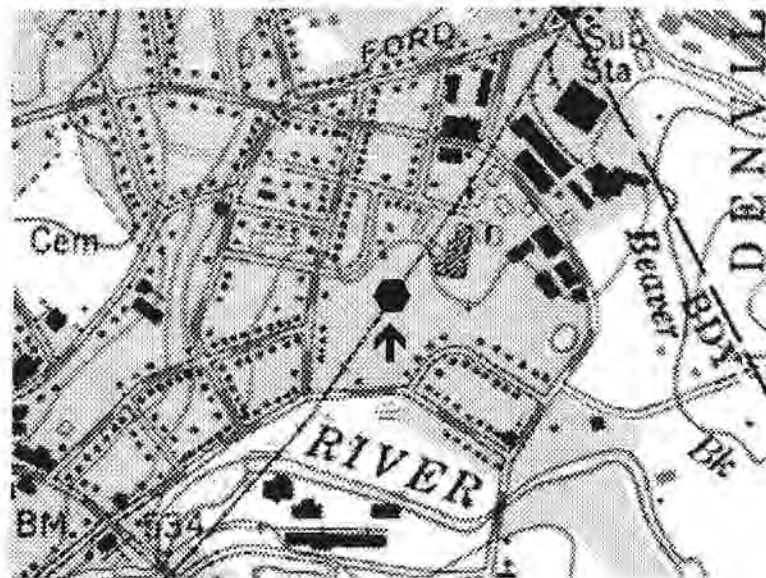
HISTORIC MAP

Source: Robinson 1887
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Dover

UTM References: 18 0541506E, 4527951N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Powerville Ironworks/Paper Mill Complex (31)

LOCATION: East side of the Rockaway River to the south of North Main Street

MUNICIPALITY: Boonton Township

COUNTY: Morris

DESCRIPTION

Industrial complex originally an ironworks centered around a rolling mill and later redeveloped as a roof paper factory – located between the canal and the river on the south side of North Main Street – both the rolling mill and the roof paper factory utilized coal provided by the canal – the location of coal-handling facilities associated with the rolling mill are unclear, although it seems quite likely that they were close to the docking area used later – in 1892 coal for use in the roof paper factory was shown to be stockpiled in open piles on the west side of the canal immediately to the south of North Main – a frame “Coal Shed” was built in this location c. 1905 – this open-sided shed remained in use into the 1920s – by mid-century the shed and much of the rest of the complex had been demolished – the coal shed site is now largely occupied by the parking lot serving the Ultra Punch & Die Corp., the current occupants of the former Boonton Machine Shop building – the canal prism survives in relatively good condition to the south of the parking lot.

SIGNIFICANCE

The Powerville Ironworks/Paper Mill Complex was initially developed as the site of a forge and grist mill built by William Scott, a noted local industrialist, c. 1794 – with the completion of the canal the Scott family added a rolling mill to the complex in 1836 – during the middle part of the century it was reported that Thomas Willis, in partnership with the Scott family, used from 500 to 700 tons of anthracite coal in the rolling mill, primarily in the production of hoop iron – Willis eventually gained full control of the property, and his family retained control into the latter part of the century – in 1882 it was reported that the rolling mill was inactive, and by 1892 the former ironworks complex had been redeveloped as a roofing paper factory operated by the Powerville Felt Roofing Company – it seems likely that the former rolling mill building was converted to serve as part of this new facility – this factory remained active into the 1920s, but by mid-century most of the complex had been demolished, with what remained housing the Boonton Machine Shop, Inc.

COMMENTS

Industrial complex active during the 19th and 20th centuries – significant as an element of the Morris County iron industry – altered components of the complex still stand – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

U.S. Census of N.J. 1850; Lightfoot and Geil 1853; U.S. Census of N.J. 1860; Beers 1868; History of Morris County 1882; Robinson 1887; Sanborn 1892; 1896; 1901; 1909; 1916; 1924; 1924/1950; 1924/1965; Fischer 1967; Wendt 1976; Lee 1977; Kalata 1983; Lee 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

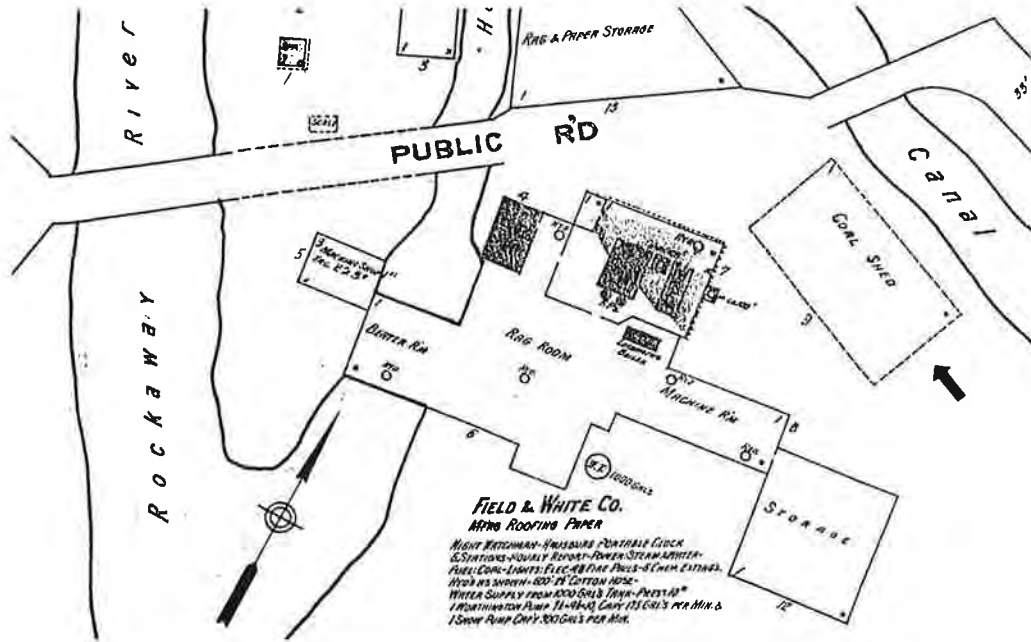
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Powerville Ironworks/Paper Mill Complex

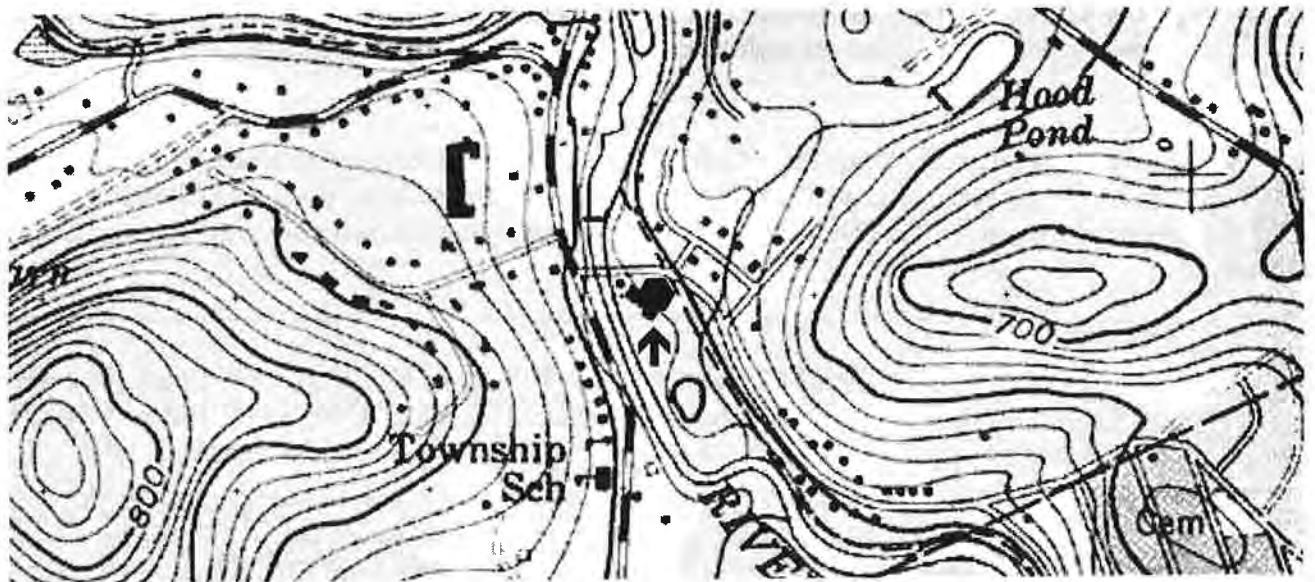
HISTORIC MAP

Source: Sanborn 1909
Scale: 1 inch = 100 feet



USGS QUAD: Boonton

UTM References: 18 0548269E, 4529605N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Boonton Ironworks Complex (32)

LOCATION: Northeast side of the Rockaway River to the southwest of Main and Plane Streets

MUNICIPALITY: Town of Boonton

COUNTY: Morris

DESCRIPTION

Large multi-component iron-processing complex that was centered around furnace, rolling mill, and nail mill operations – all of these facilities utilized coal brought in by the canal – coal was off-loaded at the upper (west) end of the Boonton Plane – the canal bank was 30 feet above the ironworks at this point – coal unloaded and either wheeled to the top of the furnace stack for charging or out onto platforms extending from the canal bank to be dumped into huge piles adjacent to the furnace below – this section of the canal has been filled and is now a paved parking area to the rear of the buildings fronting on Main Street – only a few of the former ironworks buildings survive, but extensive industrial archaeological remains are apparent – the surviving buildings continue to be occupied by various small-scale light industrial operations, and a portion of the property is now occupied by the town's public works yard.

SIGNIFICANCE

The Boonton Ironworks Complex was initially developed by the New Jersey Iron Company in 1831 – coal brought in by the canal was used in the rolling mill and the foundry – first furnace completed in 1834 – in 1848 the works was further expanded with the construction of a large anthracite furnace – the rolling mill was destroyed by fire in 1851 and immediately rebuilt – the first nail mill was built in 1851, and from this point on nails were the works' primary product – the property was purchased by Dudley Fuller in 1852, who joined with James Lord to form Fuller & Lord – the Morris and Essex Railroad completed a branch to Boonton in 1867, providing an alternative source of coal – second anthracite furnace completed in 1868 – the works was shut down in 1876 and subsequent attempts to restart operations were unsuccessful – much of the works was demolished or destroyed by fire beginning in the 1890s, with other buildings occupied by a variety of smaller industrial concerns – the property remained under the control of the Lord estate into the present century.

COMMENTS

Large canal-related iron processing plant active during the 19th century – significant historically for its role in the iron industry of Morris County and in the development of Boonton – a few surviving standing structures and numerous industrial archaeological remains – coal-related features would only be of significance as components of the larger property.

REFERENCES

U.S. Census of N.J. 1850; Lightfoot and Geil 1853; Among the Nail-Makers 1860; U.S. Census of N.J. 1860; Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Sanborn 1892; 1896; 1901; 1909; 1916; 1924; Boyer 1931; Sanborn 1924/1965; Fischer 1967; Wendt 1976; Taber 1977; Lowenthal 1981; Kalata 1983; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Boonton Ironworks Complex

HISTORIC MAP

Source: Among the Nail-Makers 1860
Scale: None



USGS QUAD: Boonton

UTM References: 18 0549362E, 4528121N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Clark Coal Yard (33)

LOCATION: Northwest side of Lathrop Avenue opposite the Madison Street intersection

MUNICIPALITY: Town of Boonton

COUNTY: Morris

DESCRIPTION

Coal yard on the northwest side of Lathrop Avenue on the south bank of the canal opposite a small basin – in 1887 the yard was shown to include two structures – in 1892 these structures were shown to be a single-story frame office on the Lathrop frontage opposite Madison Street and a two-story frame storage barn to the rear – scales were represented to the west of the office – a single-story, open-front frame addition was attached to the barn c. 1905 – the yard survived in this form until 1963 and the construction of Route 287 along the alignment of the canal – a ramp connecting the new highway and Lathrop Avenue was built on the site of the former coal yard – the office, scales, and barn are said to have been moved to a nearby property – the former coal yard site is now occupied the Route 287 ramp, with a lawn area to the east and the parking lot for the Boonton Kiwanis Ambulance Station to the west.

SIGNIFICANCE

Coal yard initially developed during the mid-19th century – in 1868 this property was shown to be owned by “F. Clark,” and in 1887 Clark’s “Coal Yard” was depicted here – this yard remained active and under the control of the Clark family into the middle decades of the present century.

COMMENTS

Coal yard active during the second half of the 19th and the first half of the 20th centuries – no standing structures – low potential archaeological significance.

REFERENCES

Lightfoot and Geil 1853; Beers 1868; History of Morris County 1882; Robinson 1887; Sanborn 1892; 1901; 1909; 1916; 1924; 1924/1950; 1924/1965; Fischer 1967; Acroterion 1987.

RECORDED BY: Richard L. Porter

DATE: May 1999

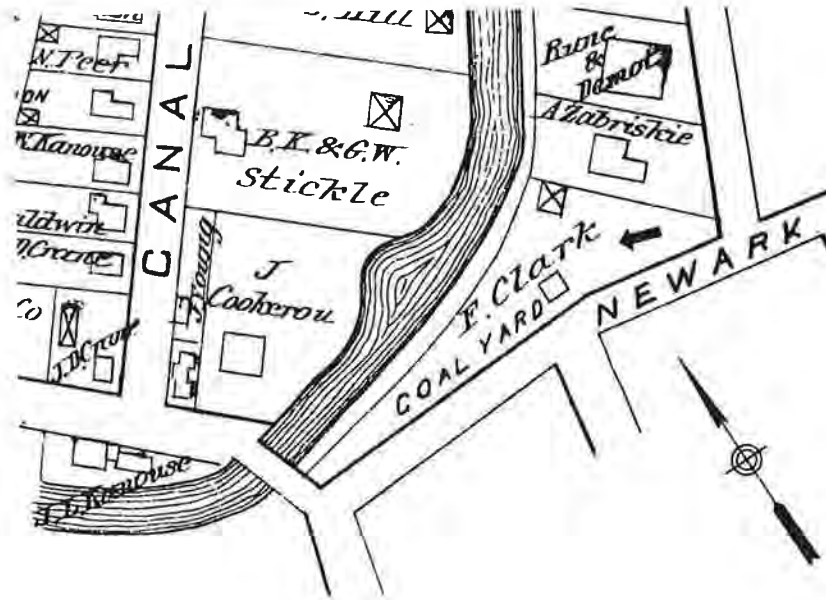
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Clark Coal Yard

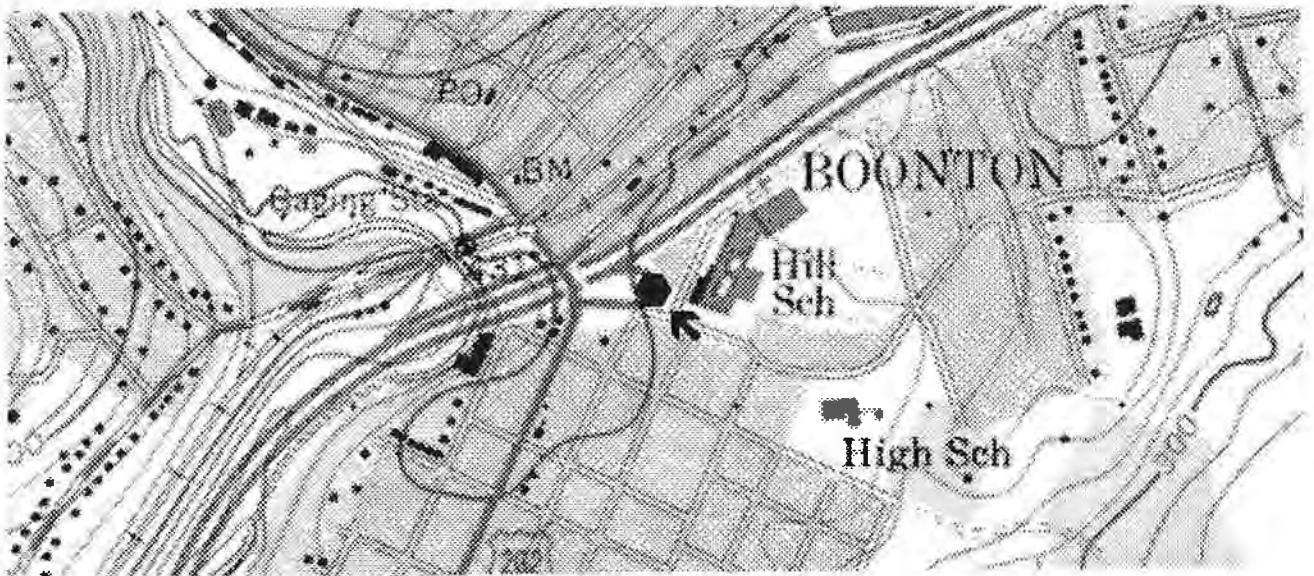
HISTORIC MAP

Source: Robinson 1887
Scale: 1 inch = 200 feet



USGS QUAD: Boonton

UTM References: 18 0550009E, 4527873N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Brown/Salmon Coal Yard (34)

LOCATION: Southeast side of Myrtle Avenue approx. 300 feet northeast of Main Street

MUNICIPALITY: Town of Boonton

COUNTY: Morris

DESCRIPTION

Coal yard on the southeast side of Myrtle Avenue adjacent to a small basin on the north bank of the canal – large frame storage barn shown to be in place by 1886 served as the central element of the yard – in 1892 this building was shown to include a small “coal off,” and the yard’s scales were depicted immediately to the southwest – further to the southwest on the bank of the basin were a small saw mill and an open pile of coal, while an ice house and another storage barn stood in the northwest corner of the yard – the configuration of the yard remained basically the same in 1901 – the yard was subdivided and largely redeveloped between 1909 and 1916, with a large concrete block garage built adjacent to the original storage barn – by 1924 the latter structure had been removed, leaving only the new garage – the entire property was cleared to make way for the construction of Route 287 in 1963 – both the yard and this section of the canal are fully within the Route 287 footprint.

SIGNIFICANCE

Coal yard apparently developed c. 1880 by John L. Kanouse, a prominent Boonton merchant – in 1886 this property, which had been vacant in 1868, included a dwelling on Myrtle Avenue and a large storage barn to the rear near the canal basin – in 1887 this property was owned by B.K. and G.W. Stickle, the owners of a large lumber yard on the canal in nearby Rockaway – in 1892 the property was identified as a “Wood and Coal Yard” operated by “W. Brown,” and by 1901 it had passed to Henry B. Salmon, the owner of the larger Tompkins/Salmon Coal Yard further to the north on Myrtle Avenue – Salmon maintained the yard until sometime between 1909 and 1916, at which point the property was redeveloped to serve as an automobile repair garage.

COMMENTS

Coal yard active between c. 1880 and c. 1910 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Beers 1868; History of Morris County 1882; Sanborn 1886; Robinson 1887; Sanborn 1892; 1901; 1909; 1916; 1924; 1924/1950; 1924/1965; Wendt 1976.

RECORDED BY: Richard L. Porter

DATE: May 1999

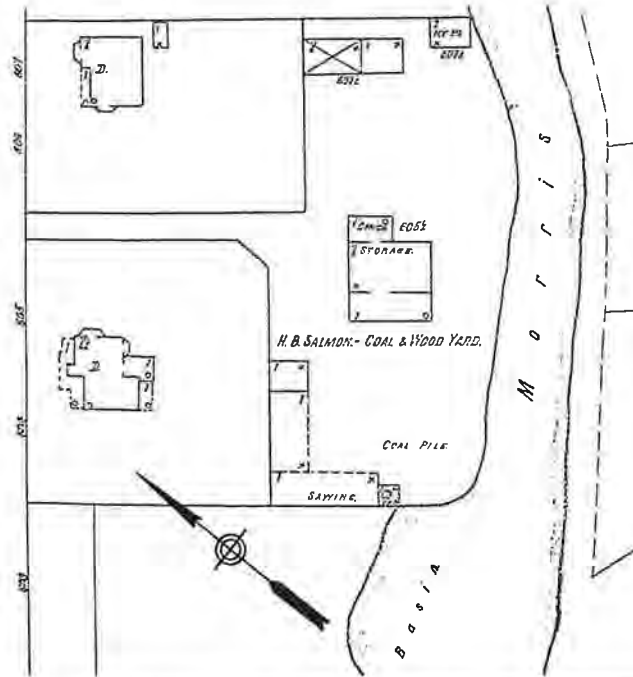
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Brown/Salmon Coal Yard

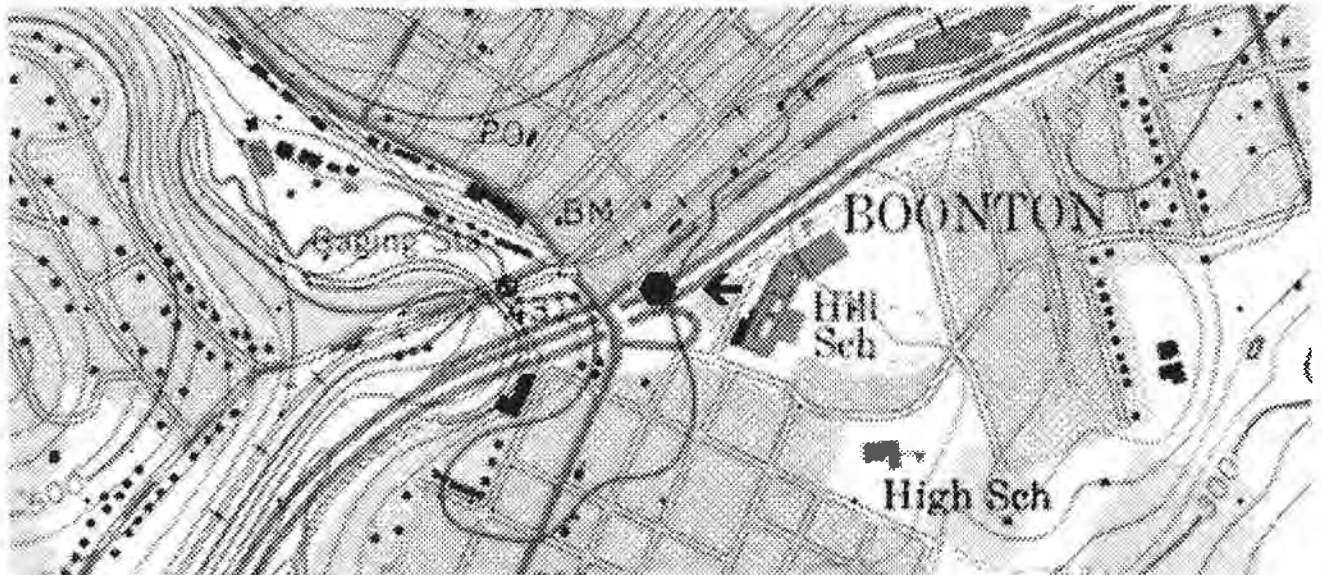
HISTORIC MAP

Source: Sanborn 1901
Scale: 1 inch = 100 feet



USGS QUAD: Boonton

UTM References: 18 0549951E, 4527941N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Tompkins/Salmon Coal Yard (35)

LOCATION: Southeast side of Myrtle Avenue approx. 1600 feet northeast of Main Street

MUNICIPALITY: Town of Boonton

COUNTY: Morris

DESCRIPTION

Coal yard on the southeast side of Myrtle Avenue on the north bank of the canal – in 1868 this yard was shown to include three structures, including a large shed sited directly on the canal bank – in 1892 the largest section of this shed was identified as a “Coal Shed” – this structure appears to have remained in use throughout the Salmon tenure, while numerous alterations and additions were made elsewhere in the yard – in 1916 a loading “Platform” was represented along the side of this building adjacent to the canal – the former coal shed was finally torn down to make way for the construction of the factory of the Boonton Molding Company – this building still stands today, partially occupied by the Boonton Liquor Outlet and partially vacant – the construction of Route 287 along the right-of-way of the canal in 1963 brought the new highway extremely close to this building – the highway’s high noise wall and the rear of the building are now separated only by a very narrow paved yard area.

SIGNIFICANCE

Coal yard developed prior to 1868 – in that year the “Lumber & Coal Yd.” of W.S. Tompkins was shown at what was then the far northeastern end of Boonton – in 1870 the Boonton Branch of the Delaware, Lackawanna and Western Railroad was completed to run roughly parallel to and just northwest of Myrtle Avenue – Tompkins built a second lumber and coal yard on the northwest side of Myrtle that was served by this new rail line – in 1887 Tompkins was shown to be active at both this new yard and at the original yard across the street on the canal – both properties were acquired by Henry B. Salmon c. 1890 – the firm of Henry Salmon & Son was still operating both yards in 1924 – by mid-century the former coal yard on the canal had been redeveloped to serve as “Plant No. 2” of the Boonton Molding Company.

COMMENTS

Coal yard active during the second half of the 19th and the first quarter of the 20th centuries – no standing structures – low potential archaeological significance.

REFERENCES

Lightfoot and Geil 1853; Beers 1868; History of Morris County 1882; Robinson 1887; Sanborn 1892; 1901; 1909; 1916; 1924; 1924/1950; 1924/1965.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

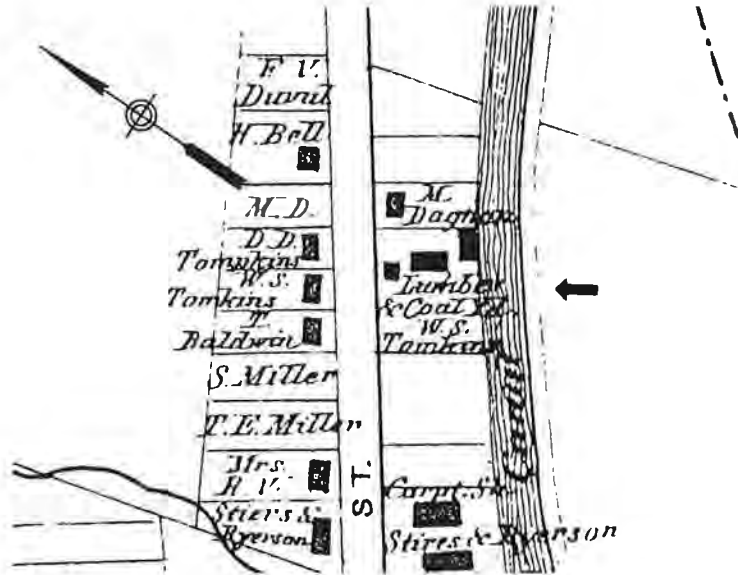
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Tompkins/Salmon Coal Yard

HISTORIC MAP

Source: Beers 1868

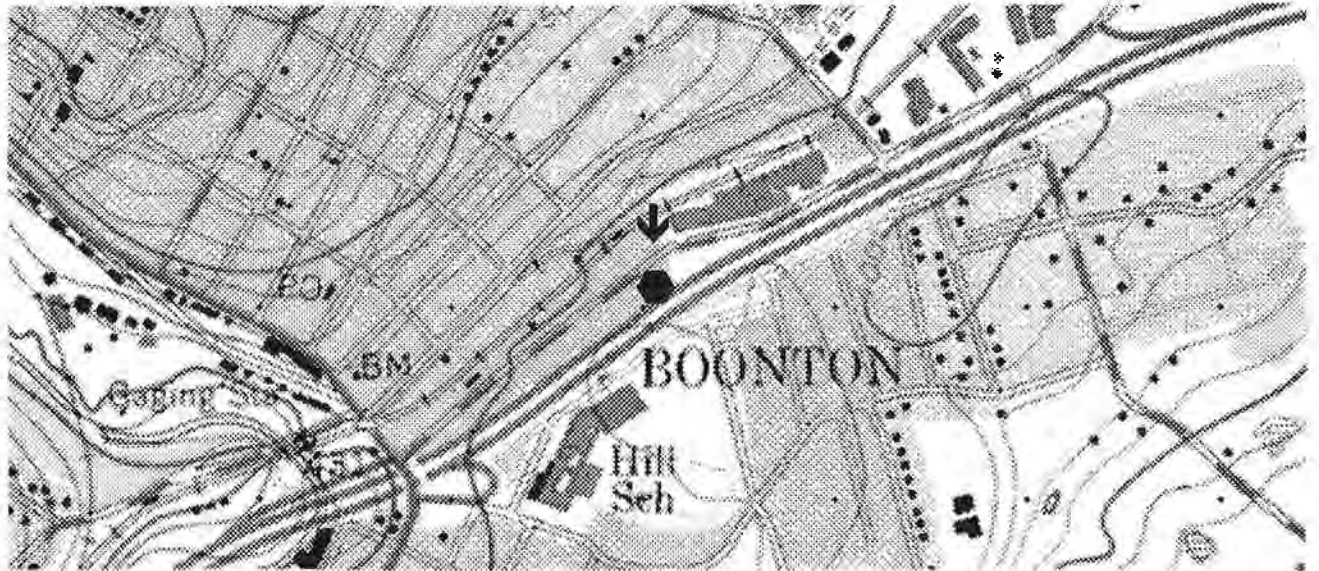
Scale: 1 inch = 200 feet



USGS QUAD: Boonton

UTM References: 18 0550267E, 4528192N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Van Ness Coal Yard (36)

LOCATION: Southeast corner of Canal and Pine Brook Roads

MUNICIPALITY: Montville Township

COUNTY: Morris

DESCRIPTION

Coal yard in the southeast corner of Canal and Pine Brook Roads on the northwest bank of the canal – physical configuration unclear – said to have included structures that remained standing until c. 1960 – the site is presently vacant, with a portion serving as a gravel parking area and the remainder within an overgrown, wooded area – some filling associated with Pine Brook Road at the northeastern end of the site – the overgrown canal prism is very apparent here, with some continuing water retention.

SIGNIFICANCE

Coal yard apparently developed during the latter period of the canal's operation – associated with general store that was in place by 1853 – blacksmith shop established just to the southwest of the later site of the yard c. 1860 – yard referred to as the Van Ness Coal and Feed Yard – the presence of the Delaware, Lackawanna and Western Railroad's Boonton Branch probably allow the yard to continue its operations after the abandonment of the canal.

COMMENTS

Coal yard active during the latter part of the canal's period of operation – no standing structures – low potential archaeological significance.

REFERENCES

Lightfoot and Geil 1853; Beers 1868; Robinson 1887; Acroterion 1987; Montville Township Historic Preservation Review Commission 1988; Cultural Resource Consulting Group 1997a.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Van Ness Coal Yard

HISTORIC MAP

Source: Robinson 1887

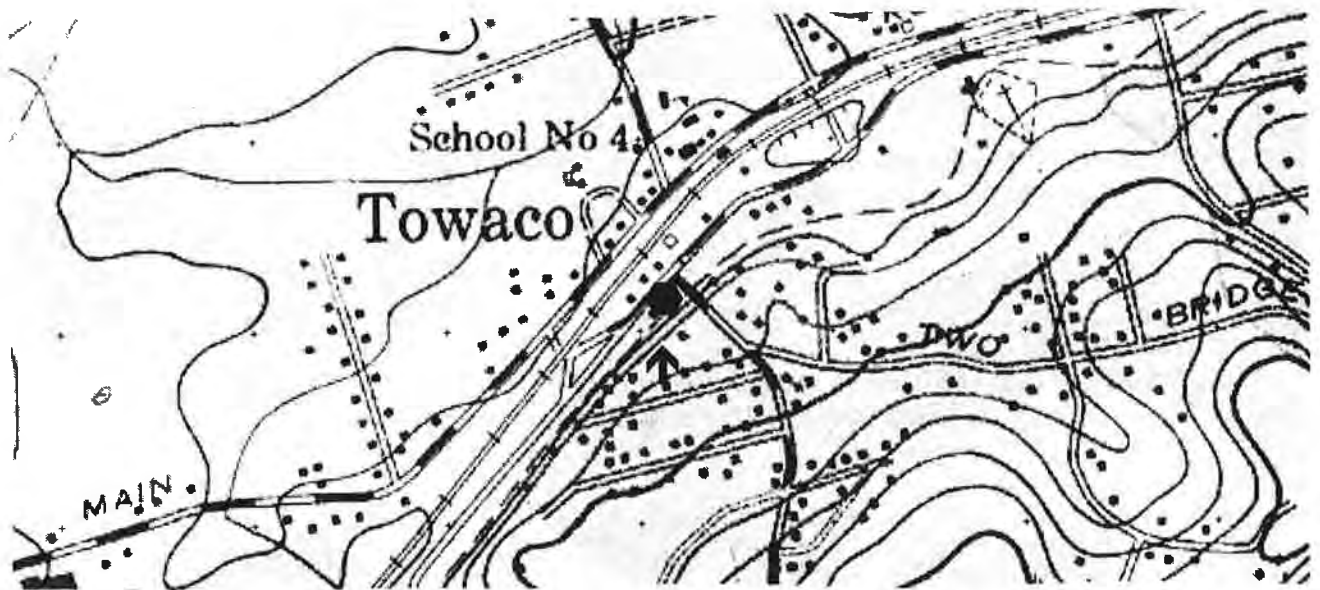
Scale: 1 inch = 1000 feet (approx.)



USGS QUAD: Pompton Plains

UTM References: 18 0555267E, 4530001N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Pompton Ironworks Complex (37)

LOCATION: North side of the Ramapo River on both sides of Paterson-Hamburg Turnpike

MUNICIPALITY: Pompton Lakes Borough

COUNTY: Passaic

DESCRIPTION

Large multi-component iron-processing complex initially centered around charcoal furnace, with a rolling mill added in 1838 – this latter facility used coal brought in via the Pompton Feeder – the charcoal furnace was later converted into a file works, and the rolling mill to a steel furnace – both of these facilities also used coal, which was off-loaded at a dock on north side of the feeder immediately to the west of Paterson-Hamburg Turnpike – this far northern segment of the feeder was actually a portion of the Ramapo River that was improved to also serve as slackwater canal – the river (or slackwater canal) was quite wide here, and the area adjacent to the dock was commonly referred to as a basin – the physical configuration of this off-loading facility is unclear – the docks and other elements of the works were destroyed in a large flood in 1903 – the works was abandoned in 1907, and most of the complex was demolished within a decade – by 1929 a hydro-electric plant had been built on the furnace/file works site and a concrete factory was occupying the rolling mill/steel furnace site.

SIGNIFICANCE

The first elements of the Pompton Ironworks Complex were developed during the early 18th century – the works, which centered around a charcoal furnace, was acquired by Martin Ryerson in 1797 – the canal's Pompton Feeder was completed to reach the works in 1837 – in 1838 Ryerson and his son Peter M. Ryerson added a rolling mill – the younger Ryerson gained full control of the works with his father's death in 1839, and in 1842 he organized the business as the Ryerson Iron Co. – in 1854 James Horner acquired a portion of the property and began manufacturing steel files – the rolling mill remained active until it was sold off c. 1855 and converted into a steel furnace – both this facility and the charcoal furnace (which was converted into a file works) were acquired by Horner and new partner James Ludlam c. 1860 – the firm of Horner & Ludlam and its successor firms (the Pompton Iron and Steel Co. and the Ludlum Steel and Spring Co.) continued operations here until 1907 – the works were then abandoned and operations were moved to Watervliet, N.Y.

COMMENTS

Large iron processing plant active during the 18th and 19th centuries – significant historically for its role in the iron industry of northern New Jersey – some industrial archaeological remains apparent – coal-related features would only be of significance as components of the larger property.

REFERENCES

Map of the Ringwood Valley Railroad 1854; Hopkins 1861; E.B. Hyde & Company 1877; Sanborn 1929; Boyer 1931; Ransom 1966; Archaeological Survey Consultants 1982; Marshall 1982; Kalata 1983; Princeton Aqua Science 1983; Lenik et al. 1988; 1989; 1990; Pickman and Boesch 1991; Rutsch and Sandy 1995; Macasek 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

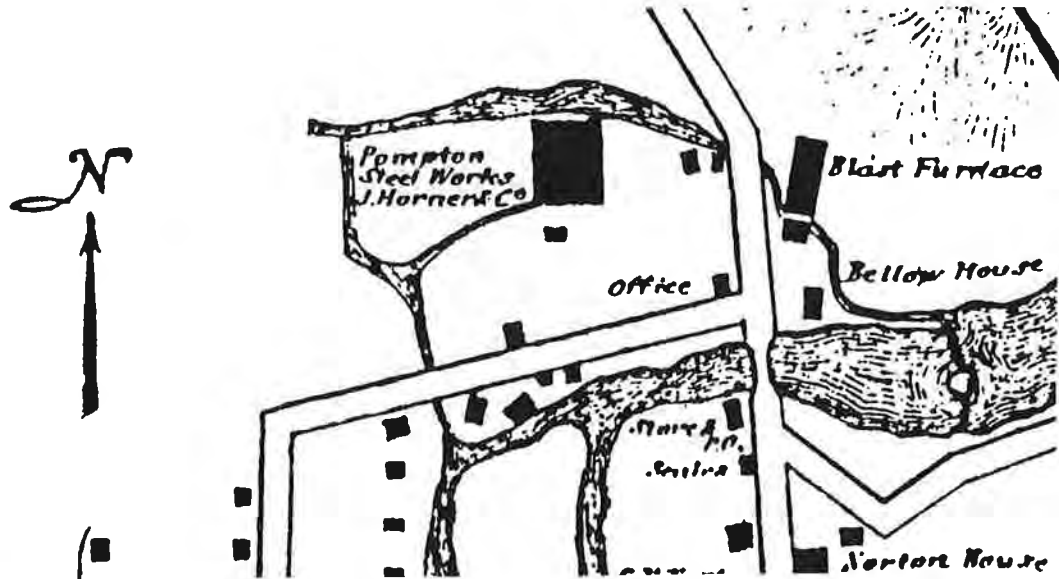
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Pompton Ironworks Complex

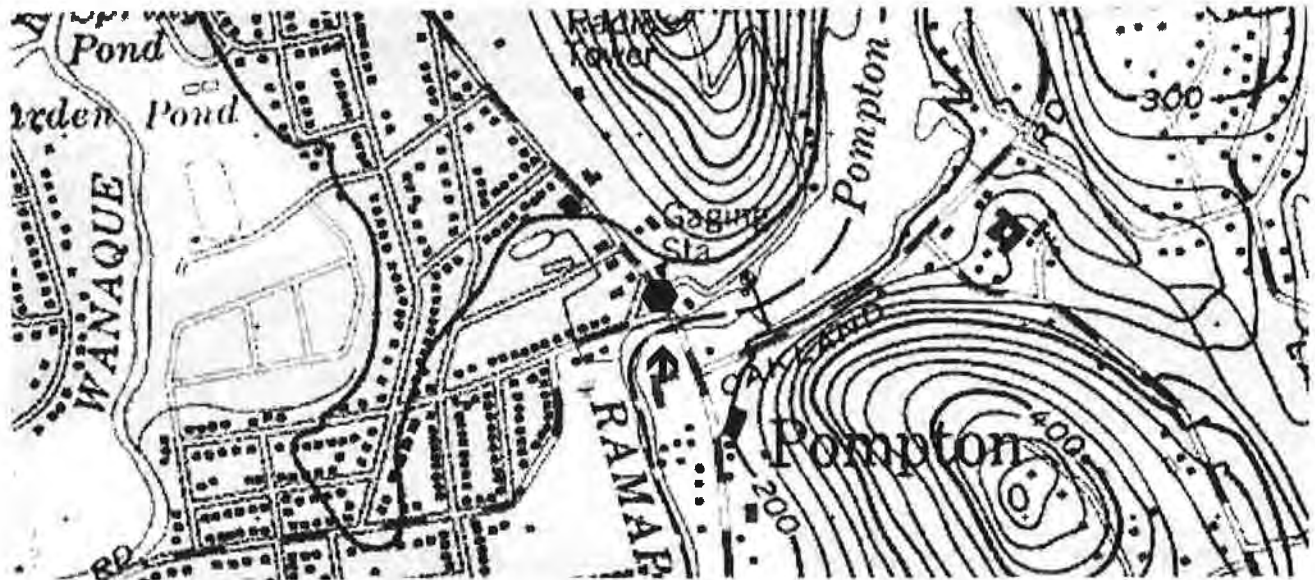
HISTORIC MAP

Source: Hopkins 1861
Scale: 1 inch = 400 feet (approx.)



USGS QUAD: Pompton Plains

UTM References: 18 0560503E, 4537936N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Riker Coal Yard (38)

LOCATION: East angle of the intersection of Maple Street and McBride and Paterson Avenues

MUNICIPALITY: Little Falls Township

COUNTY: Passaic

DESCRIPTION

Coal yard at the intersection of Maple Street and McBride and Paterson Avenues on the south bank of the canal – in 1877 it was shown to consist of a large coal shed on the canal bank – by 1915 two dwelling had been built within what had been the open southern section of the yard – the coal shed remained standing just to the north, however, in 1925 – the shed had been torn down by mid-century.

SIGNIFICANCE

Coal yard apparently developed c. 1870 (not represented in 1861) – in 1877 “J. Rikers Coal Yard” was depicted, with Riker’s dwelling shown on the opposite side of the canal – the continued presence of the coal shed in 1925 suggests that the yard may have operated into the latter period of the canal’s operations.

COMMENTS

Coal yard active between c. 1870 and possibly into the latter part of the canal’s period of operation – no apparent standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1915; 1925; 1925/1951.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

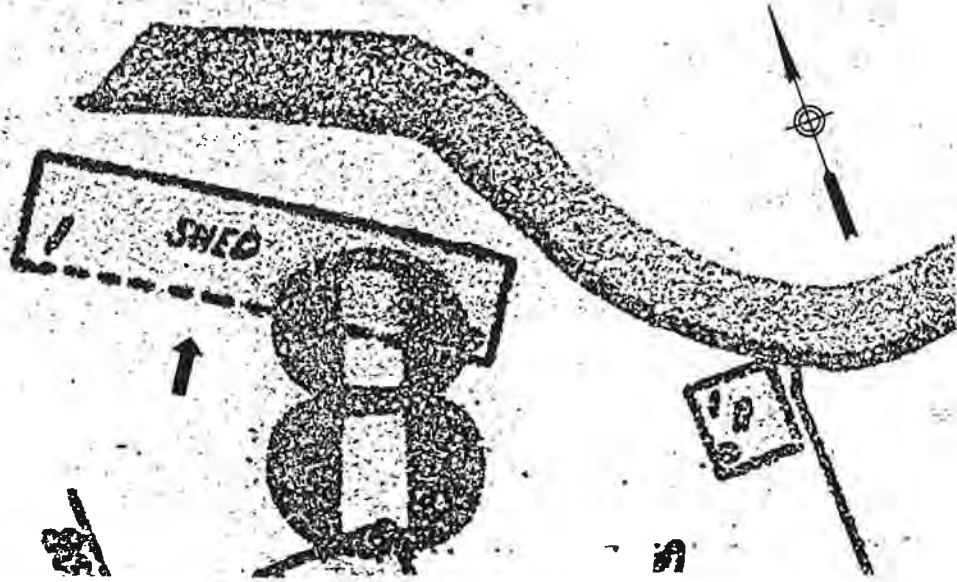
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Riker Coal Yard

HISTORIC MAP

Source: Sanborn 1925

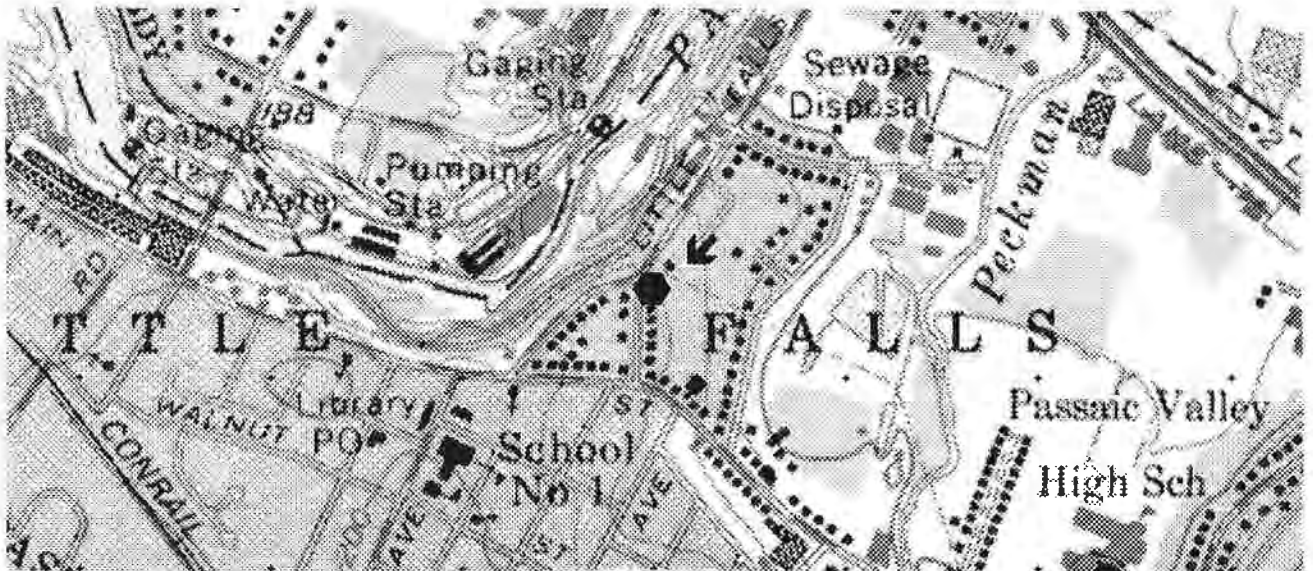
Scale: 1 inch = 50 feet



USGS QUAD: Paterson

UTM References: 18 0565304E, 4525788N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Stanley Coal Yard (39)

LOCATION: East side of Maple Street just south of its intersection with McBride and Paterson Avenues

MUNICIPALITY: Little Falls Township

COUNTY: Passaic

DESCRIPTION

Coal yard on the east side of Maple Street on the southwest bank of the canal – in 1877 it was shown to consist of two large coal sheds, one on the canal bank at the rear of the yard and the other on the Maple frontage, and a smaller structure on Maple – by 1915 the two coal sheds were no longer present, while the smaller building had been adapted to serve as a hose house for a local fire company – the front (west) part of the former yard was fully redeveloped with the demolition of the hose house and the subsequent construction of three dwellings before mid-century.

SIGNIFICANCE

Coal yard apparently developed c. 1870 (not represented in 1861) – in 1877 “Stanleys Coal Yard” was depicted – by 1915 the section of the former yard adjacent to Maple Street was the site of the Enterprise Fire Company No. 2 Hose House – by 1925 this portion of the property had been fully redeveloped with the construction of two dwellings, with a third added by mid-century.

COMMENTS

Coal yard apparently active during the latter decades of the 19th century – no apparent standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1915; 1925; 1925/1951.

RECORDED BY: Richard L. Porter

DATE: May 1999

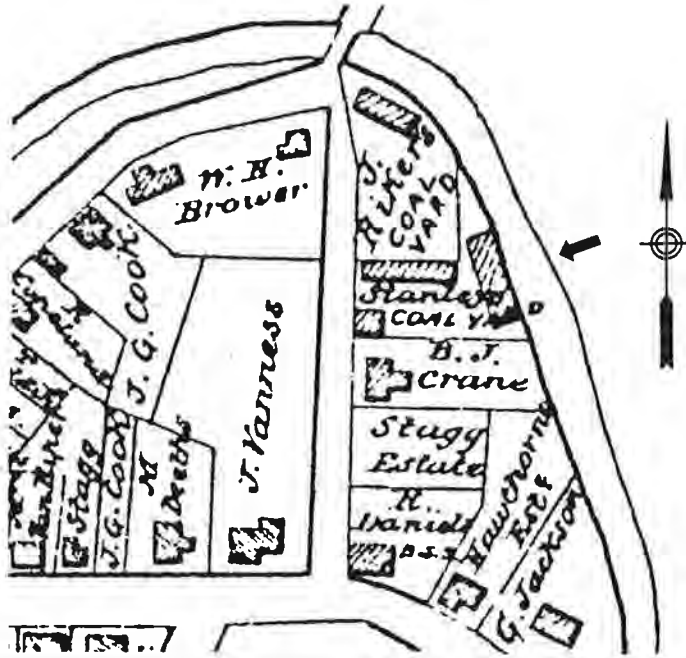
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Stanley Coal Yard

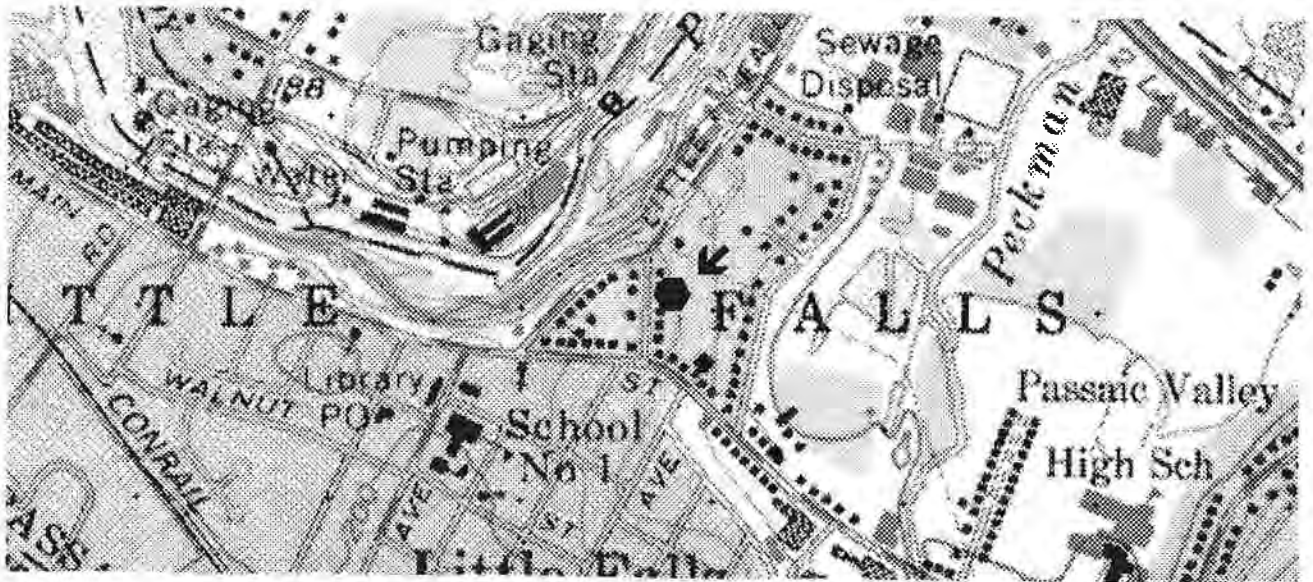
HISTORIC MAP

Source: E.B. Hyde & Co. 1887
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Paterson

UTM References: 18 0565323E, 4525734N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Dowling Coal Yard (40)

LOCATION: East side of New Street at Interstate Route 80

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the east side of New Street on the south bank of the canal – in 1915 it was shown to be dominated by a single large coal shed – this building, although sited directly on the bank of the canal, was built around a tipple track at the end of a siding connected to the nearby Delaware, Lackawanna and Western Railroad line – by mid-century this shed had been demolished, and its site was now occupied by a coal trestle with open coal pockets below – the site of this former coal yard now lies beneath Interstate Route 80, which follows the route of the former canal.

SIGNIFICANCE

Coal yard developed sometime between 1899 and 1915 – primarily a rail-related yard, with siding providing connection with the Delaware, Lackawanna and Western Railroad – siting on bank of canal suggests that it also served as a source of coal for the yard – by 1915 it was owned by Daniel Dowling, whose business also included the sale of builder's supplies – at mid-century it was still active and noted as the "Berger & Poetz Coal Yard" – Dowling had developed a new rail-related coal yard on the opposite side of the former canal on the south side of Grand Street on property formerly owned by the Passaic Water Company.

COMMENTS

Coal yard active during the first half of the 20th century – no standing structures – extremely low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Robinson 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

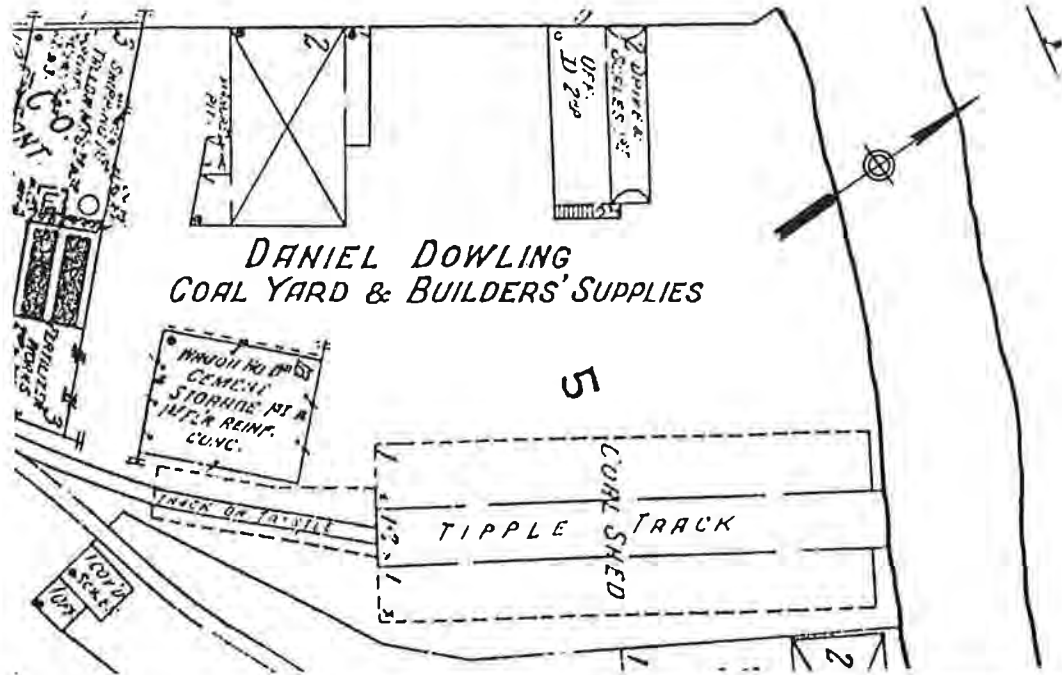
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Dowling Coal Yard

HISTORIC MAP

Source: Sanborn 1915

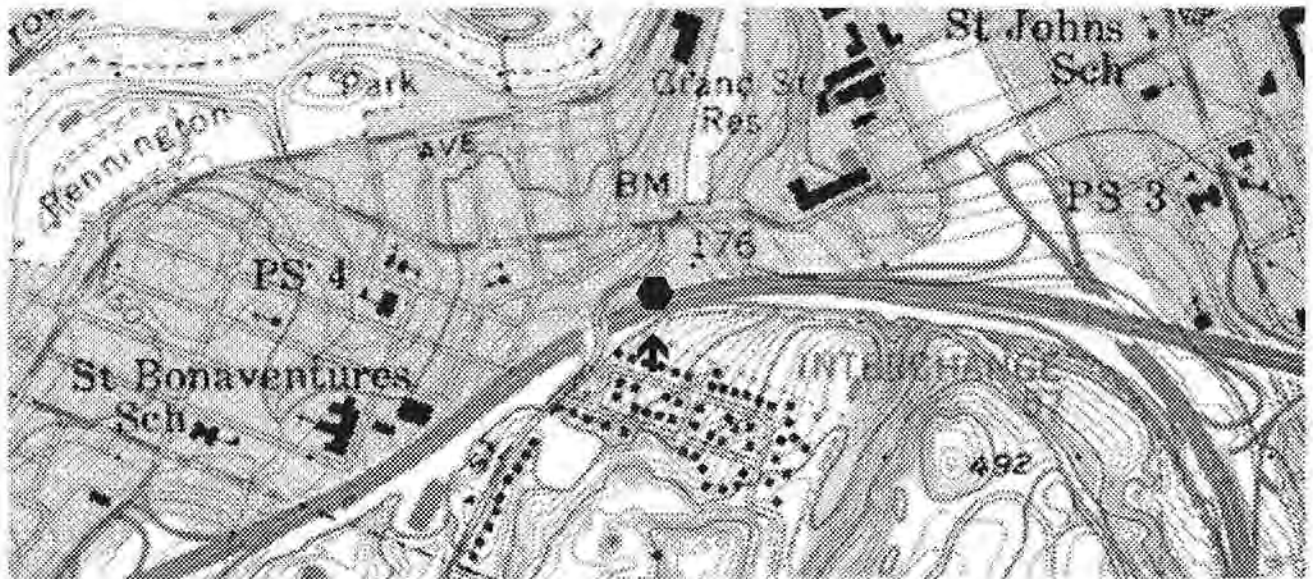
Scale: 1 inch = 50 feet



USGS QUAD: Paterson

UTM References: 18 0568809E, 4528726N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Vert & Smethfield Coal Yard (41)

LOCATION: Approximately 300 feet east of New Street and 300 feet south of Grand Street at Interstate Route 80

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard to the east of New Street on the south bank of the canal – in 1899 it was shown to include two large L-plan coal sheds on the canal, one of which was served by a rail siding providing a connection to the nearby Delaware, Lackawanna and Western Railroad line – by 1915 the shed associated with the siding had been torn down, although the siding remained active, with coal brought in by rail now stored in open piles – the other shed remained standing at the bank of the canal – by mid-century the entire yard had been cleared, with fuel oil tanks standing on the south bank of the abandoned canal and a new siding extending through the property to connect with a new coal yard on the opposite side of the former canal on the south side of Grand Street – the site of this former coal yard now lies beneath Interstate Route 80, which follows the route of the former canal.

SIGNIFICANCE

Coal yard developed sometime between 1877 and 1899, apparently on land owned by the noted Society for the Establishment of Useful Manufactures, the entity primarily responsible for the development of Paterson as an industrial center – it appears to have been primarily a rail-related yard, with a siding providing a connection with the Delaware, Lackawanna and Western Railroad – siting on bank of canal suggests that it also served as a source of coal for the yard – in 1899 it was identified as the “Vert & Smethurst” coal yard, and this firm was still present (given as Vert & Smethfield”) in 1915 – by mid-century the property was controlled by Daniel Dowling, the owner of a larger coal yard on the opposite (north) side of the abandoned canal.

COMMENTS

Coal yard active during the late 19th and early 20th century – no standing structures – extremely low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Robinson 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

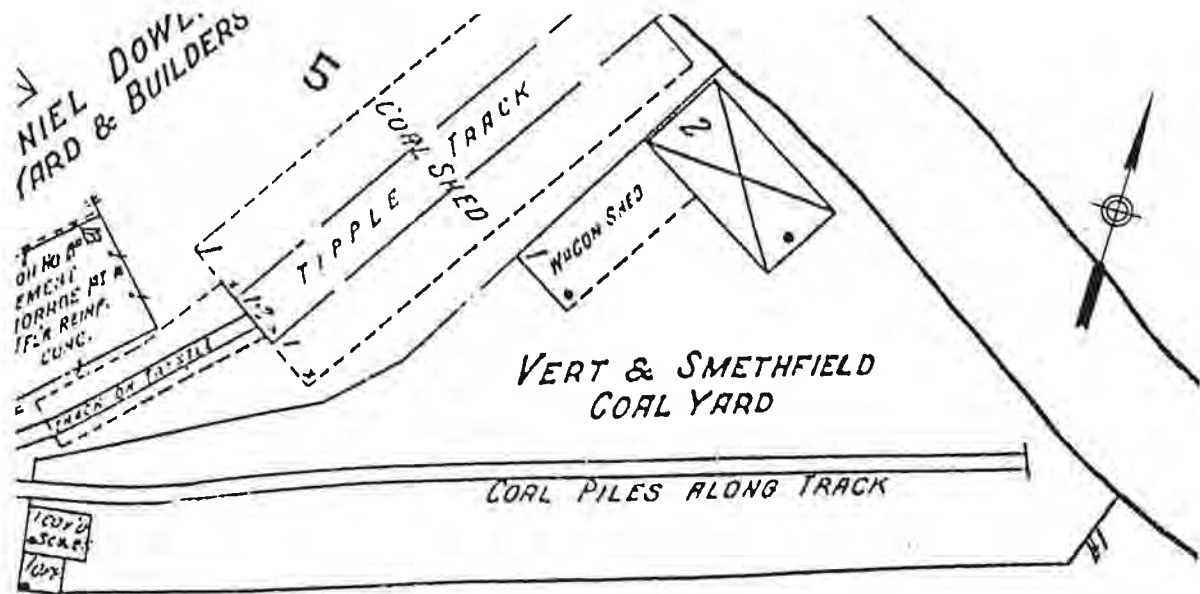
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Vert & Smethfield Coal Yard

HISTORIC MAP

Source: Sanborn 1915

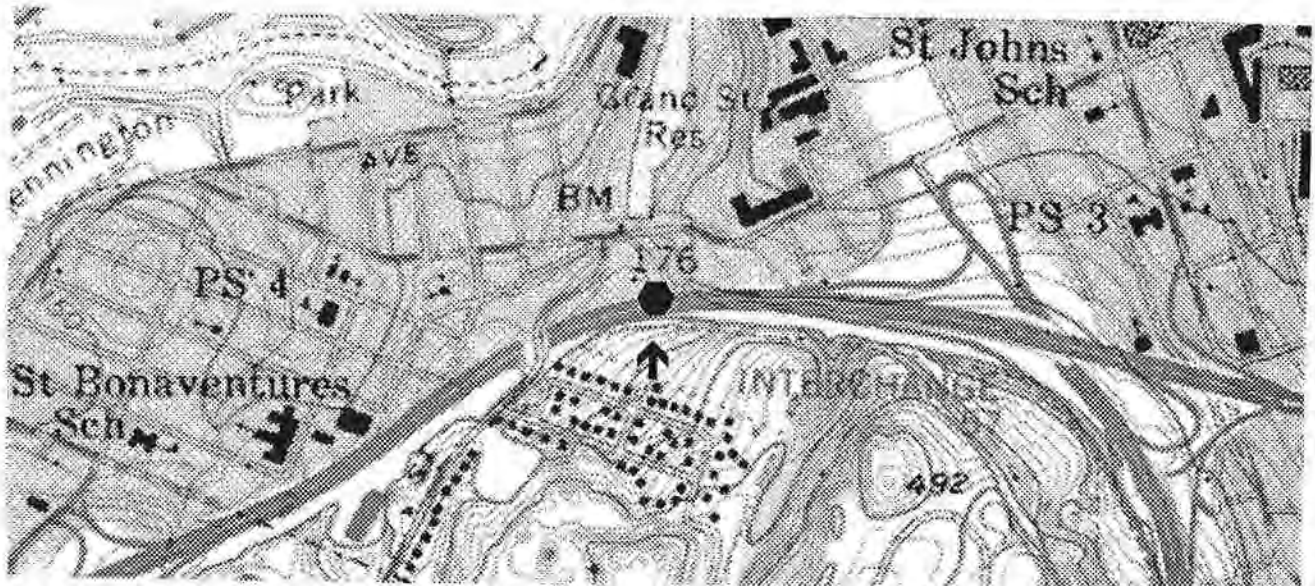
Scale: 1 inch = 50 feet



USGS QUAD: Paterson

UTM References: 18 0568904E, 4528742N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Agnew Coal Yard (42)

LOCATION: Approximately 300 feet southeast of the end of Morris Street at Interstate Route 80

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the south side of Slater Street to the east of Morris Street and on the north bank of the canal – in 1877 it was shown to include four structures, notably a large coal shed sited directly on the canal – the coal shed was again depicted in 1887, although it was somewhat smaller, having been truncated at its western end – the other two of the three structures shown in 1877 remained in 1887: a dwelling and a small barn on Slater – by 1899 the dwelling had been torn down, but the coal shed remained and had been expanded to a length of 125 feet along the canal – this property was shown to be vacant in 1915, and it now lies beneath Interstate Route 80, which follows the route of the former canal.

SIGNIFICANCE

Coal yard developed sometime prior to 1877 – in 1899 this property was identified as the “John Agnew Coal Yard” – by 1915 the property was vacant, although it was still owned by the Estate of John Agnew.

COMMENTS

Coal yard established before 1877 and active into the early part of the 20th century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

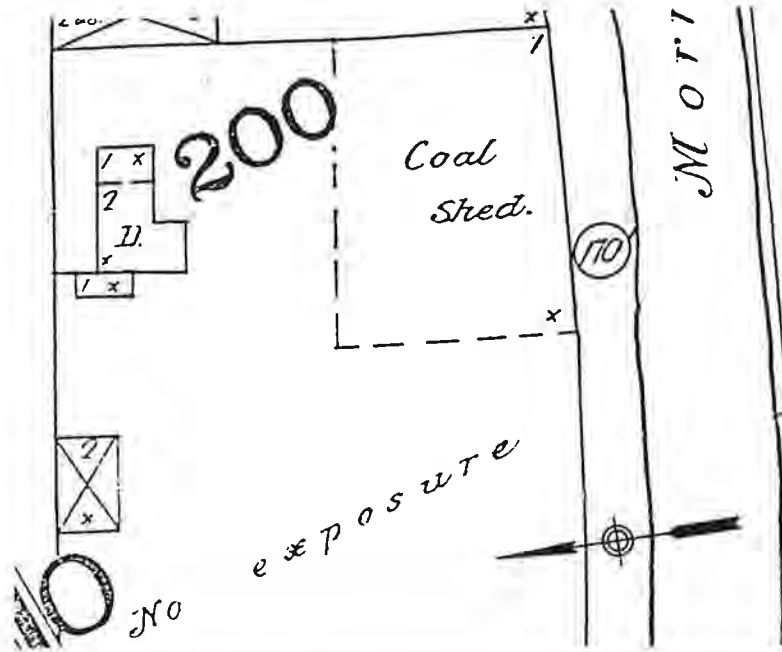
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Agnew Coal Yard

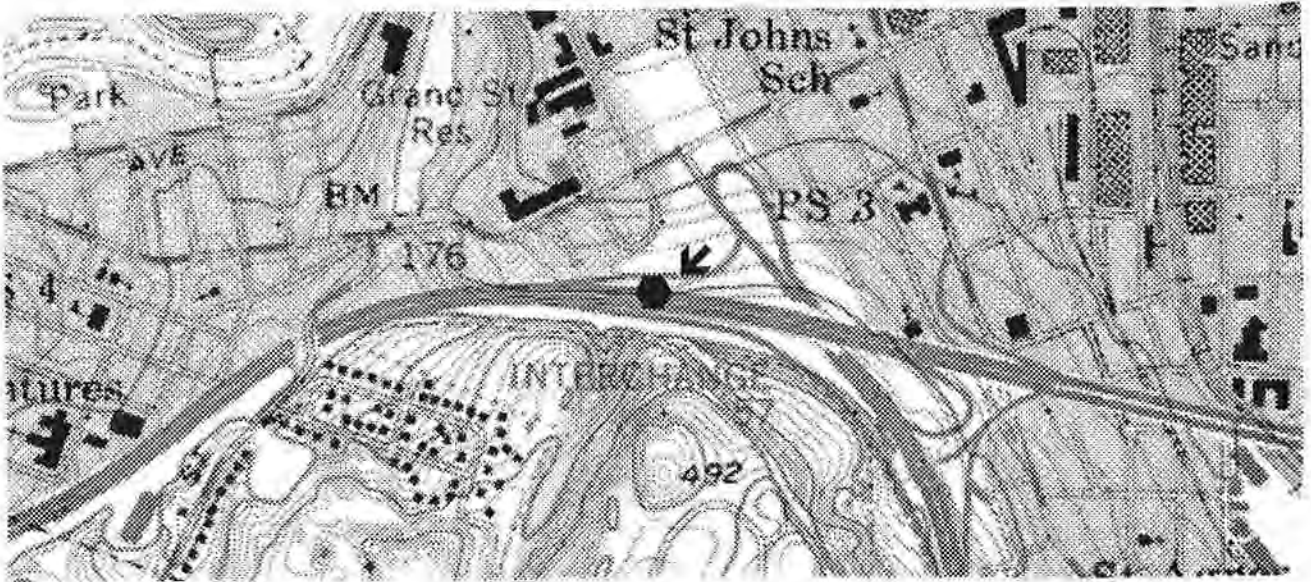
HISTORIC MAP

Source: Sanborn 1887
Scale: 1 inch = 50 feet



USGS QUAD: Paterson

UTM References: 18 0569267E, 4528746N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Cooke Locomotive and Machine Company Coal Yard (43)

LOCATION: Approximately 400 feet southeast of the end of Spruce Street at Interstate Route 80

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the south side of Slater Street to the west of Spruce Street and on the north bank of the canal – in 1877 it was shown to include two structures, including a large coal shed sited directly on the canal – in 1887 the coal shed, with its attached two-story barn that extended to the Slater frontage, was shown to occupy nearly half the yard – the second structure shown a decade earlier was identified as a dwelling, and there was now also a two-section lumber shed attached to the barn on Slater – by 1915 the large coal shed had been demolished, but the remainder of the buildings remained in place – by mid-century the property, including several of the buildings that had stood as part of the coal yard, was in use as an automobile repair business – the site of this former coal yard now lies beneath Interstate Route 80, which follows the route of the former canal.

SIGNIFICANCE

Coal yard developed sometime prior to 1877 – in 1899 this property was identified as the “Cooke Locomotive Works Coal Yard” – it was also apparently used by the company as a stabling facility – the Cooke Locomotive and Machine Company was, for some time, one of the leading producers of locomotives in the United States and occupied a prominent among the complement of locomotive manufacturers that made Paterson an international center of that industry during the 19th century – by 1915 the property, although still owned by the Cooke interests, had apparently ceased to function as a coal yard – by mid-century it was in use as an automobile repair facility.

COMMENTS

Coal yard established before 1877 and active into the early part of the 20th century – significant historically for its association with the Cooke Locomotive and Machine Company – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994; Porter and Bzdak 1999.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

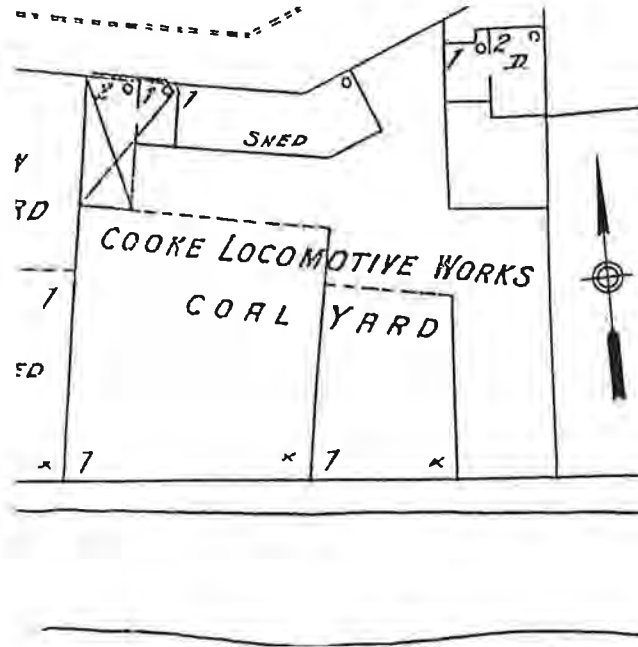
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Cooke Locomotive and Machine Company Coal Yard

HISTORIC MAP

Source: Sanborn 1899

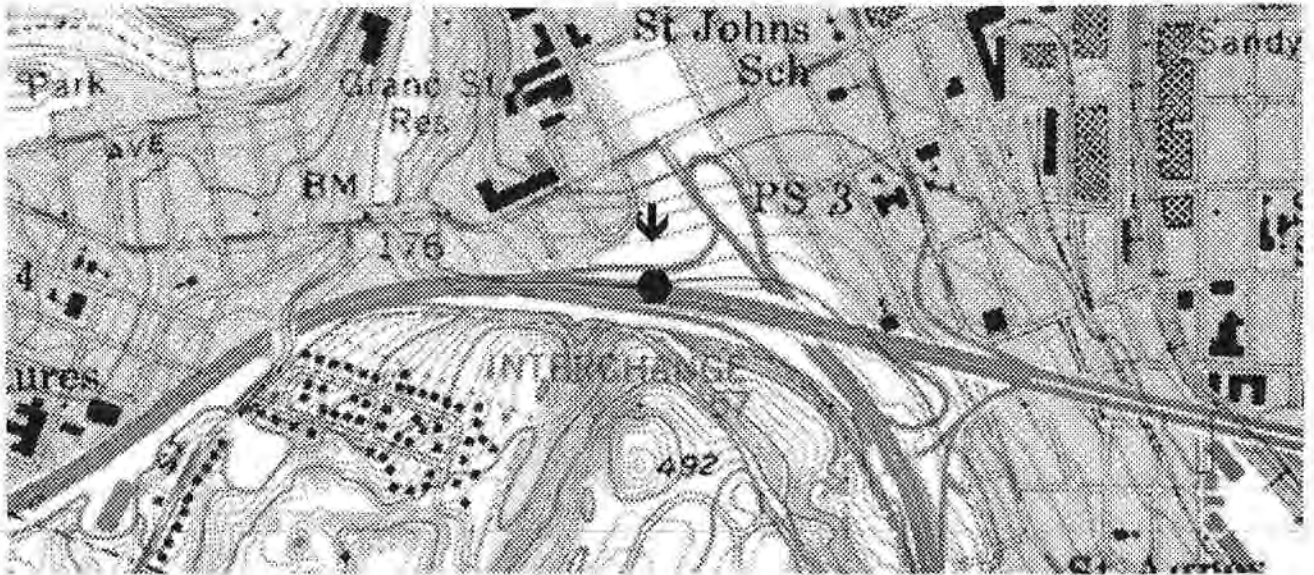
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569305E, 4528742N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Spruce Street Coal Yard (44)

LOCATION: Approximately 450 feet southeast of the end of Spruce Street at Interstate Route 80

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the south side of Slater Street to the east of Spruce Street and on the north bank of the canal – in 1877 it was shown to include two structures, both apparently large coal sheds, sited directly on the canal – by 1887 both buildings had been demolished and the property was vacant – a dwelling was built in the eastern part of the property between 1915 and 1951 – the site of this former coal yard now lies beneath Interstate Route 80, which follows the route of the former canal.

SIGNIFICANCE

Coal yard developed sometime prior to 1877 – this property was vacant by 1887, and it remained largely undeveloped into the middle decades of the present century.

COMMENTS

Coal yard established before 1877 and abandoned by 1887 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

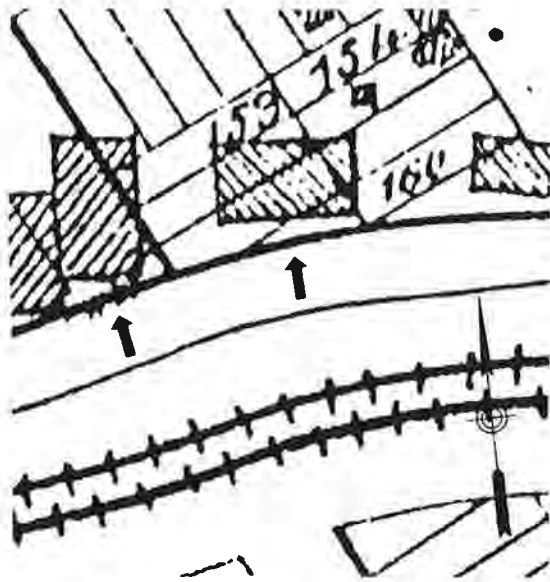
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Spruce Street Coal Yard

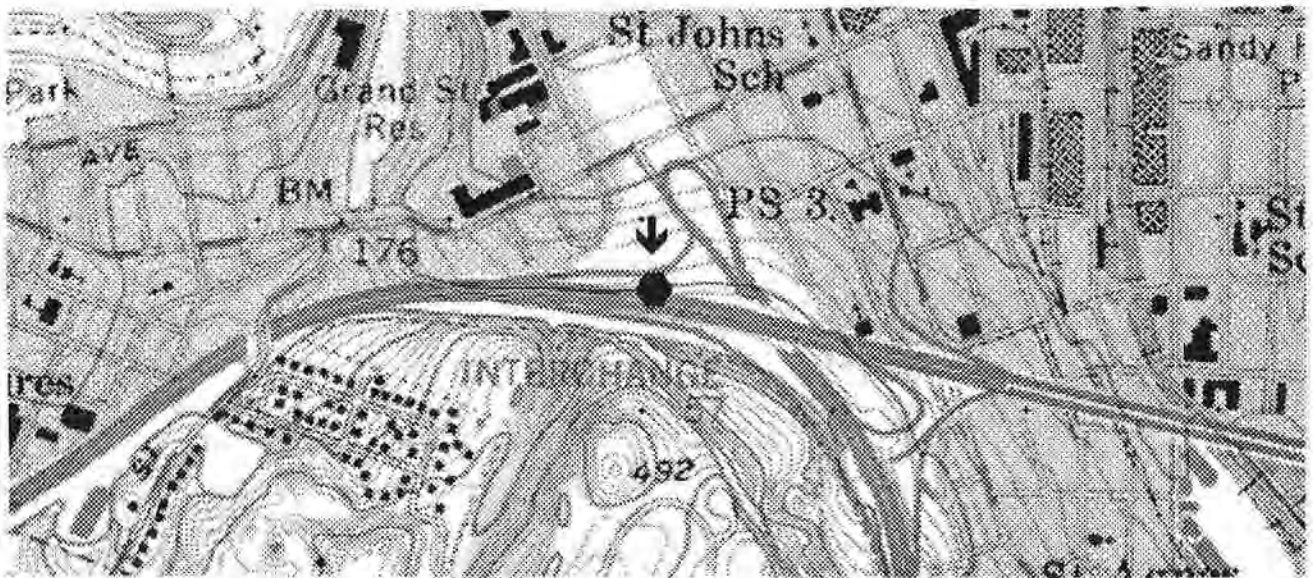
HISTORIC MAP

Source: E.B. Hyde & Co. 1877
Scale: 1 inch = 100 feet (approx.)



USGS QUAD: Paterson

UTM References: 18 0569343E, 4528747N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Rogers Locomotive Works Coal Yard (45)

LOCATION: At the intersection of Interstate Route 80 and N.J. Route 19

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard to the south of Slater Street and on the north bank of the canal – in 1877 it was shown to consist of a single large coal shed sited directly on the canal that extended from a point just to the west of Jersey Street to a point to the west of Pine Street – by 1887 the majority of this shed had been demolished, with only its far eastern and western ends surviving – the western end was shown as an “Old Shed” on the west side of Pine – the eastern end adjacent to Jersey Street now served as the coal shed and major structure for the Rogers coal, sand, and pig iron storage yard – all structures were removed c. 1910, and the property remained vacant into the middle part of the century – the site of this former coal yard now lies beneath the intersection of Interstate Route 80 and N.J. Route 19, both of which follow the route of the former canal in this area.

SIGNIFICANCE

Coal yard developed sometime prior to 1877 – this yard originally extended along the canal Jersey Street on the east to beyond Pine Street on the west – by 1887 the yard had been consolidated and occupied only the far southeastern end of the original property to front on Jersey Street – it was now owned by “J. Rogers” and was used for the handling of “Coal, Sand and Pig Iron” – in 1899 it was identified as the “Rogers Locomotive Works Coal Yard” – the Rogers concern was the leading producer of locomotives in the United States during the middle decades of the 19th century and also the leader among the complement of locomotive manufacturers that made Paterson an international center of that industry – the yard was abandoned and cleared of structures between 1899 and 1915, and it remained vacant into the mid-20th century.

COMMENTS

Coal yard established before 1877 and active into the early part of the 20th century – significant historically for its association with the noted Rogers Locomotive Works – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994; Porter and Bzdak 1999.

RECORDED BY: Richard L. Porter

DATE: May 1999

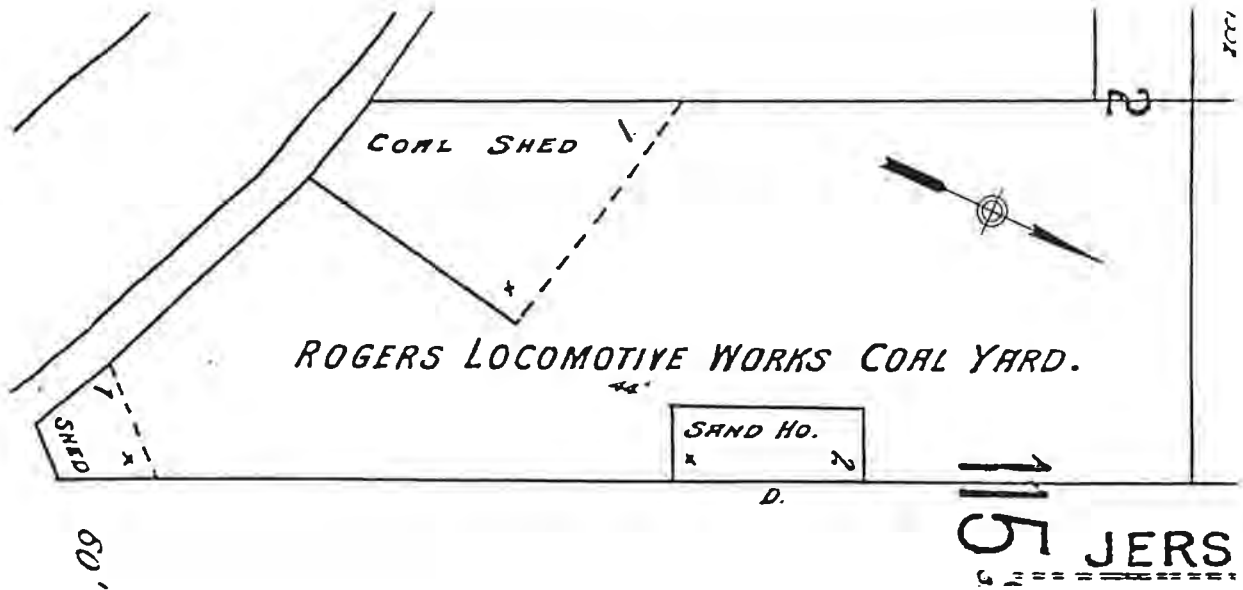
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Rogers Locomotive Works Coal Yard

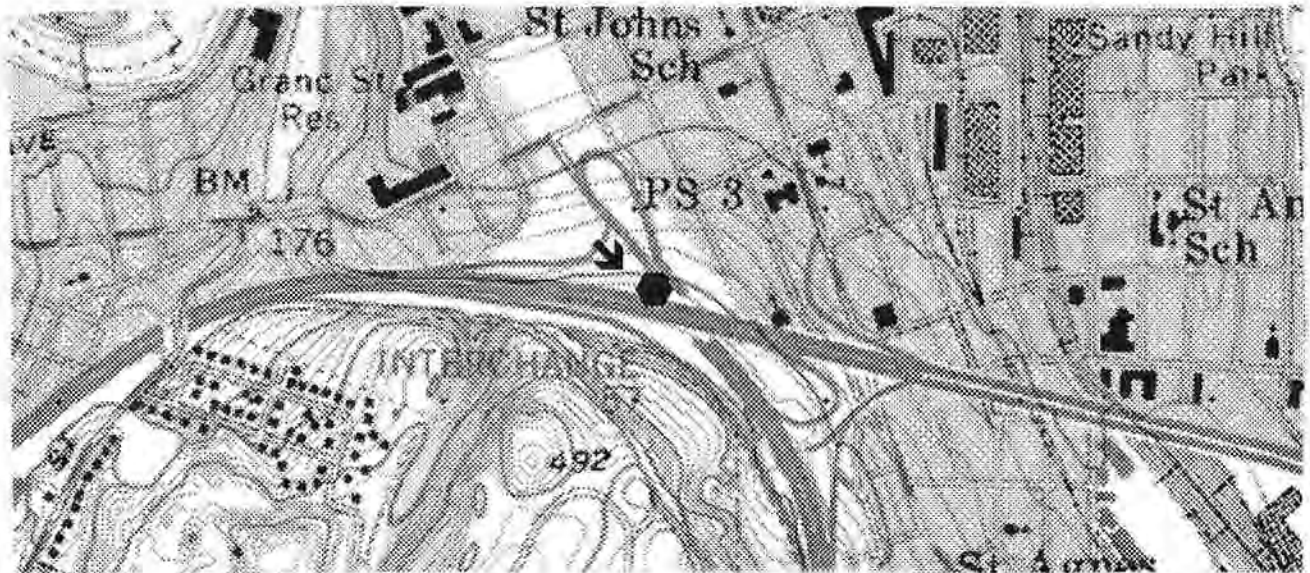
HISTORIC MAP

Source: Sanborn 1899
Scale: 1 inch = 50 feet



USGS QUAD: Paterson

UTM References: 18 0569477E, 4528733N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Westervelt Coal Yard (46)

LOCATION: At the intersection of Interstate Route 80 and N.J. Route 19

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Mill Street to the south of Slater Street and on the north bank of the canal – in 1861 it was shown to consist of a single large coal shed extending from Mill Street to the canal bank – the yard appears to have been rebuilt by 1877, with several interconnected coal sheds and smaller structures depicted – by 1887 the yard had reverted to a solely residential use – the site of this former coal yard now lies beneath the intersection of Interstate Route 80 and N.J. Route 19, both of which follow the route of the former canal in this area.

SIGNIFICANCE

Coal yard developed at or very close to the time of the canal's completion – in 1839 it was noted that a new coal yard operated by Westervelt and Geroe was sited on the bank of the canal in Paterson – in 1861 the coal yard of "C.J. Westervelt and Son" was represented on Mill Street – this yard was still active in 1877, but by 1887 it was no longer in operation.

COMMENTS

Coal yard established during the 1830s and active until c. 1880 – significant historically as an early canal-related yard – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Kalata 1983; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

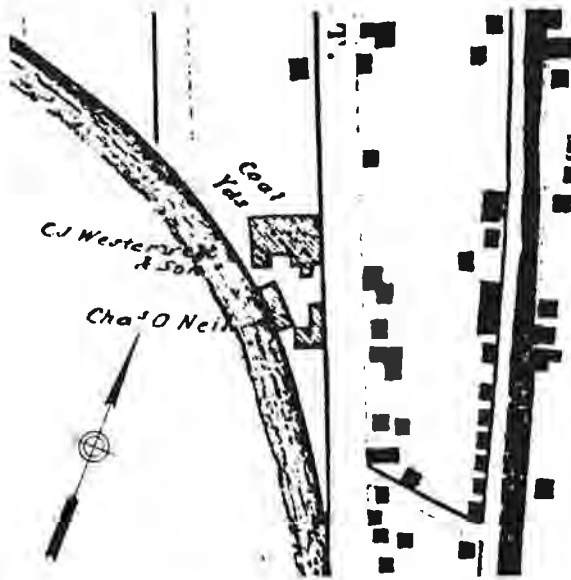
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Westervelt Coal Yard

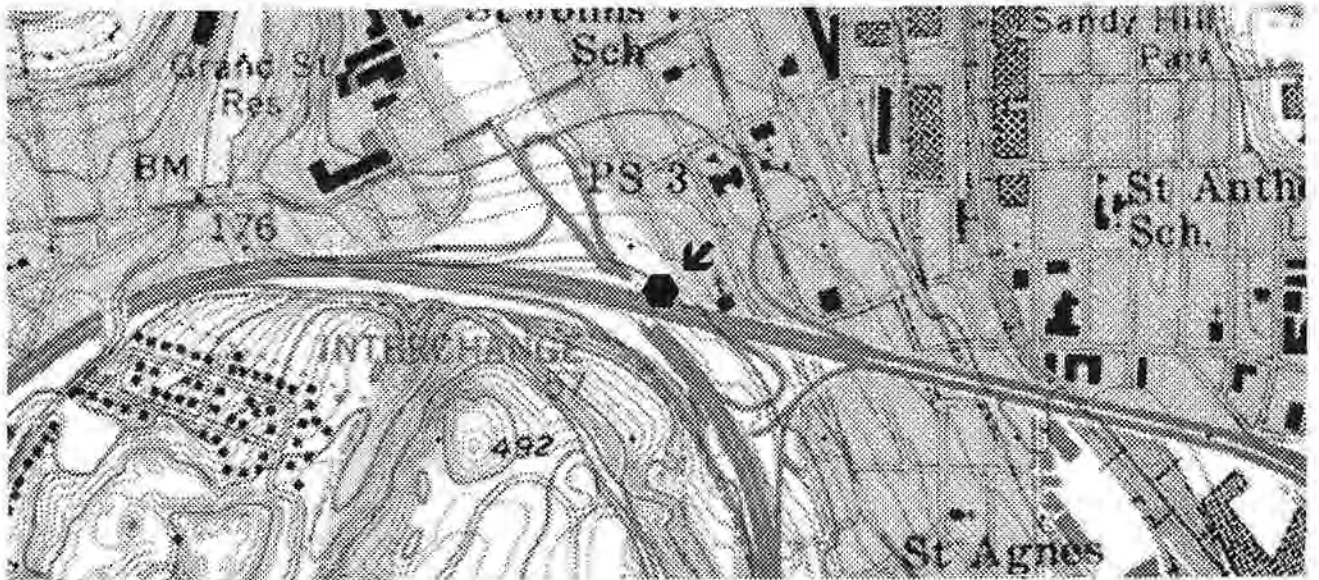
HISTORIC MAP

Source: Hopkins 1861
Scale: 1 inch = 300 feet (approx.)



USGS QUAD: Paterson

UTM References: 18 0569576E, 4528707N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: O'Neill Coal Yard (47)

LOCATION: At the intersection of Interstate Route 80 and N.J. Route 19

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Mill Street to the south of Slater Street and on the northeast bank of the canal – in 1861 it was shown to consist of two structures, one on the canal and the other on the Mill Street frontage – in 1877 it was depicted to include a large, L-plan coal shed on the canal, a second smaller structure on Mill Street, and a small storage building located at some distance to the southeast toward Clay Street – by 1887 the entire core of the yard, which now included seven attached structures, was fully enclosed and roofed, and the storage building closer to Clay Street was shown to be a coal shed – the main complex survived essential intact into the middle part of the 20th century, while the smaller shed was torn down sometime between 1915 and 1951 – the site of this former coal yard now lies beneath the intersection of Interstate Route 80 and N.J. Route 19, both of which follow the route of the former canal in this area.

SIGNIFICANCE

Coal yard developed sometime prior to 1857 – in that year it was noted that that was a major breach in the canal near O'Neill's coal yard – in 1861 the coal yard of "Chas. O'Neil" was shown extending between Mill Street and the canal – in 1887 O'Neill's business was shown to include the sale of coal and lumber – the yard was in the hands of Thomas O'Neill by 1899, and he was still the proprietor in 1915, by which time the business was again focused solely on coal – this coal yard remained active well beyond the abandonment of the canal into the middle decades of the present century.

COMMENTS

Coal yard in place by the middle part of the 19th century and active for more than a century – significant historically for its size, its long-term operation, and its lengthy affiliation with the same family – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; Kalata 1983; Lee 1983; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

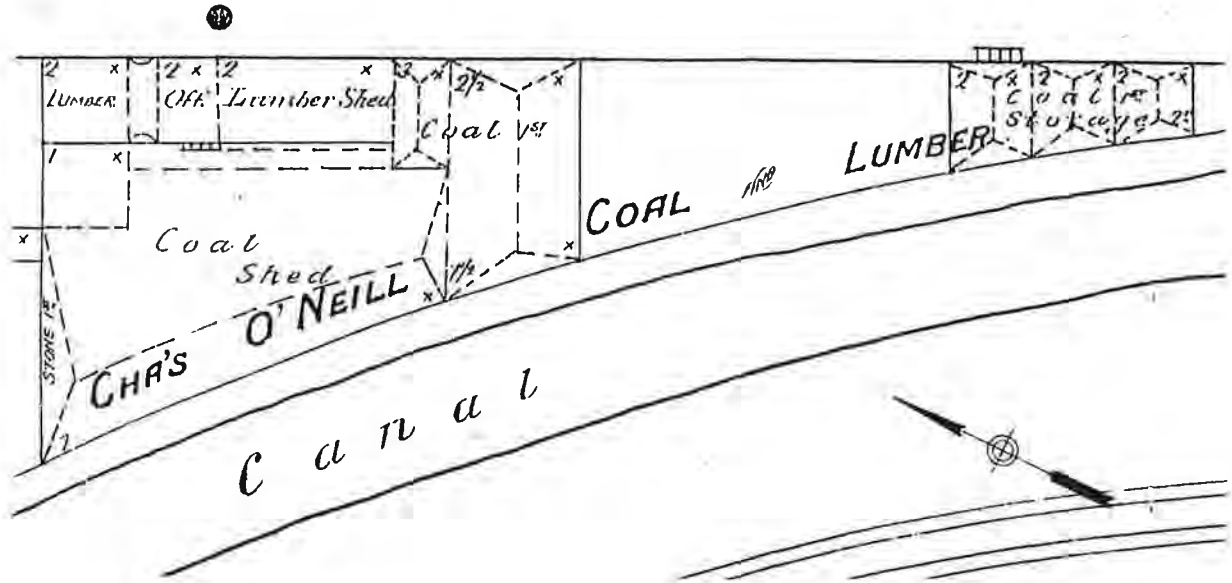
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: O'Neill Coal Yard

HISTORIC MAP

Source: Sanborn 1887

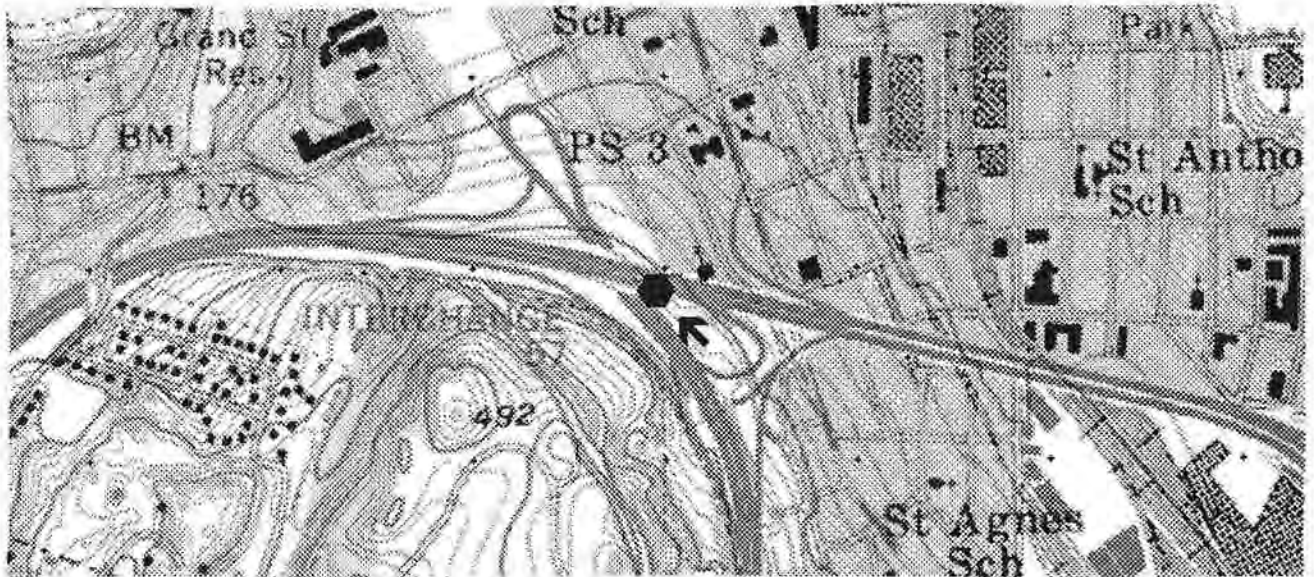
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569600E, 4528657N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Crane Coal Yard (48)

LOCATION: At the intersection of Interstate Route 80 and N.J. Route 19

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street just to the south of Clay Street on the east bank of the canal – in 1861 three unidentified structures were shown along the canal within this property – the siting of these buildings and the property's subsequent use as a coal yard may suggest that this function was in place at this time – in 1877 the yard was shown to include two long, narrow storage structures on the canal and two additional smaller buildings – the two storage structures were depicted again in 1887, and with an office standing in the center of the yard – this structural configuration remained in place in 1899, but by 1915 only a portion of one of the larger storage structures remained – in 1928 this property was cleared and incorporated as part of the Delaware, Lackawanna and Western Railroad's Lackawanna Plaza development, which centered around a new train station – the site of this former coal yard now lies beneath the intersection of Interstate Route 80 and N.J. Route 19, both of which follow the route of the former canal in this area.

SIGNIFICANCE

Coal yard possibly developed prior to 1861 and definitely in place by 1877 – in 1887 this business was referred to as "B. Crane and Son Building Materials" – in 1899 it was recorded that this yard handled coal, sand, and brick – the yard had ceased to operate by 1915.

COMMENTS

Coal yard in place by the middle part of the 19th century and active into the early part of the present century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

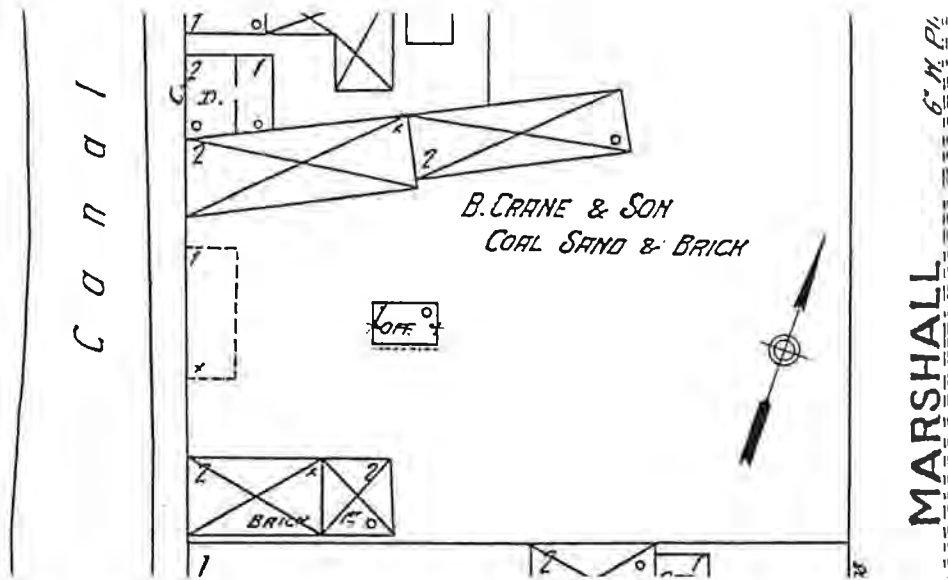
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Crane Coal Yard

HISTORIC MAP

Source: Sanborn 1899

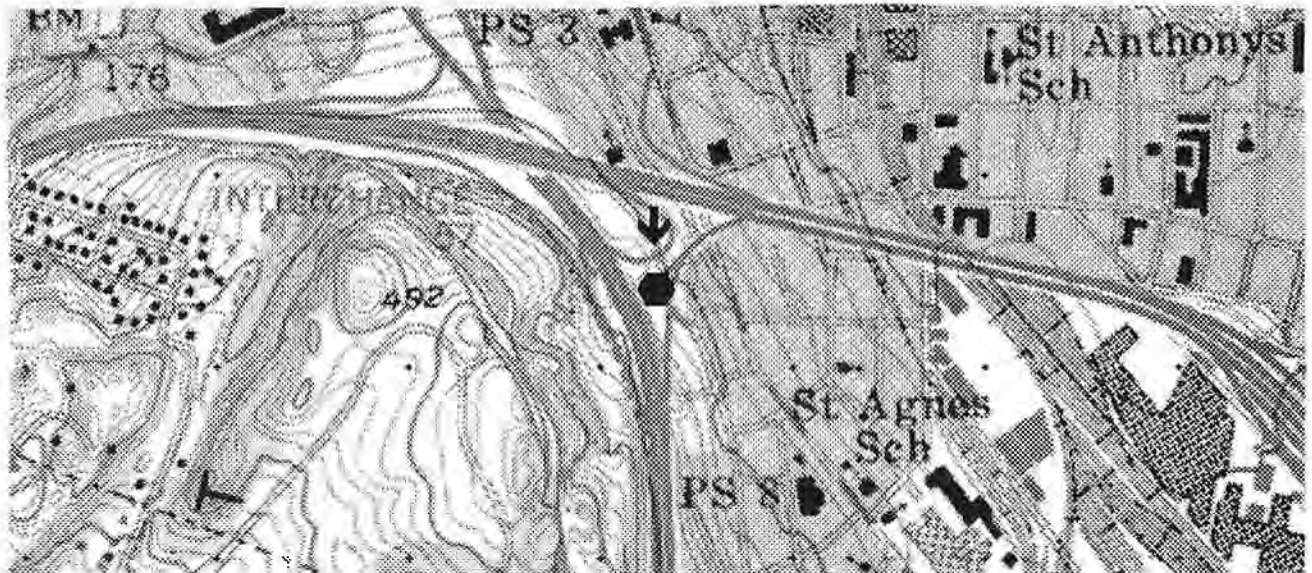
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569746E, 4528475N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: McAlister Coal Yard (49)

LOCATION: West side of Marshall Street opposite Lackawanna Plaza at the intersection of Interstate Route 80 and N.J. Route 19

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street to the south of Clay Street on the east bank of the canal – in 1877 it was shown to be dominated by a large coal shed on the canal, with a small office and two dwellings on the Marshall Street frontage – by 1887 most of the south half of the shed had been removed, but the yard remained active – by 1915 the bulk of the remainder of the former coal shed had been torn down and coal-related activities had ceased – in 1928 this property was cleared and incorporated as part of the Delaware, Lackawanna and Western Railroad's Lackawanna Plaza development, which centered around a new train station – the site of this former coal yard now lies largely beneath the intersection of Interstate Route 80 and N.J. Route 19, both of which follow the route of the former canal in this area.

SIGNIFICANCE

Coal yard developed c. 1870 – it was shown to be active in 1877 and 1887, and in 1899 it was identified as the “J.F. McAlister Coal Yard” – in 1915 McAlister still owned the property, but the yard had ceased to function.

COMMENTS

Coal yard developed c. 1870 and active into the early part of the present century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

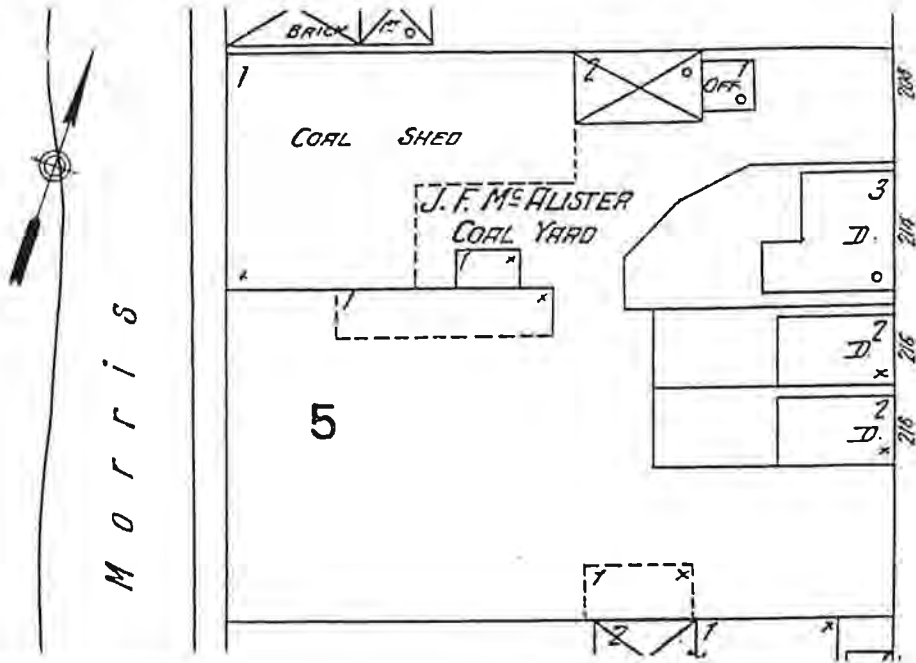
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: McAlister Coal Yard

HISTORIC MAP

Source: Sanborn 1899

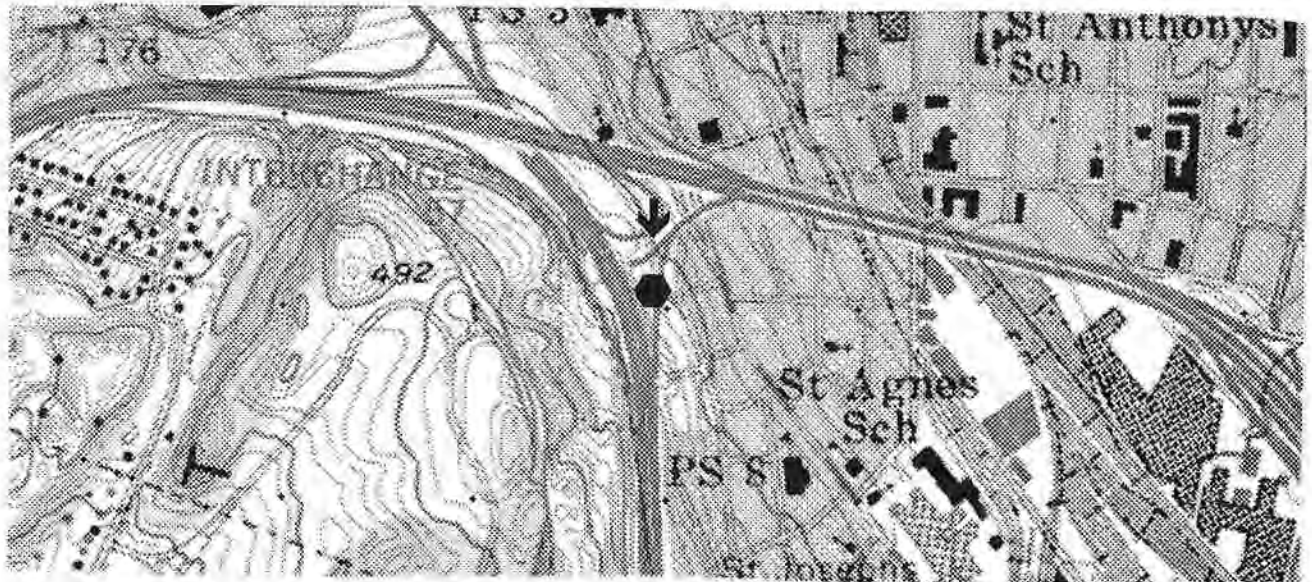
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569758E, 4528437N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Powers/Pierce Coal Yard (50)

LOCATION: West side of Marshall Street just to the south of the Lackawanna Plaza intersection

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street to the north of Van Winkle Street on the east bank of the canal – in 1887 it was shown to include a large shed, apparently used by the Delaware, Lackawanna and Western Railroad for general storage purposes, along with several smaller buildings, including a coal shed – by 1899 the large shed had been demolished, with all the smaller buildings surviving and joined by a small saw mill – the property was subdivided c. 1910, with one of the lots resulting from this subdivision being utilized for the development of a new, smaller coal yard operated by William Pierce & Company – in 1928 this property was cleared and incorporated as part of the Delaware, Lackawanna and Western Railroad’s Lackawanna Plaza development, which centered around a new train station – the site of this former coal yard now lies partially beneath the far southern end of the intersection of Interstate Route 80 and N.J. Route 19 and partially beneath a parking area that was originally associated with the Lackawanna Plaza Station.

SIGNIFICANCE

Coal yard that was apparently developed as an all-purpose yard facility by the Delaware, Lackawanna and Western Railroad c. 1880 – this property appears to have been solely related to the canal despite its railroad ownership – by 1899 the property was depicted as the “A.J. Powers Coal & Wood Yard” – in 1915 Wm. Pierce & Company had a smaller coal yard on this property, which was now owned by Mary Powers – it seems likely that this yard was shut down shortly thereafter.

COMMENTS

Coal yard developed c. 1880 and active into the early part of the present century – no standing structures – low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

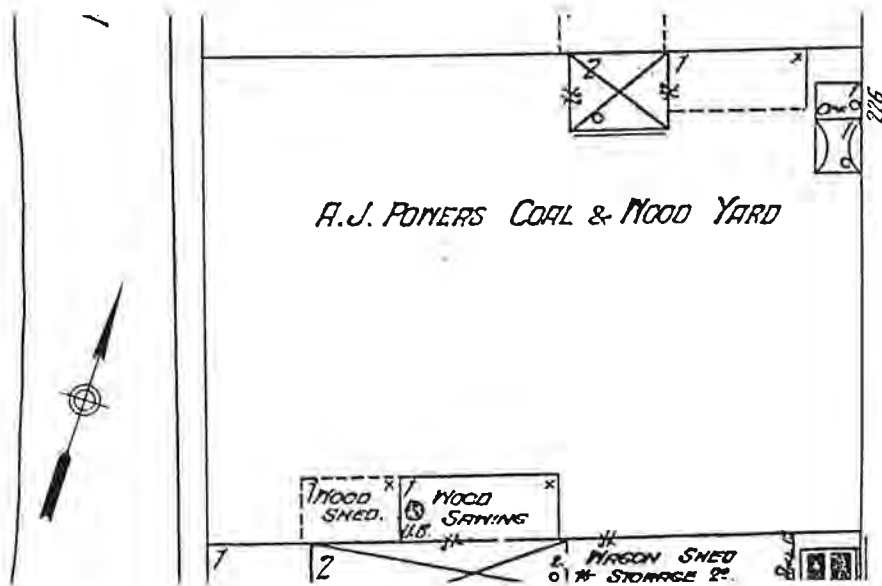
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Powers/Pierce Coal Yard

HISTORIC MAP

Source: Sanborn 1899

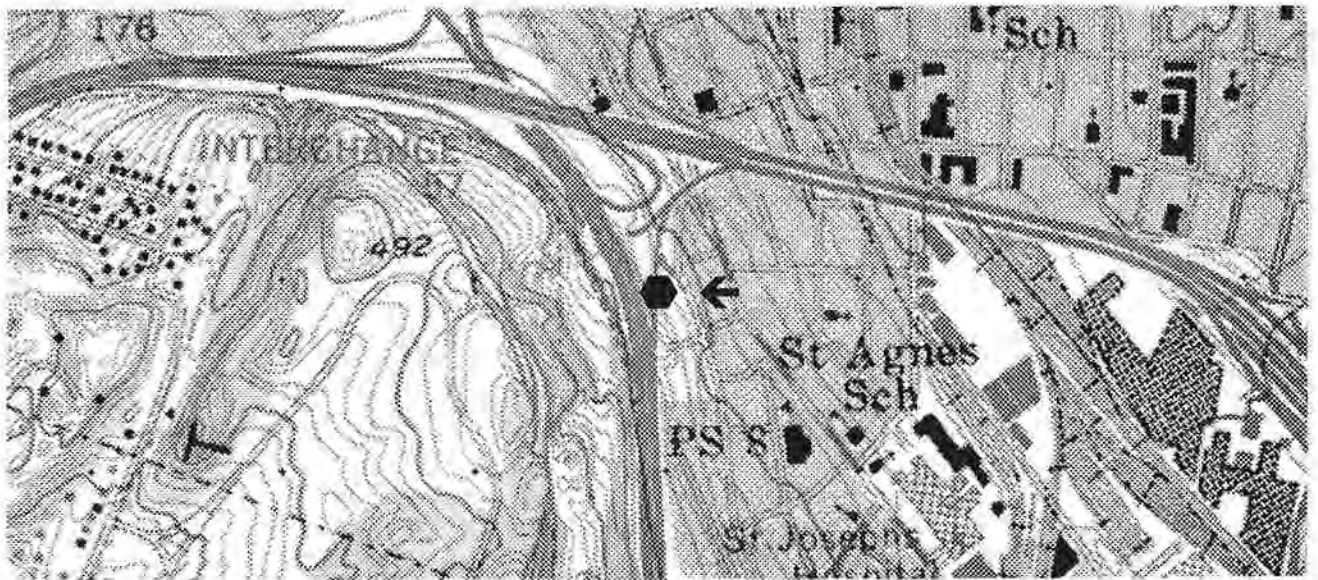
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569770E, 4528388N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Centennial Brewery (51)

LOCATION: Northwest corner of the intersection of Marshall and Van Winkle Streets

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Industrial complex at the northwest corner of Marshall and Van Winkle Streets on the east bank of the canal – in 1877 this brewery consisted of a single long, narrow structure that extended from the Marshall frontage back to the canal – in 1887 this original building was shown to be a three-story brick structure that housed the bulk of the plant's production activities – the facility had expanded considerably since 1877, with most of the new buildings used for storage – included here were two frame coal sheds sited immediately adjacent to the canal – by 1899 the plant had been further expanded, and the coal shed, although altered, remained in place – more expansion was represented in 1915, but by this time the coal shed had been demolished – the former brewery was converted to serve as a chemical factory sometime between 1915 and 1951, and it was later demolished – the site is currently occupied by a modern iron and concrete block warehouse, with a small part of the western end of the property beneath the far southern end of the intersection of Interstate Route 80 and N.J. Route 19.

SIGNIFICANCE

Brewery developed c. 1870 and first depicted in 1877 – in 1887 it was identified as the “Centennial Brewery” of Sprattler and Mennel, and it had expanded considerably during the previous decade – by 1906 the business had been absorbed by the Paterson Brewing and Malting Company, which was involved in the production of “lager beer, ale and porter” – by 1915 it was known as the Mennel Brewery and was operated as the Sprattler & Mennel Branch of Paterson Brewing and Malting – by mid-century the former brewery was occupied by the B. & G. Interstate Products Company, a chemical manufacturer.

COMMENTS

Brewery developed c. 1870 and active into the early decades of the present century – no standing structures – low to moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Garrison 1906; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

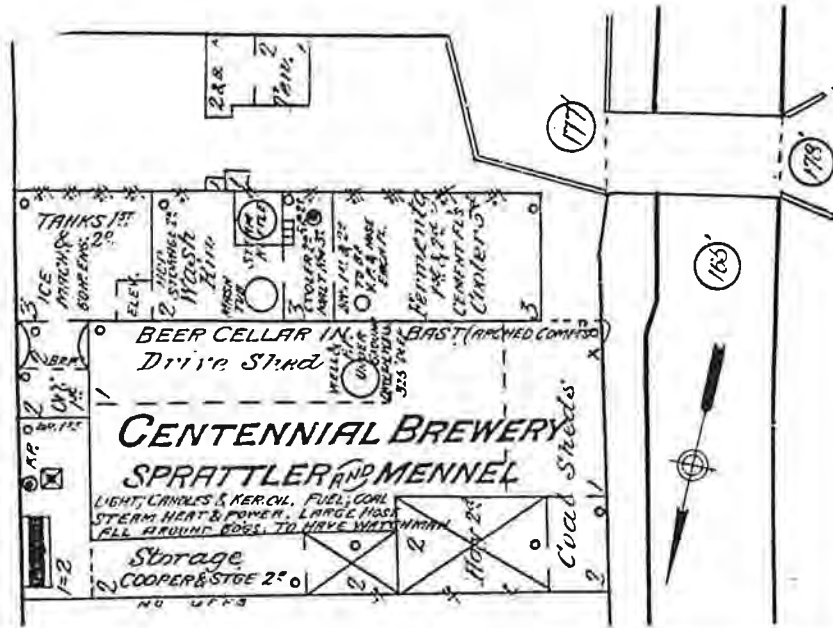
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Centennial Brewery

HISTORIC MAP

Source: Sanborn 1887

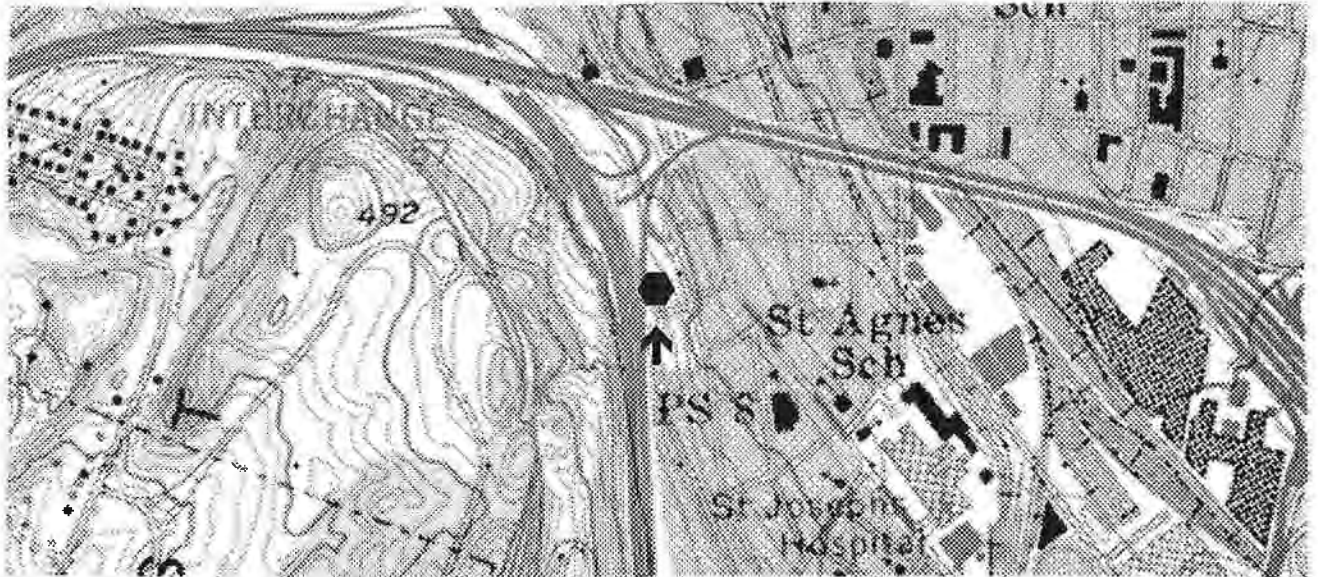
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569786E, 4528342N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Wilson Coal Yard (52)

LOCATION: Southwest corner of the intersection of Marshall and Van Winkle Streets

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard at the southwest corner of Marshall and Van Winkle Streets on the east bank of the canal – in 1877 this large property was shown to include one large building (possibly a coal shed) and three small structures – by 1887 the large structure had been removed, but several additional small buildings had been added, and although not identified, the property appears to have been in use as a coal yard by that time – in 1899 the coal-related use of the property was represented, and a new open-sided frame coal shed was shown on the canal bank – it appears that all of the existing buildings were demolished to make way for the redevelopment of the yard as a rail-served facility sometime between 1899 and 1915 – this second coal yard was shut down and demolished sometime after mid-century – this property is currently occupied by an iron and concrete block warehouse that was built in 1980 and associated parking areas.

SIGNIFICANCE

Coal yard developed after 1861 – in 1877 and 1887 structures were depicted that were later part of the coal yard, but the property's use was not described – by 1899 it was definitely in use as a coal yard as it was identified in that year as the "James Wilson & Son Coal Yard" – this property and another coal yard adjacent to the south were occupied by the D.L. & W. Coal Company c. 1910 – this company, which was a subsidiary of the Delaware, Lackawanna and Western Railroad, completely redeveloped the property as a rail-served coal yard with a siding built across the canal from the DLW's line, which ran along the canal's west bank – this second coal yard remained active until after mid-century.

COMMENTS

Coal yard developed during the latter decades of the 19th century and active until c. 1910 – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

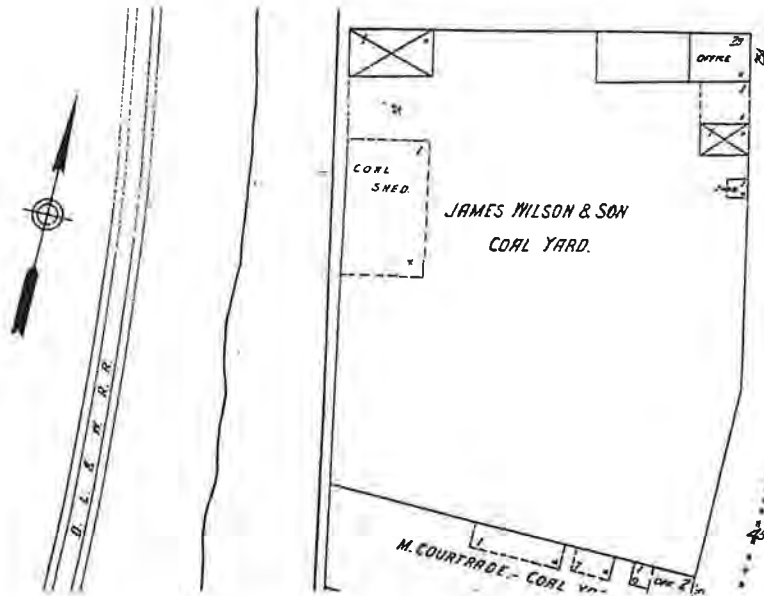
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Wilson Coal Yard

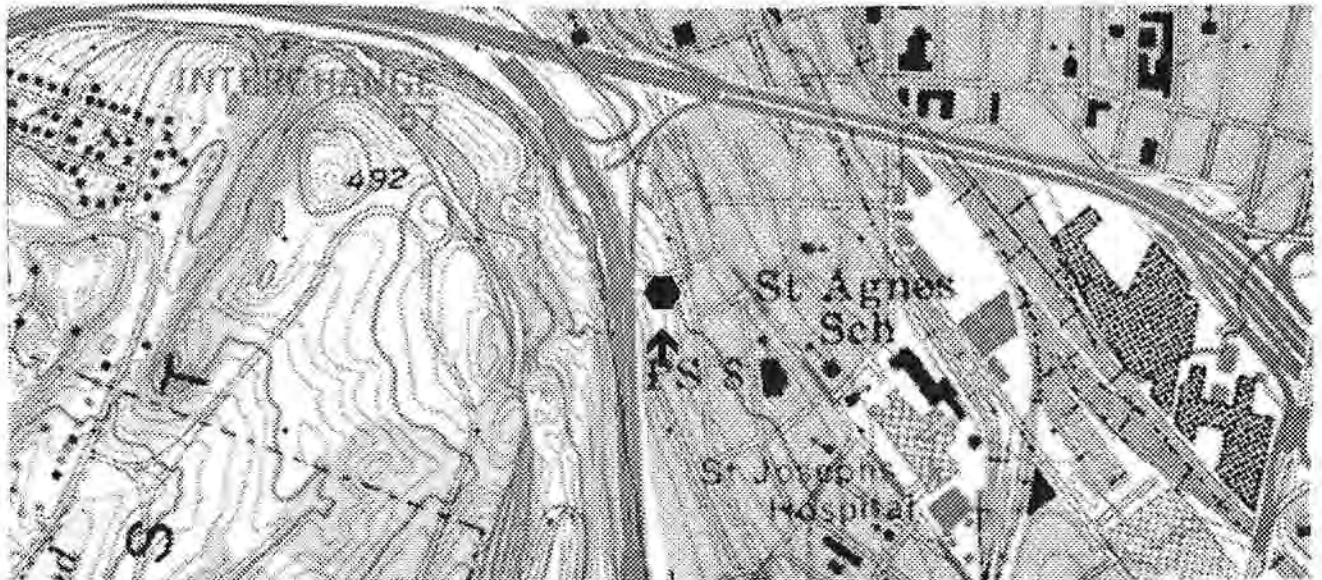
HISTORIC MAP

Source: Sanborn 1899
Scale: 1 inch = 100 feet



USGS QUAD: Paterson

UTM References: 18 0569813E, 4528281N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Courtrade Coal Yard (53)

LOCATION: West side of Marshall Street just to the south of the Weiss Street intersection

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street and the east bank of the canal – in 1877 this property was shown to include a building on Marshall and a second larger structure on the canal – in 1887 the two structures were identified as, respectively, a dwelling and a single-story frame coal shed, and several other smaller storage structures had been built at the center of the yard – the coal shed had been demolished by 1899, but the property continued to serve as a coal yard – all of the existing buildings were demolished to make way for the redevelopment of the yard as part of a rail-served facility sometime between 1899 and 1915 – this second coal yard was shut down and demolished sometime after mid-century.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1877 the property's use was not identified, but its two buildings were later utilized as part of the coal yard that was shown to be active here in 1887 – it was identified as the "M. Courtrade Coal Yard in 1899 – this property and another larger coal yard adjacent to the north were occupied by the D.L. & W. Coal Company c. 1910 – this company, which was a subsidiary of the Delaware, Lackawanna and Western Railroad, completely redeveloped these properties as a rail-served coal yard with a siding built across the canal from the DLW's line, which ran along the canal's west bank – this coal yard remained active until after mid-century.

COMMENTS

Coal yard developed c. 1870 and operated until c. 1910 – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

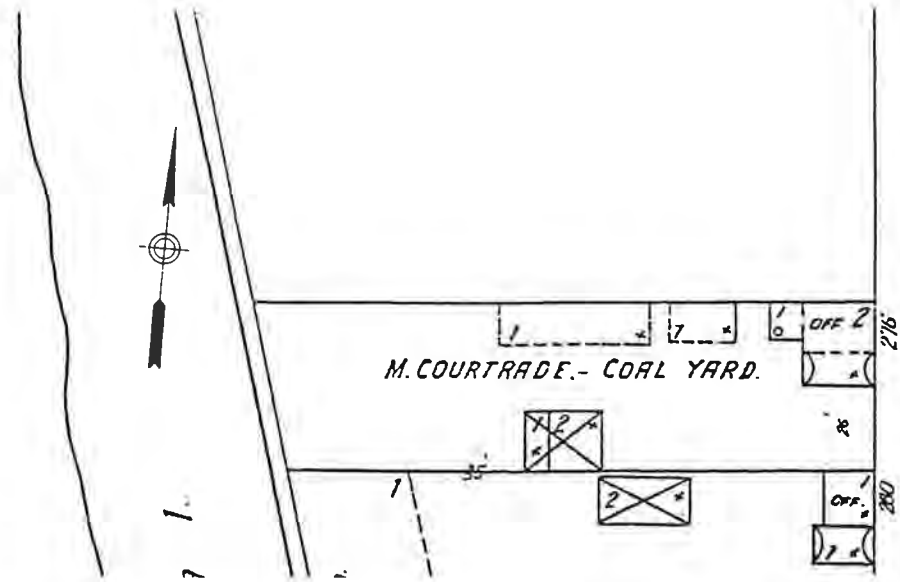
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Courtrade Coal Yard

HISTORIC MAP

Source: Sanborn 1899

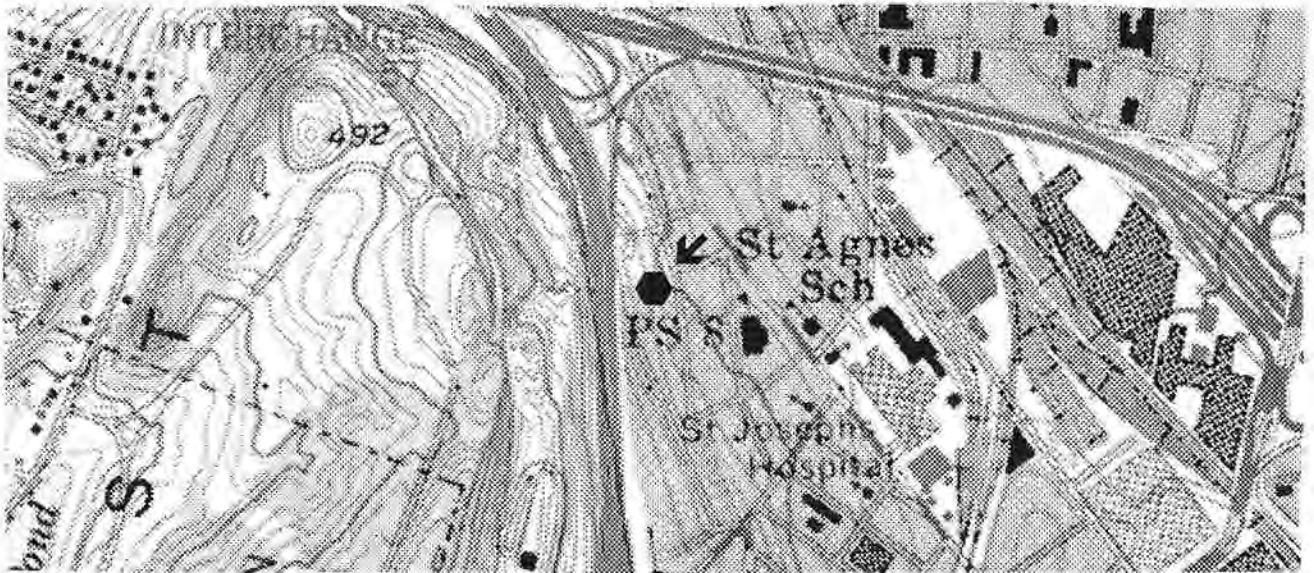
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569832E, 4528220N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Dowling/Coulson Coal Yard (54)

LOCATION: West side of Marshall Street just to the north of the Braun Street intersection

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street and the east bank of the canal – in 1877 this property was shown to include a large structure sited directly on the canal – in 1887 this building was shown to be a single-story frame coal shed, and several smaller buildings were represented on the Marshall frontage – the coal shed remained standing in 1899, and a smaller, two-story storage building had been added in the middle of the lot – the property was expanded in size through the purchase of additional land to the south and the yard was subsequently redeveloped – only the two-story building was retained, with several new structures in place by 1915 – the yard had been abandoned and demolished by mid-century, and the property is currently occupied by a small concrete block commercial structure and associated parking areas.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1877 the property's use was not identified, but it was shown to include a large structure that was identified as a coal shed in 1887 – the property was identified as "Dowlings Coal Yard" in 1899 – the yard was expanded in size and redeveloped between 1899 and 1915, and in the latter year it was described as being operated by "R.B. Coulson, Coal Dealer" – the yard ceased to function sometime between 1915 and 1951.

COMMENTS

Coal yard developed c. 1870 and operated into the first half of the present century – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

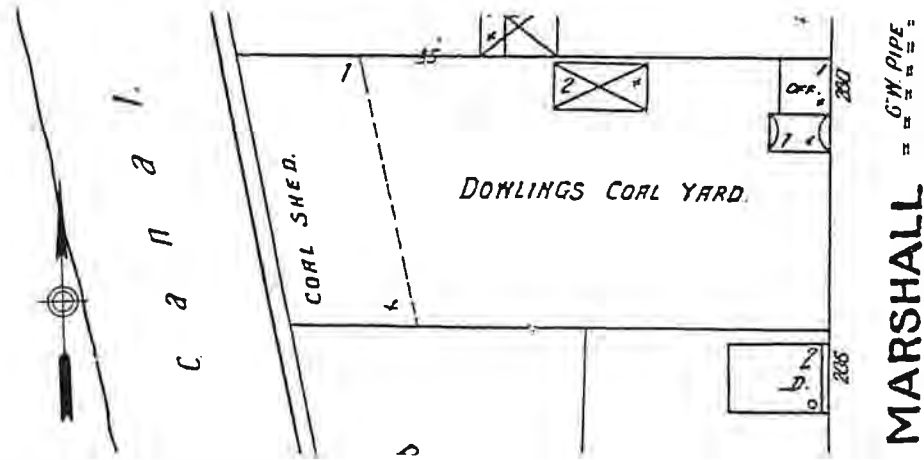
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Dowling/Coulson Coal Yard

HISTORIC MAP

Source: Sanborn 1899

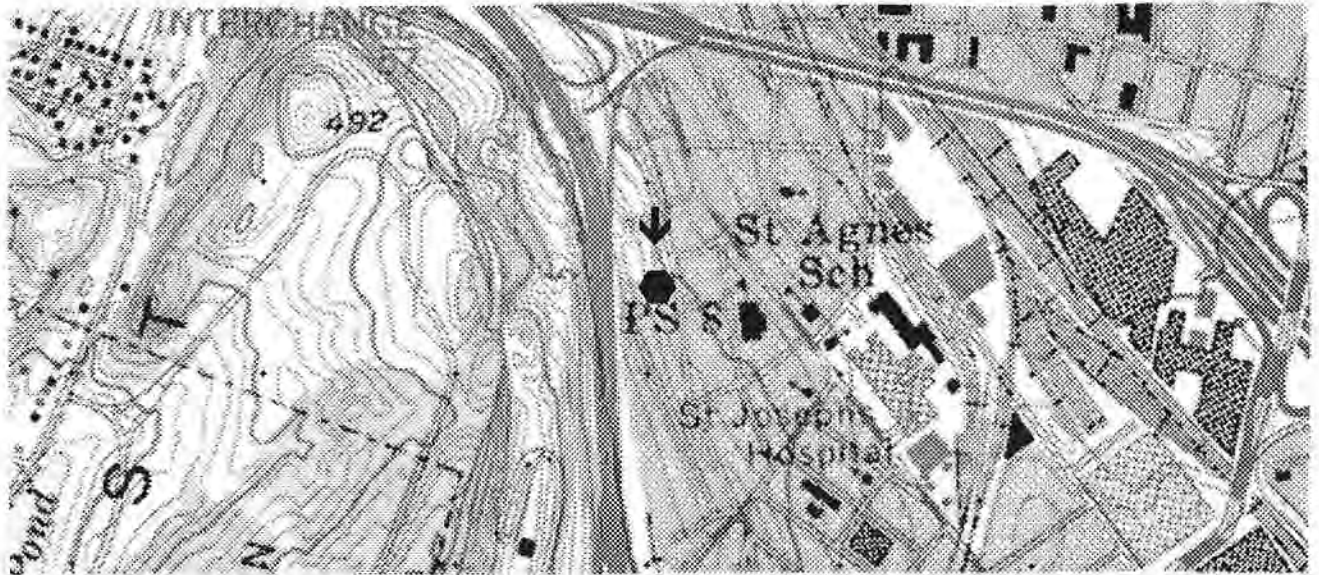
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569840E, 4528201N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Townley Coal Yard (55)

LOCATION: West side of Marshall Street at the Braun Street intersection

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street and the east bank of the canal – in 1877 this property was shown to include two large structures sited directly on the canal and two smaller structures on Marshall – in 1887 the buildings on the canal were shown to be single-story frame coal sheds, while the buildings on Marshall included a dwelling, office, and smaller storage structures – by 1899 the smaller of the coal sheds had been removed, but the remainder of the yard remained intact – the property was subdivided into two separate yards c. 1910 – the northern yard included the original dwelling and several new storage buildings, while within the larger southern yard the large coal shed had been demolished and activities were now focused within the smaller buildings on Marshall – by mid-century both yards had ceased to function – the northern property now included the original dwelling and a small concrete block auto repair garage – all of the structures within the southern yard had been demolished, and a large concrete block motor freight warehouse covered the entire property.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1877 the property’s use was not identified, but it was shown to include two large structures that were identified as coal sheds in 1887 – in that year the property was identified as “G. Townley’s Coal Yard,” while in 1899 it was noted as the “Post & Statler Coal Yard” – the property was divided into two smaller coal yards sometime between 1899 and 1915, and in the latter year the northern yard was operated by “Benjamin Thomas, Coal Dealer” and the southern yard was controlled by “Wm. Cartwright, Coal Dealer” – both of these yards had ceased to function by mid-century.

COMMENTS

Coal yard developed c. 1870 and operated into the first half of the present century – the dwelling formerly associated with this yard still stands- no other standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

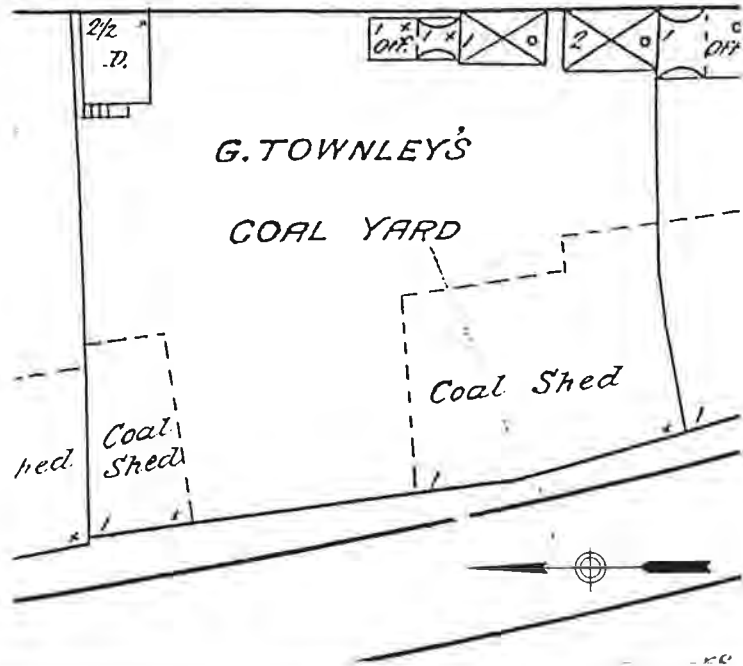
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Townley Coal Yard

HISTORIC MAP

Source: Sanborn 1887

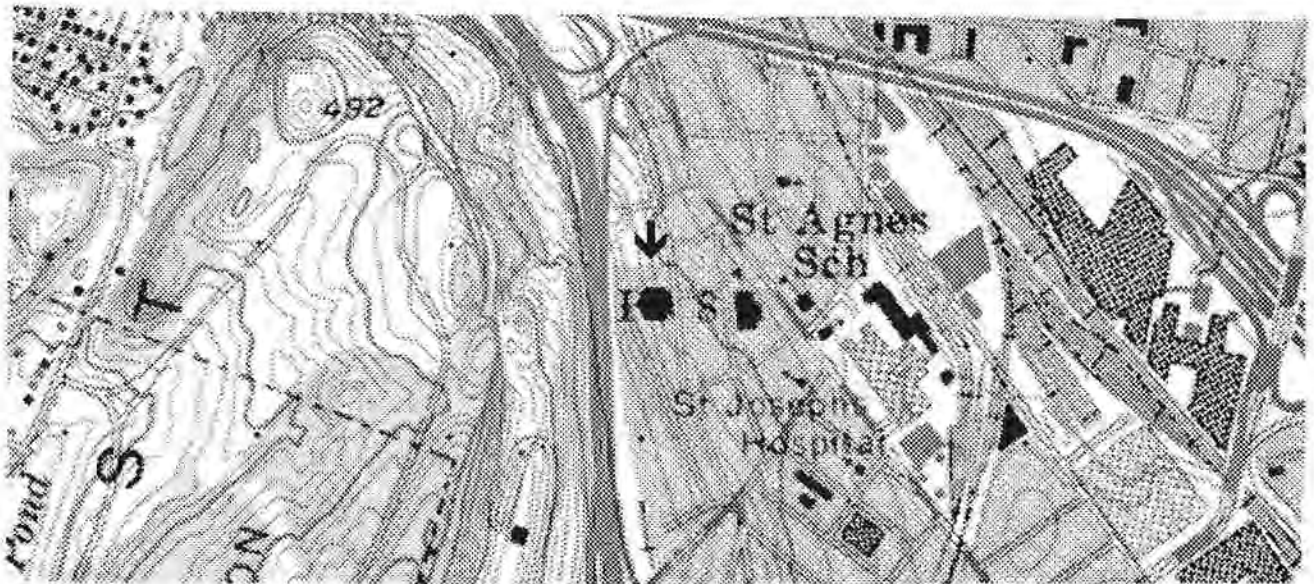
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569844E, 4528155N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Collier Coal Yard (56)

LOCATION: West side of Marshall Street to the north of the Mary Street intersection

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Marshall Street and the east bank of the canal – in 1877 this property was shown to include a long, narrow structure on the canal and several smaller structures on Marshall – in 1887 the building on the canal was shown to be a large four-section, single-story frame coal shed that extended the entire length of the property – the buildings on Marshall included the yard office, several dwellings, and various smaller storage structures – by 1899 the coal shed had been reduced in size and the configuration of the buildings on Marshall had been altered – the shed, although again reduced in size, and the buildings on Marshall remained standing in 1915 – by 1951 the shed and most of the other buildings had been demolished and the property was serving as a junk yard – more recently the concrete block warehouse that stood on the property to the north was expanded into the northern section of the former Collier yard – the southern section remained vacant with the exception of the former junk yard office, a small concrete block building.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1877 the property's use was not identified, but it was shown to include a large structure that was identified as a coal shed in 1887 – in that year the property was noted as the coal yard of "A. Collier Jr. and Co." – in 1915 it was noted that the land on which the "A. Collier & Co. Coal Yard" stood was owned by the "A. Collier Est." – this yard ceased to operate sometime between 1915 and 1951.

COMMENTS

Coal yard developed c. 1870 and operated into the first half of the present century – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1861; E.B. Hyde & Co. 1877; Sanborn 1887; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

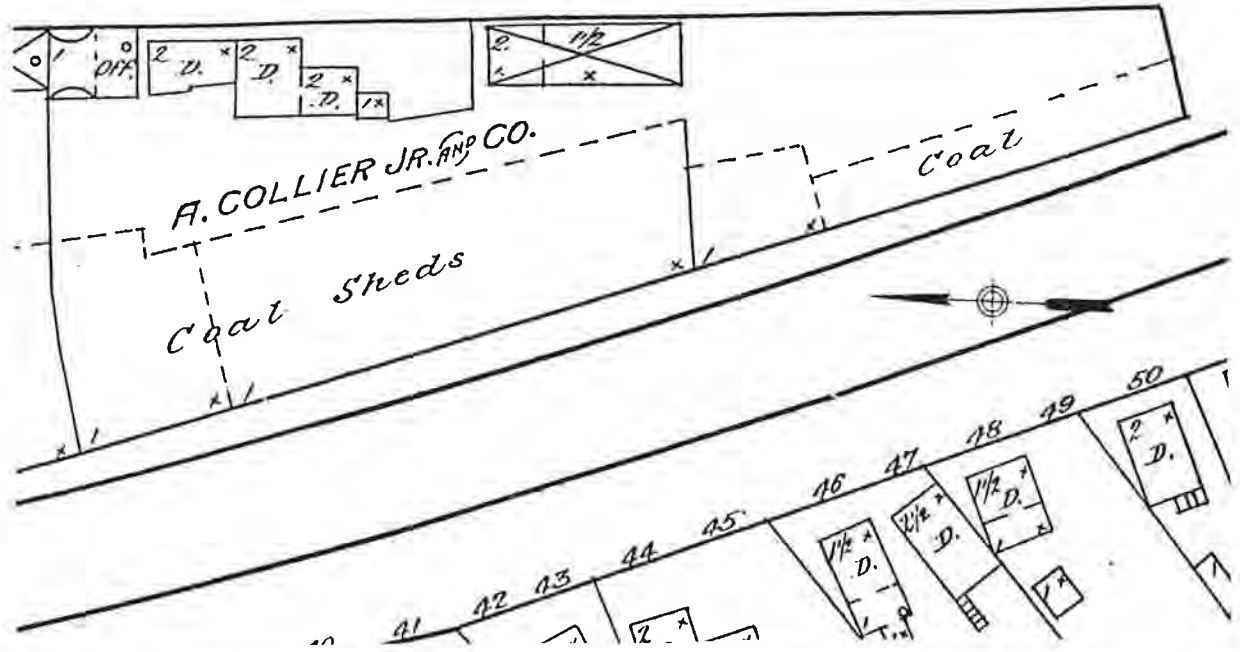
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Collier Coal Yard

HISTORIC MAP

Source: Sanborn 1887

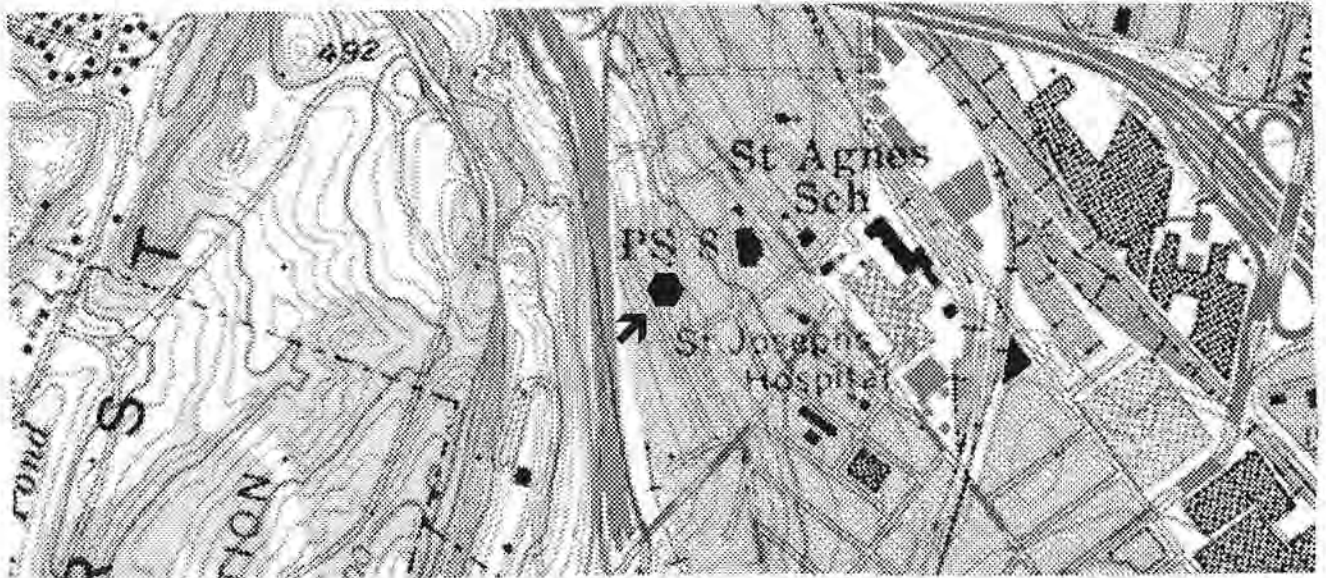
Scale: 1 inch = 60 feet



USGS QUAD: Paterson

UTM References: 18 0569860E, 4528079N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Gould & Schuyler Coal Yard (57)

LOCATION: West side of Canal Street to the north of North Barclay Street

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the west side of Canal Street and the canal – in 1915 it was shown to include as its central element a long coal trestle with storage bins below – the yard's structures were clustered at the southern end of the property and included an office and several small storage buildings – two of the storage buildings had been demolished by mid-century, but the other structure remained standing and the yard remained active – the yard was finally abandoned and the remaining structures were demolished – in 1964 a concrete block bronze foundry was built within the southern section of the property, while the remainder was left vacant.

SIGNIFICANCE

Coal yard developed c. 1880 – in 1884 a rail-served “Coal Yard” with a single siding extending from the Delaware, Lackawanna and Western Railroad's line was shown – although primarily a rail-associated yard, its siting suggests that it may have also received coal shipped via the canal – in 1899 this property was identified as the “Gould & Schuyler Coal Yard” – this firm remained active at this yard until after mid-century.

COMMENTS

Coal yard developed c. 1880 and active into the second half of the present century – no standing structures – low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Robinson 1899; Lathrop 1915; Sanborn 1915; 1915/1951; Taber 1977; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

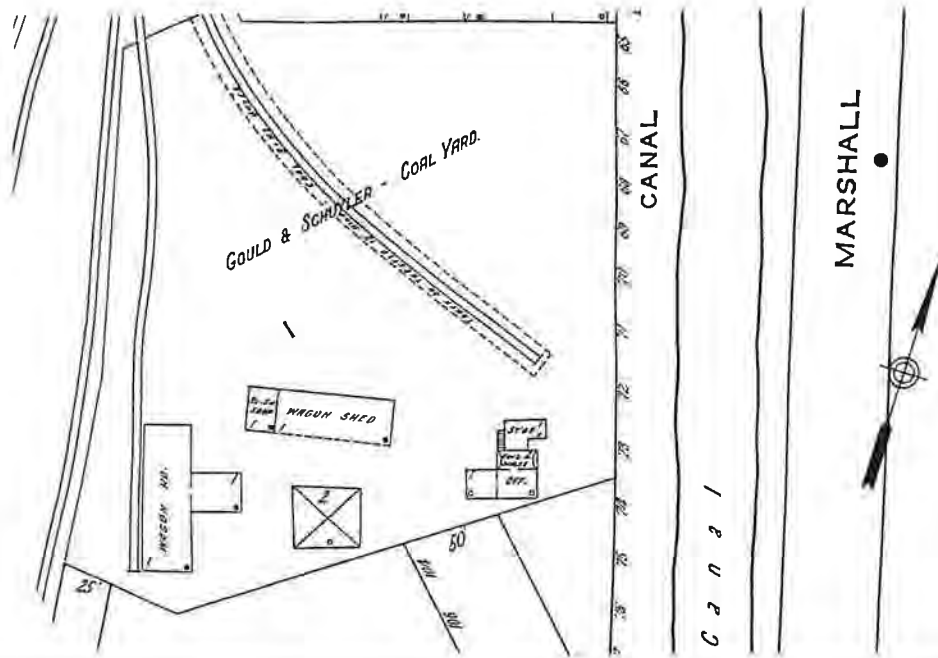
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Gould & Schuyler Coal Yard

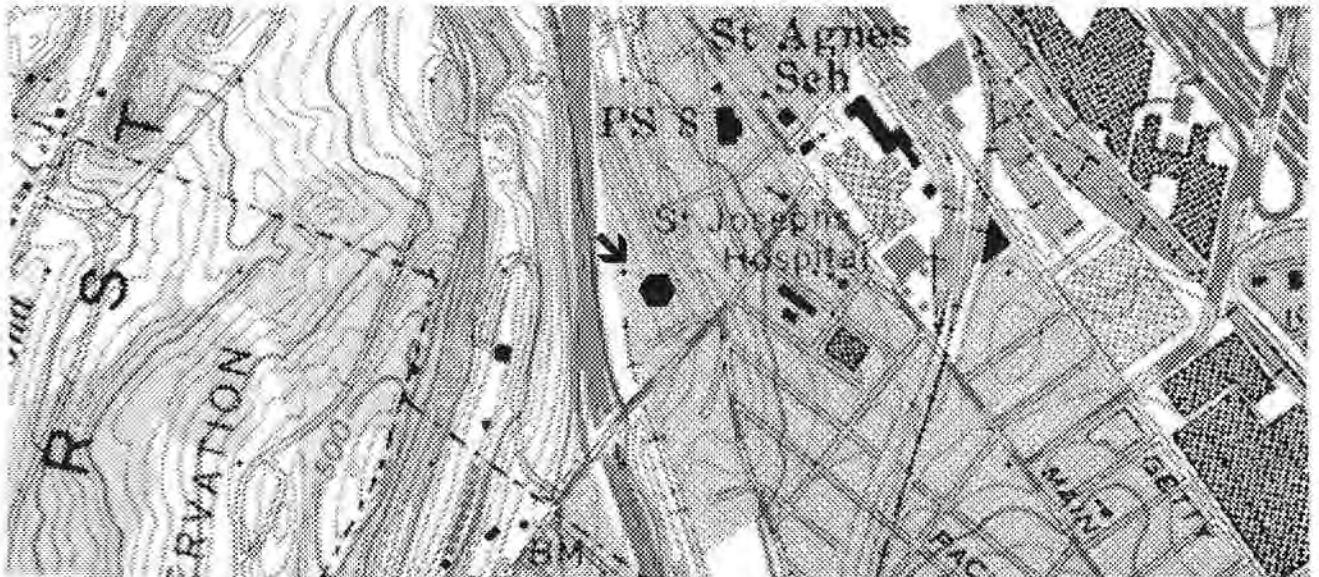
HISTORIC MAP

Source: Sanborn 1915
Scale: 1 inch = 100 feet



USGS QUAD: Paterson

UTM References: 18 0569881E, 4527884N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Beveridge Coal Yard (58)

LOCATION: Southeast side of Valley Road just to the west of the end of Canal Street

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard on the south side of Valley Road and the north bank of the canal – in 1877 the yard included a large shed on Valley (then Barclay Street) that extended back toward the canal and two smaller buildings on the canal on the opposite side of the property – in 1915 the large building was shown to include an office on the Valley frontage with a large attached lumber shed extending toward the canal – a line of attached structures along the canal included a small coal shed (there was also a larger rail-associated coal shed next to the coal trestle in the western part of the property) – lumber sheds were predominant within the yard by this time – the yard was abandoned before mid-century, and all of the former yard structures were torn down – an industrial facility known as the “Peralex Wks.” was completed on the property in 1950 – much of this latter complex survives today and is used as warehousing.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1877 several buildings, including a large storage structure, were shown on this property, with no rail connection was represented – the property was shown to be a “Coal Yard” with two rail sidings extending from the Delaware, Lackawanna and Western Railroad’s line in 1884 – although certainly a rail-associated yard, it also seems extremely likely that this yard also received coal shipped via the canal – in 1899 it was as a coal and lumber yard operated by Thomas Beveridge – by 1915 it was owned and operated by the Woodstock American Lumber Company and was used for the handling of “Lumber & Coal & Masons Materials” – the dominance of the lumber business was apparent from the number of buildings within the yard dedicated to that use – the property was converted to a manufacturing use at mid-century.

COMMENTS

Coal yard developed c. 1870 and active into the first half of the present century – no standing structures – low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Robinson 1899; Lathrop 1915; Sanborn 1915; 1915/1951; Taber 1977; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

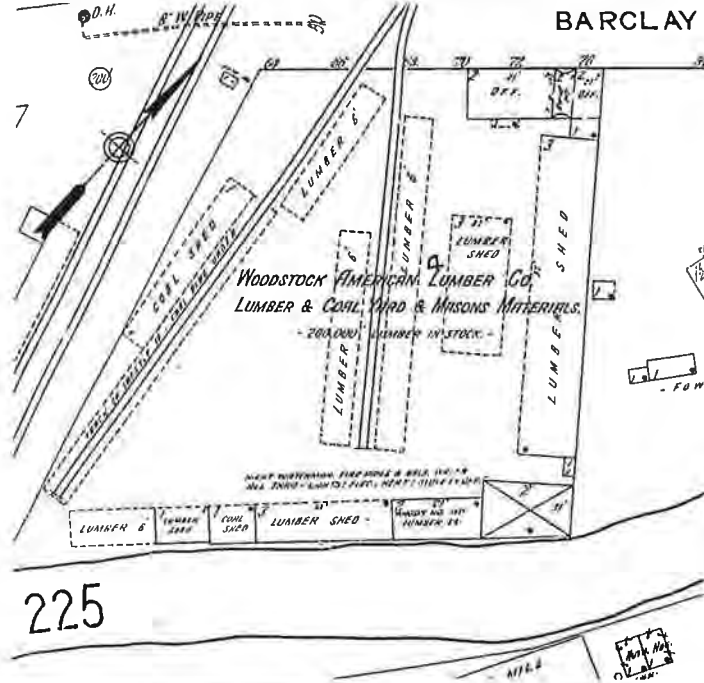
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Beveridge Coal Yard

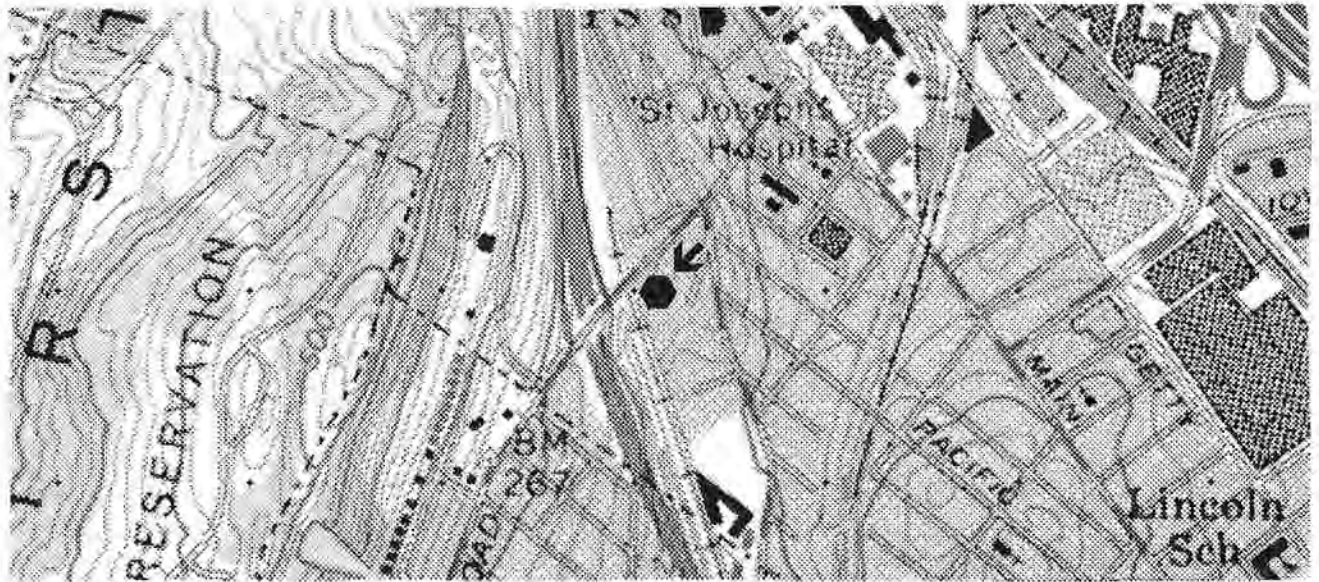
HISTORIC MAP

Source: Sanborn 1915
Scale: 1 inch = 100 feet



USGS QUAD: Paterson

UTM References: 18 0569909E, 4527705N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: White & Hopper Coal Yard (59)

LOCATION: West end of Industrial Way (formerly Ploch Street)

MUNICIPALITY: City of Paterson

COUNTY: Passaic

DESCRIPTION

Coal yard at the end of Industrial Way (formerly Ploch Street) between Swineburne Street (now vacated) and the south bank of the canal – in 1899 the yard was centered around a large frame coal shed at the northern end of the property adjacent to the canal – this coal shed had been demolished by 1915, and coal was stored in open piles on its site – the remainder of the yard included an office and attached scale house, a small blacksmith shop, and several smaller storage structures – the yard survived essentially intact into mid-century – it was eventually abandoned and redeveloped, with a concrete block industrial building erected on a portion of the site in 1984 – the northern part of the property remains vacant.

SIGNIFICANCE

Coal yard developed sometime between 1877 and 1899 – in the latter year the property was identified as the “White & Hopper Coal Yard” – although directly adjacent to the Delaware, Lackawanna and Western Railroad’s line, this does not appear to have been a rail-served yard – no siding was ever represented, and the yard’s coal appears to have come from the canal – this yard remained active under the same ownership until after 1951.

COMMENTS

Coal yard developed during the latter part of the 19th century and active into the second half of the present century – no standing structures – low potential archaeological significance.

REFERENCES

E.B. Hyde & Co. 1877; Robinson 1899; Sanborn 1899; Lathrop 1915; Sanborn 1915; 1915/1951; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

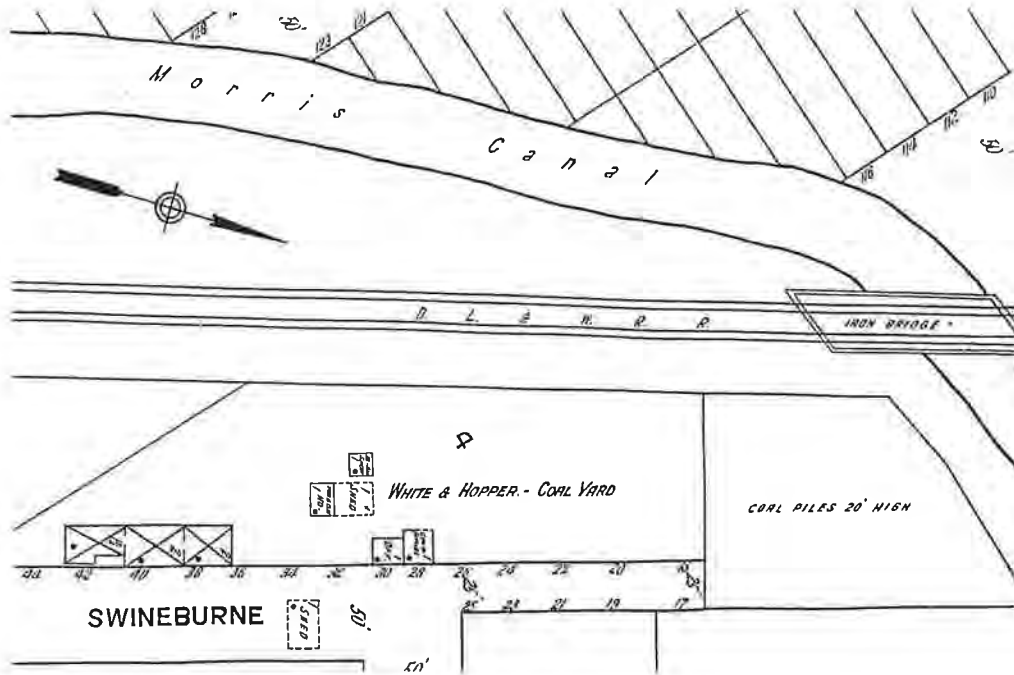
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: White & Hopper Coal Yard

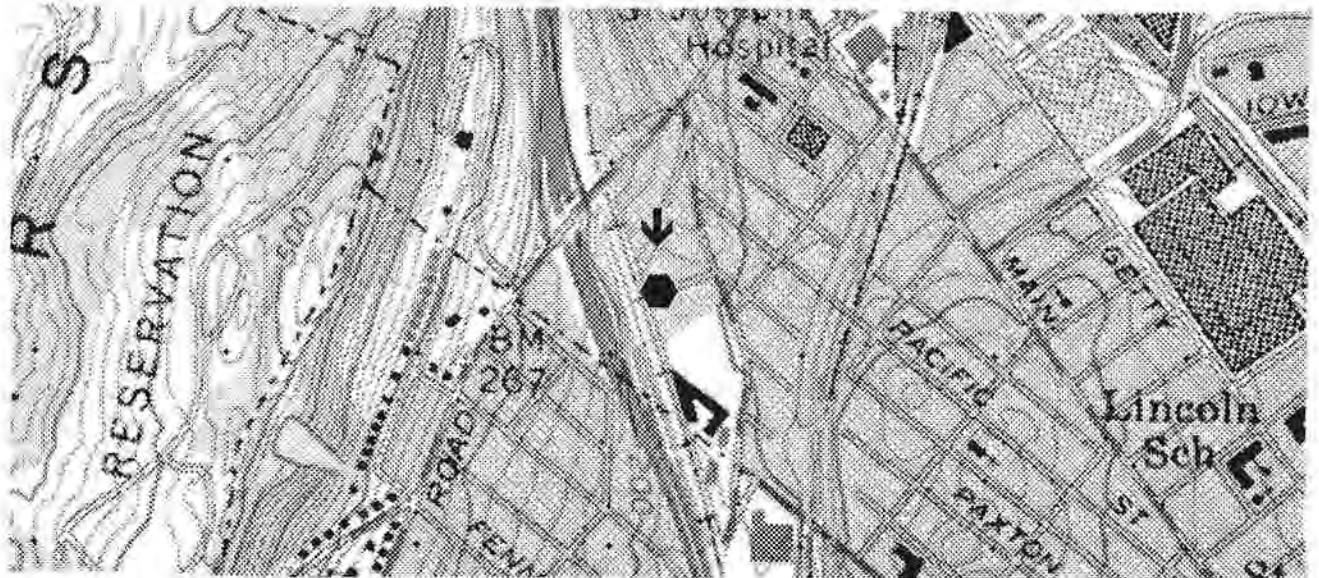
HISTORIC MAP

Source: Sanborn 1915
Scale: 1 inch = 100 feet



USGS QUAD: Paterson

UTM References: 18 0569949E, 4527545N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Kierstead Coal Yard (60)

LOCATION: Northwest side of East Passaic Avenue opposite the Columbia Avenue intersection

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Small coal yard on the northeast side of East Passaic Avenue and the south bank of the canal – in 1907 this coal yard was shown to consist of a scale house and an open pile of coal that was 4 feet high – the site of this coal yard is now within the right-of-way of the Garden State Parkway, which follows the route of the former canal in this area.

SIGNIFICANCE

Coal yard developed in 1906-7 – in 1906 this property was owned by Abraham Ackerman, and the yard was not depicted – in 1907 the “L. Kierstead Coal Yard” was shown on a portion of the W.H. Ackerman property.

COMMENTS

Small coal yard developed in 1906-7 and probably active up until the time of the canal’s abandonment – no standing structures – extremely low potential archaeological significance.

REFERENCES

Kiser 1906; Sanborn 1907; 1977.

RECORDED BY: Richard L. Porter

DATE: May 1999

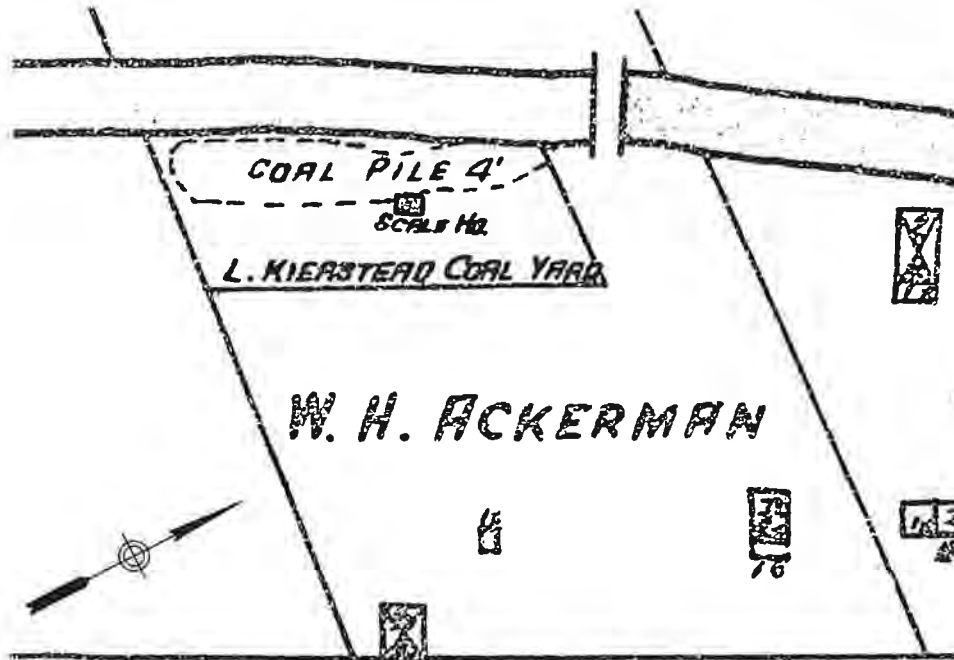
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Kierstead Coal Yard

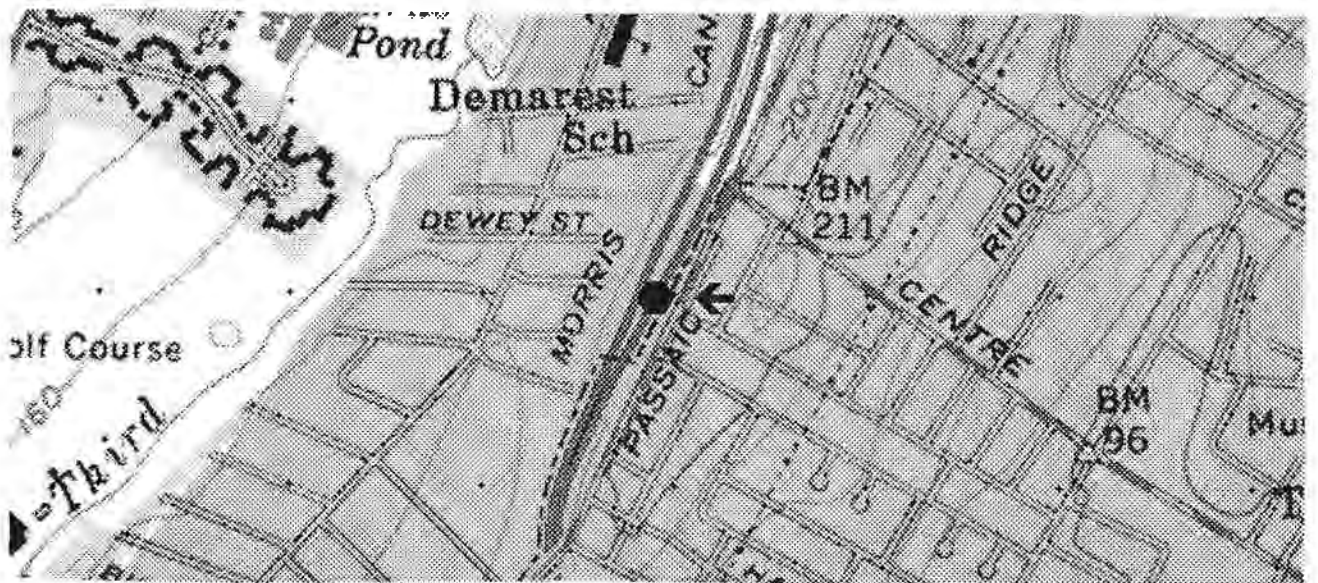
HISTORIC MAP

Source: Sanborn 1907
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0569316E, 4518907N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Combination Rubber Manufacturing Company (61)

LOCATION: Southeast side of Hoover Avenue and northwest side of JFK Drive approximately 700 feet southwest of the Hoover/JFK intersection

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Industrial complex on the southeast side of Hoover Avenue and the northwest bank of the canal – in 1907 this rubber factory was shown in detail on its site near to the canal's Bloomfield Plane No. 11 – water power, as represented by a head race extending from the canal at the top of the plane to the factory and a tail race returning the water to the canal below the plane, was still in use – the facility also used steam power, with large piles of coal were depicted along the canal to the north of the plant – this property was later fully redeveloped, with the factory being completely demolished – by 1977 this former industrial property was fully occupied by a garden apartment complex sited between Hoover and JFK Drive – this latter roadway was built to follow the former canal right-of-way in this area.

SIGNIFICANCE

Rubber manufacturing plant developed c. 1885 – this industrial property, which utilized water power provided by the canal, was initially developed as the site of a grist mill during the 1850s – this grist mill was still in place in 1881 – by 1890 the property had been redeveloped and the factory of the “Combination Roll & Rubber Co.” was depicted – in 1907 it was represented as the plant of the “Combination Rubber Mfg. Co.”

COMMENTS

Rubber factory developed c. 1885 and active into the present century – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Sidney 1850; Walling 1859; Hughes 1874; Pidgeon 1881; Robinson 1890; Kiser 1906; Sanborn 1907; 1977.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

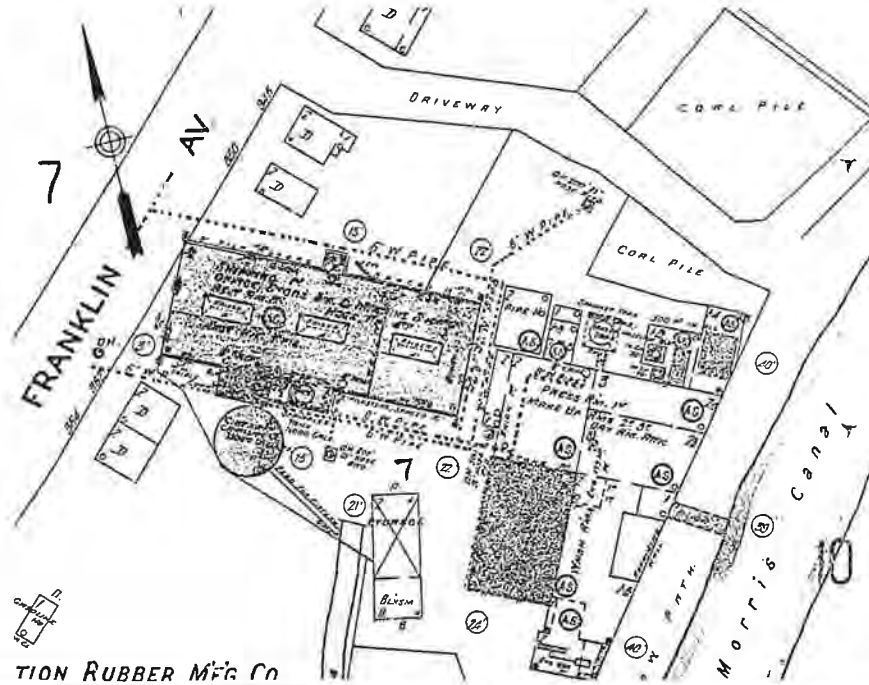
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Combination Rubber Manufacturing Company

HISTORIC MAP

Source: Sanborn 1907

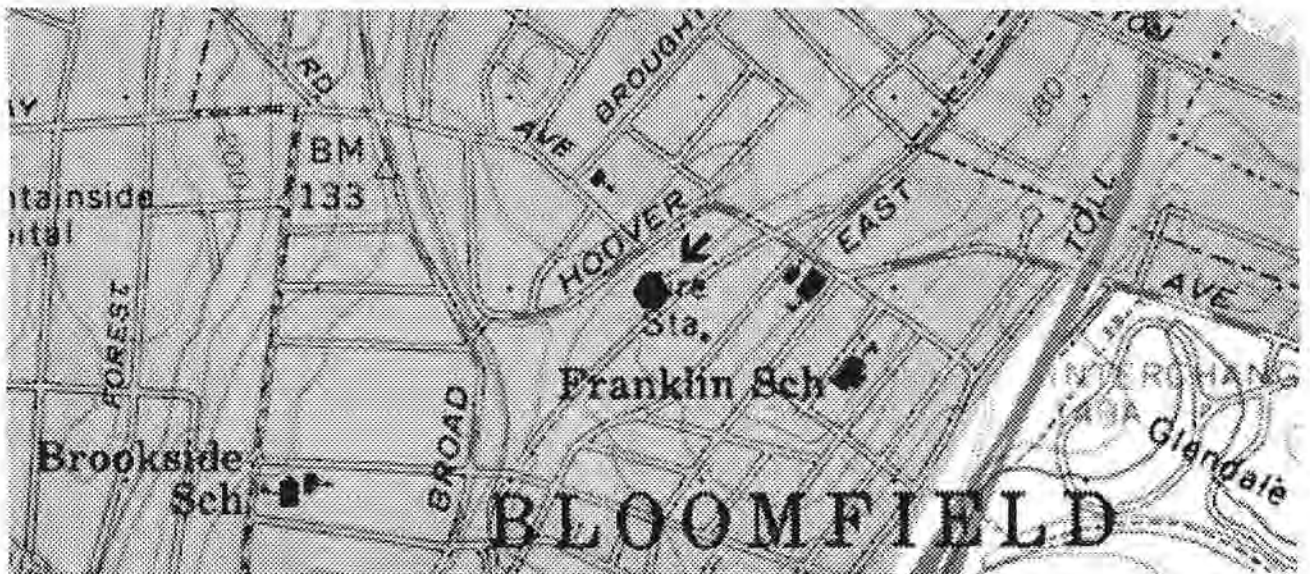
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568364E, 4517738N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Thomas Oakes and Company Woolen Mill (62)

LOCATION: East side of JFK Drive approximately 550 feet north of the Belleville Avenue intersection

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Industrial complex on the north side of Belleville Avenue on the Third River and adjacent to the east bank of the canal – in 1906 this large complex was shown to include a coal-handling facility on the canal about 550 feet north of Belleville Avenue that was referred to as “Thos. Oakes Coal Yard” – in 1907 this yard was shown to include only a single small frame structure and a large open pile of coal – a lane ran along the south side of Oakes Pond to connect the yard with the factory – within the plant complex an underground coal vault provided for coal storage next to the power plant – this yard certainly had as its primary purpose the handling of coal for use in the factory, although it may have also served as a commercial coal yard – the former coal yard site is now partially within The Oak Apartments, a garden apartment complex, and partially within a small park to the rear of the complex – JFK Drive was built to follow the former canal right-of-way in this area – significant elements of the former Oakes factory complex remain standing today.

SIGNIFICANCE

Textile manufacturing plant established by David Oakes in 1830 – this woolen factory produced cloth for the uniforms of the Union Army during the Civil War and for the New York Police Department after the war – by 1881 the property had passed to Thomas Oakes, and by 1890 it had been reorganized as the firm of Thomas Oakes & Company – this company was still active on the property producing “woolen and worsted goods for men’s wear” in 1941.

COMMENTS

Woolen factory developed in 1830 and active into the middle decades of the present century – achieved a position as one of the leading textile manufacturers in the New Jersey – significant structural survival within the factory complex – low potential archaeological significance in former coal yard area – coal-related features would only be of significance as components of the larger property.

REFERENCES

Sidney 1850; Walling 1859; Hughes 1874; Pidgeon 1881; Robinson 1890; Kiser 1906; Sanborn 1907; The Industrial Directory of New Jersey 1943; Cunningham 1954; Sanborn 1977; Sandrisser, Gehorsam, and Karschner 1980.

RECORDED BY: Richard L. Porter

DATE: May 1999

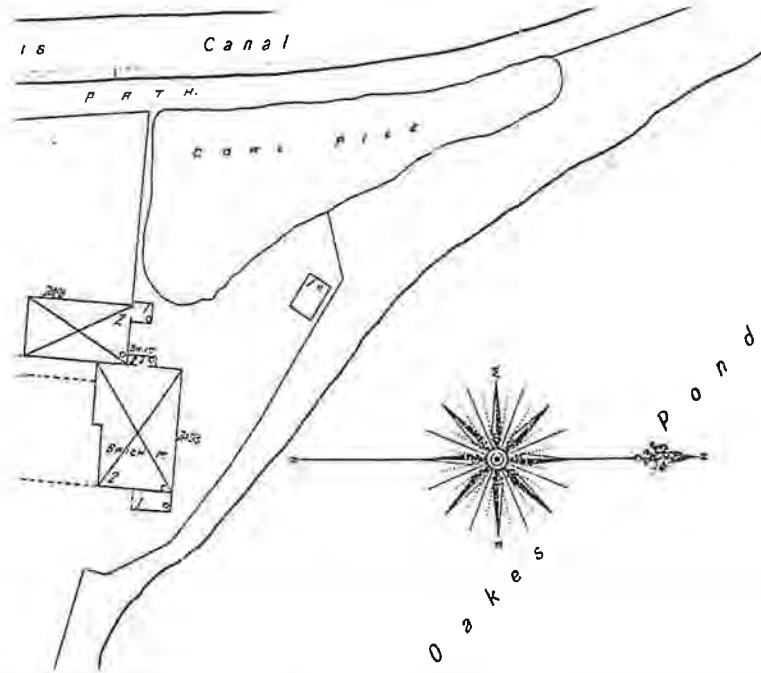
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Thomas Oakes and Co. Woolen Mill

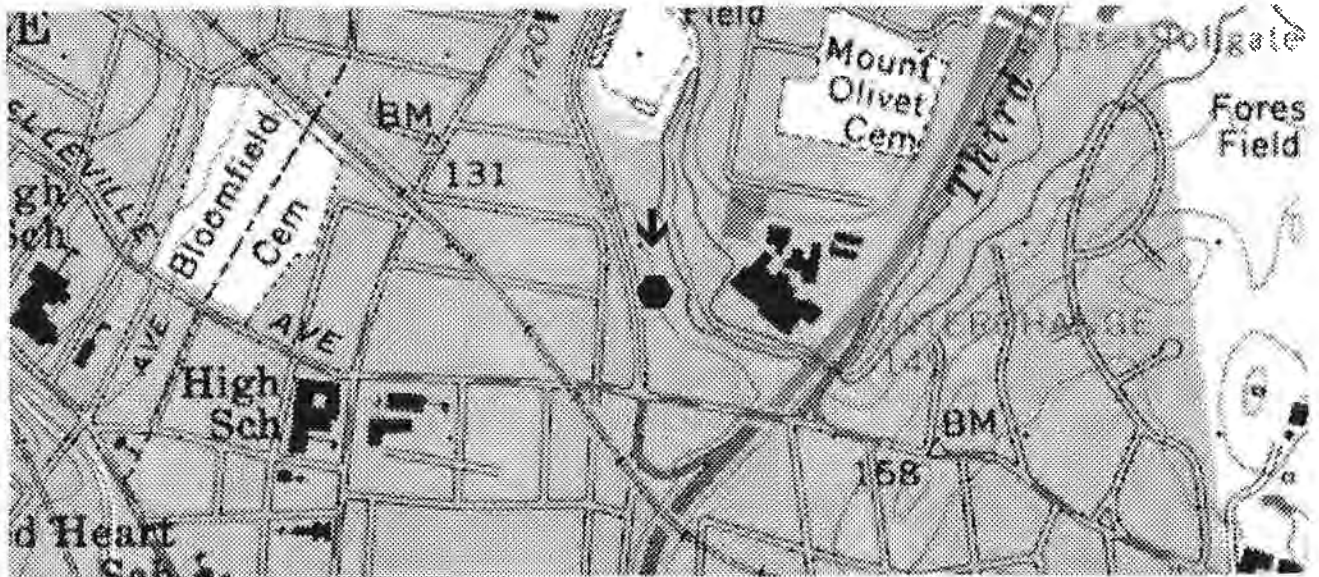
HISTORIC MAP

Source: Sanborn 1907
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568193E, 4516738N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Davis Coal Yard (63)

LOCATION: South side of Liberty Street at JFK Drive

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Coal yard on the south side of Liberty Street on the west bank of the canal – the yard's physical configuration during the 19th century is unclear – in 1907 the yard was not identified, although the scale house and a small storage building were represented at the south end of the property on Fremont Street – both of these structures had been demolished by 1938, and a new combined commercial/residential building had been built at the north end of the former yard on Liberty – the site of this coal yard is now located beneath JFK Drive and the adjacent Garden State Parkway, which have completely obscured the former canal in this area.

SIGNIFICANCE

Coal yard developed prior to 1859 – in that year a “Coal Yd.” was shown on the south side of Liberty Street, apparently on property owned by the Davis family – in 1881 it was represented as a “Coal Dump” – in 1890 it was identified as the “J.F. Randolph Coal Yard” – in 1906 it was shown as the “Caroline Davis Coal Yard,” but it was not identified in 1907.

COMMENTS

Coal yard developed before 1859 and active into the first decade of the 20th century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Sidney 1850; Walling 1859; Hughes 1874; Pidgeon 1881; Sanborn 1885; Robinson 1890; Kiser 1906; Sanborn 1907; 1938; 1977.

RECORDED BY: Richard L. Porter

DATE: May 1999

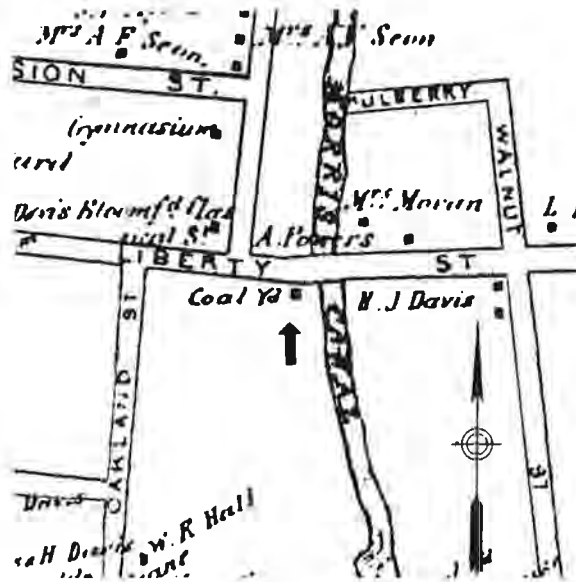
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Davis Coal Yard

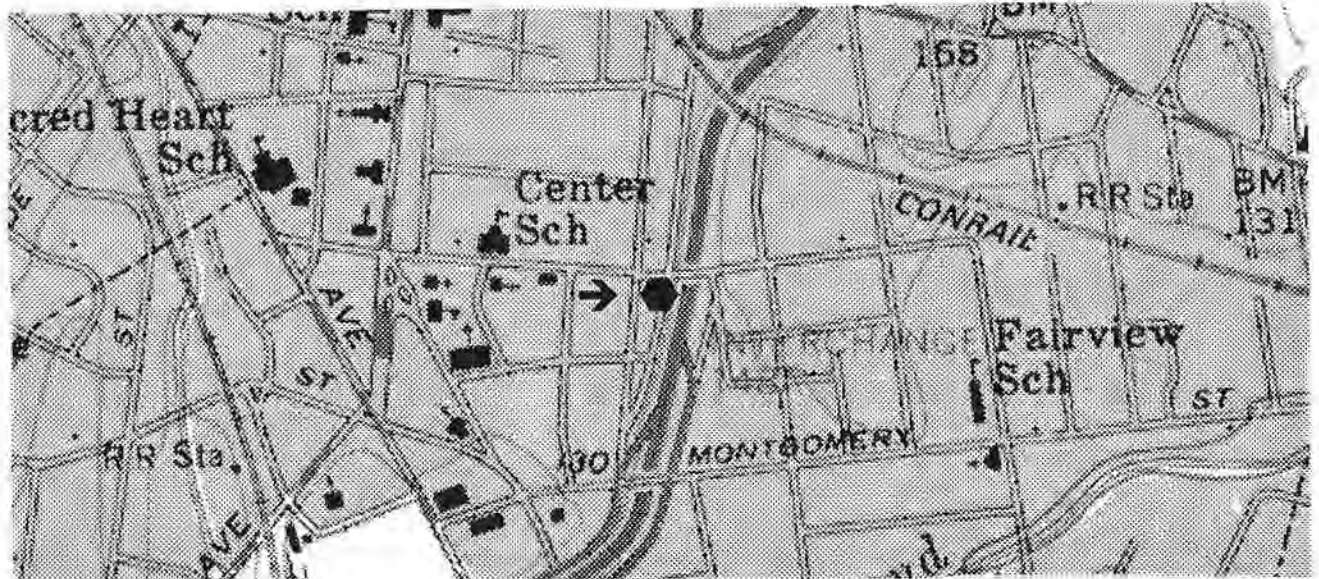
HISTORIC MAP

Source: Walling 1859
Scale: 1 inch = 500 feet (approx.)



USGS QUAD: Orange

UTM References: 18 0568107E, 4516085N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Bloomfield Coal & Supply Company Coal Yard (64)

LOCATION: North side of Montgomery Street opposite the West Street intersection

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Coal yard on the north side of Liberty Street on the west bank of the canal near a basin – the yard’s physical configuration during the 19th century is unclear – in 1907 the yard, which handled both coal and lumber by this time, was quite impressive in size and complexity – it included a small frame office with attached scales on Montgomery, a variety of small storage buildings, a masonry structure located on the south side of the basin, and, most notably, a large coal shed that was four stories in height and stood on the west side of the basin – by 1938 the yard had ceased to function and only some of the small storage buildings remained in place – a portion of the former coal yard site has since been redeveloped, with two dwellings, a large masonry garage, and an manufacturing building all in place in 1977 – the remainder of the former yard is now located beneath JFK Drive and the Garden State Parkway.

SIGNIFICANCE

Coal yard developed prior to 1859 – in that year a “Coal Yd.” was shown adjacent to the basin just north of Montgomery Street – it appears that this yard was owned by the Stiles family during most of the second half of the 19th century – by 1906 it was operated by the Bloomfield Coal & Supply Company.

COMMENTS

Coal yard developed before 1859 and active into the present century – no standing structures – low potential archaeological significance.

REFERENCES

Sidney 1850; Walling 1859; Hughes 1874; Pidgeon 1881; Sanborn 1885; Robinson 1890; Kiser 1906; Sanborn 1907; 1938; 1977.

RECORDED BY: Richard L. Porter

DATE: May 1999

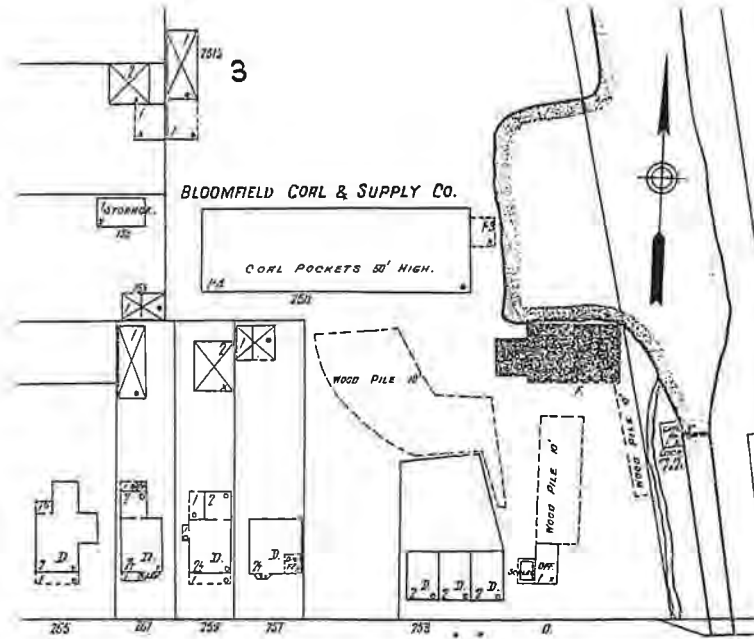
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Bloomfield Coal & Supply Company Coal Yard

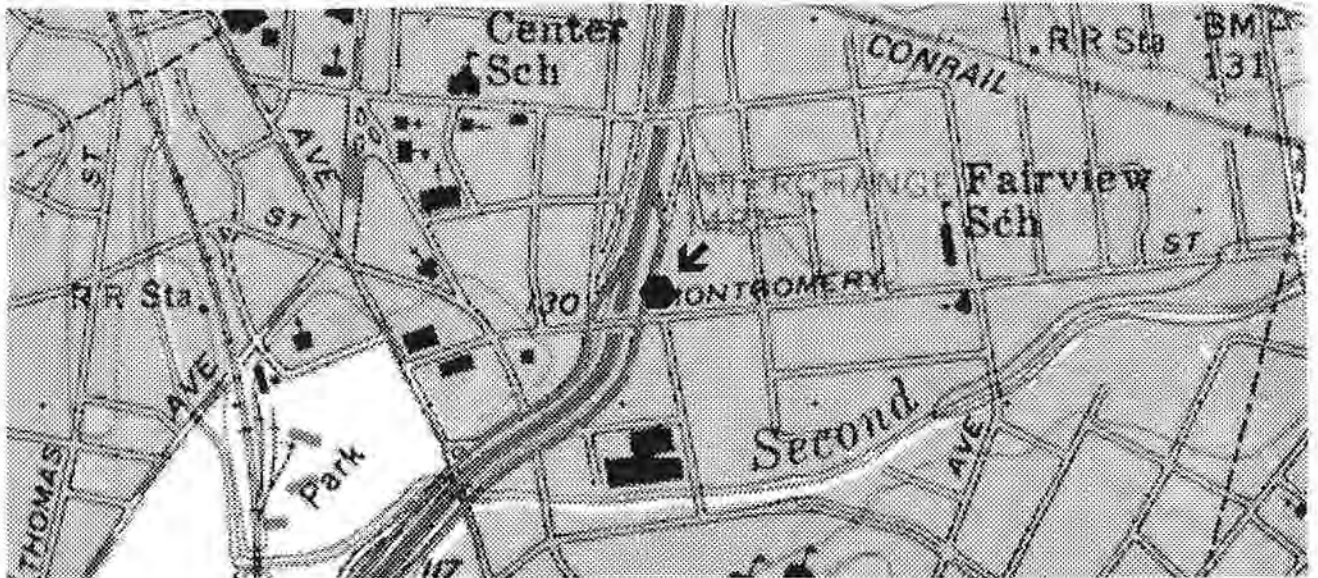
HISTORIC MAP

Source: Sanborn 1907
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568151E, 4515836N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Bloomfield Gas Works/Seago Coal Yard (65)

LOCATION: East side of West Street near the Race Street intersection

MUNICIPALITY: Town of Bloomfield

COUNTY: Essex

DESCRIPTION

Gas works that was replaced by a coal yard and a second gas works on the east side of West Street and the west bank of the canal – the first gas works was demolished and replaced by a coal yard that probably utilized some of the same docking and off-loading facilities that the gas works had used – in 1907 the yard was shown to consist of a small frame office structure with a scale nearby and an open pile of coal on the canal – by 1938 the coal yard property was vacant and the second gas works had been demolished and replaced by an electrical substation – more recently several small industrial shops were built within the former coal yard property.

SIGNIFICANCE

Small gas works developed c. 1875 – by 1890 the first Bloomfield Gas Works had been demolished and replaced by a new facility located just to the south – a coal yard was developed on the former gas works site c. 1900 – in 1906 it was shown as the “Florence K. Seago Coal Yard” – by 1938 the coal yard had been abandoned, and a Public Service Electric and Gas Company Electrical Substation had been built on the second gas works site in the previous year.

COMMENTS

Two gas works and a coal yard developed c. 1875 and active into the 20th century – no standing structures – low potential archaeological significance.

REFERENCES

Walling 1859; Hughes 1874; Pidgeon 1881; Sanborn 1885; Robinson 1890; Kiser 1906; Sanborn 1907; 1938; 1977.

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DATE: May 1999

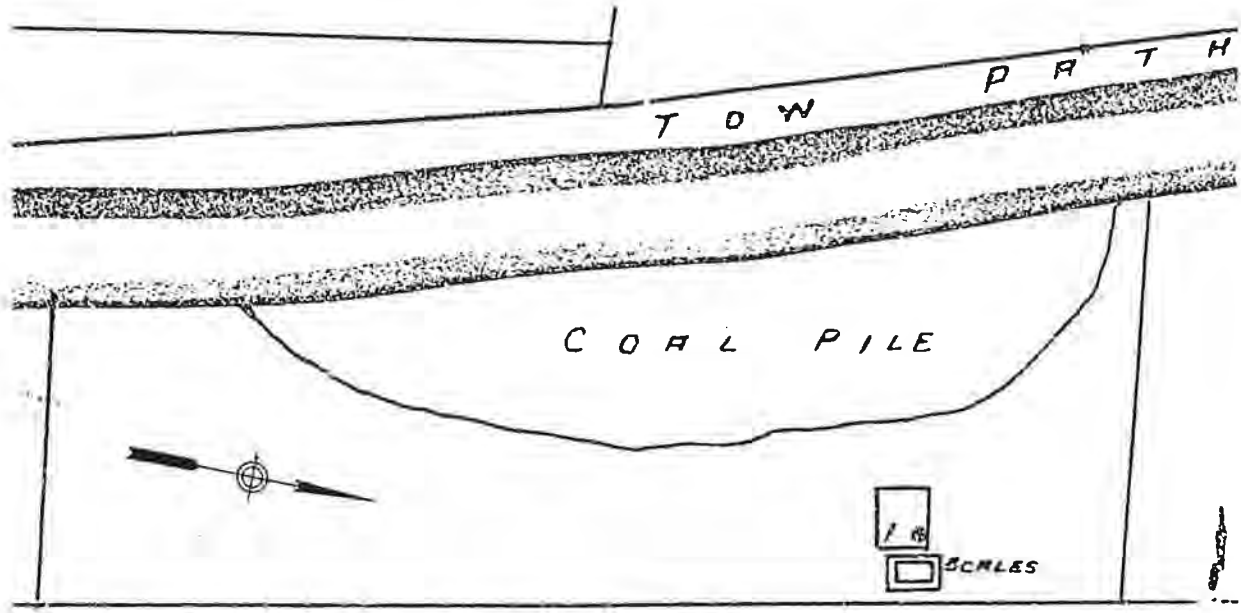
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Bloomfield Gas Works/Seago Coal Yard

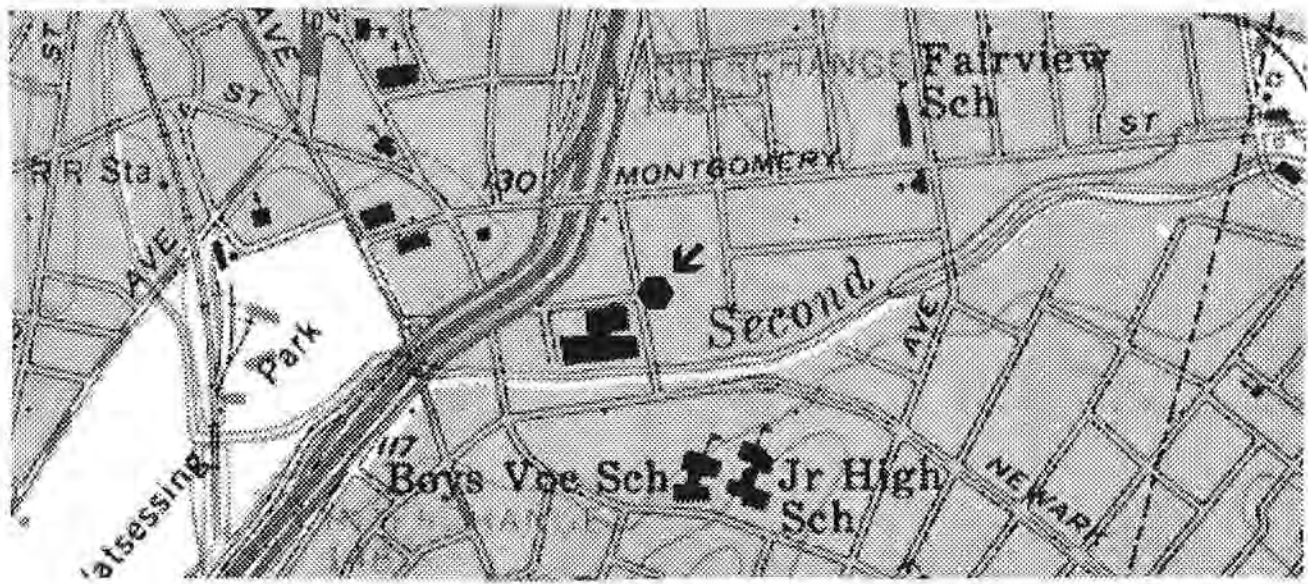
HISTORIC MAP

Source: Sanborn 1907
Scale: 1 inch = 60 feet



USGS QUAD: Orange

UTM References: 18 0568217E, 4515641N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: National Print Works/Nucoa Butter Company Industrial Complex (66)

LOCATION: Northeast side of Mill Street at the Harrison Street intersection

MUNICIPALITY: Town of Belleville

COUNTY: Essex

DESCRIPTION

Industrial complex on the Second River – on the northeast side of Mill Street and the northeast bank of the canal (Mill Street sited on the canal bank here) – it is quite possible that coal from the canal was utilized within the paper mill and the print works – in 1906 the Nucoa Butter Company plant was utilizing coal in its power house, apparently from two sources – a long siding extended from the Erie Railroad to the north to reach a coal conveyer on the north side of the river that carried coal to the power plant – there were also large coal piles around the power plant and very close to the canal, suggesting that coal was also brought in this way – this industrial complex was still active in 1968, but it was more recently demolished and the property has since been redeveloped.

SIGNIFICANCE

Water-powered industrial site that supported a paper mill by the mid-19th century – by 1874 there was a print works at this location, which, by the 1890s, was known as the National Print Works – by 1906 the use of this industrial complex had shifted again as it housed the production activities of the Nucoa Butter Company – in 1923 this company was involved in a merger that produced a new company that was the predecessor of Bestfoods, Inc. – the former Nucoa plant was later sold to the National Grain Yeast Corp., a manufacturer of baker's yeast – this latter firm still occupied the complex in 1968.

COMMENTS

Industrial complex developed before 1850 and active into the second half of the present century – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Sidney 1850; Walling 1859; Hughes 1874; Pidgeon 1881; Robinson 1890; Kiser 1906; Sanborn 1906; 1968.

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DATE: May 1999

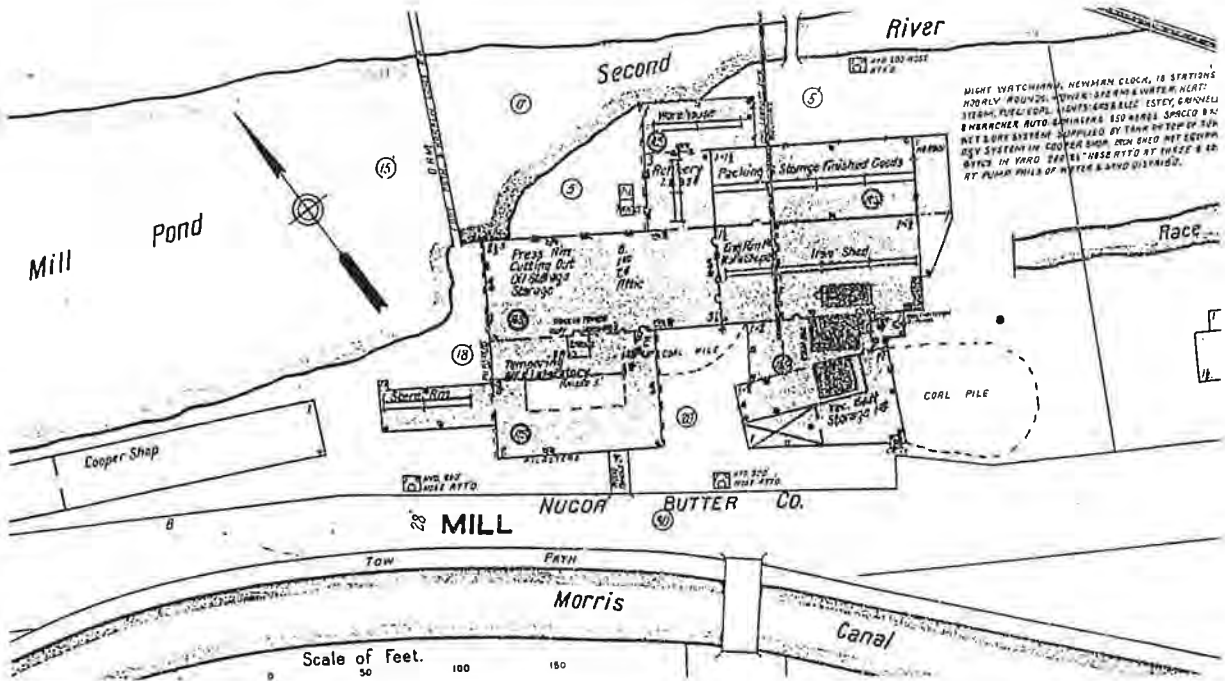
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: National Print Works/Nucoa Butter Company Industrial Complex

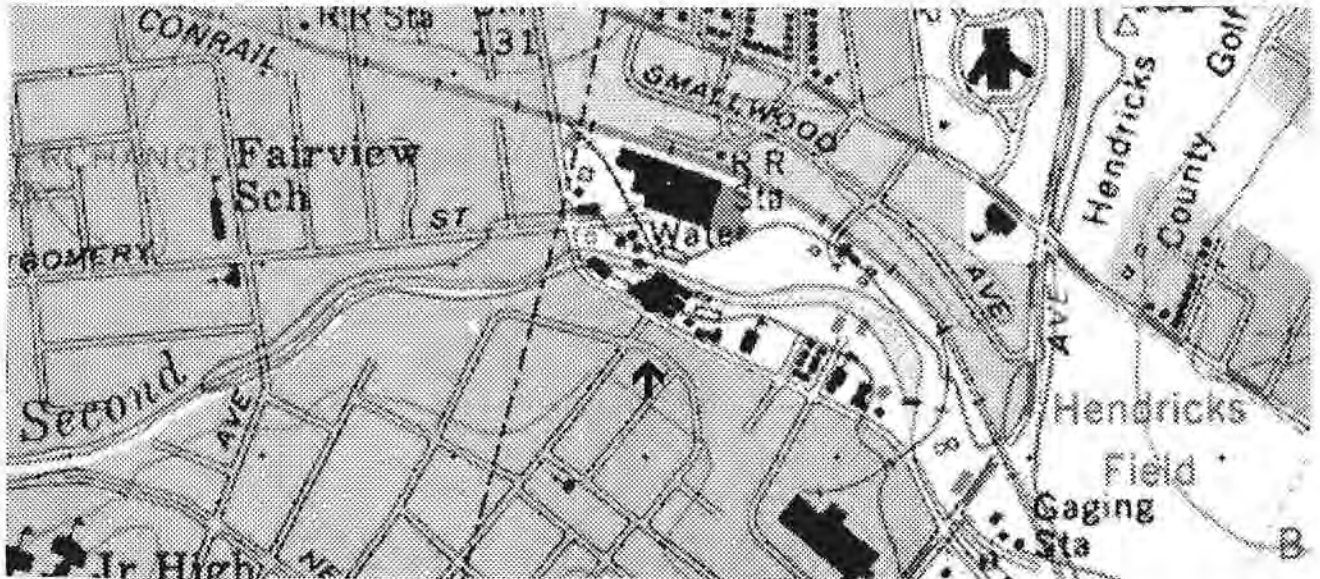
HISTORIC MAP

Source: Sanborn 1906
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0569303E, 4515738N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Geoffrey/Salmon Coal Yard (67)

LOCATION: East side of Franklin Avenue at the northern end of the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the east side of Franklin Avenue (formerly North 6th Street) on the east bank of the canal and on the south side of the former Orange Branch of the Erie Railroad (now Conrail) – in 1901 this yard was shown to include two large frame coal sheds – one of these sheds was on a siding that connected the yard to the Orange Branch, but the other, larger shed was sited on the canal bank – the yard also included an office and several other smaller storage buildings, and by 1909 an additional concrete block storage building had been constructed – in 1931 a section of the former canal coal shed still stood adjacent to the abandoned canal, but it was used for the storage of mason's supplies – coal-related activities were now focused within the shed on the rail siding, which had been increased in size – the yard was eventually demolished and was utilized as a parking area, and it has more recently been redeveloped.

SIGNIFICANCE

Coal yard developed between 1892 and 1901 – in the latter year the property was referred to as the “E.A. Geoffrey & Co. Coal Yard” – in 1909 the company was given as the “Geoffroy Coal Co.,” and it was noted that the yard handled “Hay, Grain & Feed, Coal & Wood” – by 1911 the yard was being operated by the “H.B. Salmon Co.” – this company remained active on the property after the construction of the Newark City Subway within the bed of the abandoned canal and into the 1940s.

COMMENTS

Coal yard developed during the 1890s and active into the middle of the present century – no standing structures – low potential archaeological significance.

REFERENCES

Scarlett & Scarlett 1889; Beckwith 1892; Robinson and Tenney 1901; Sanborn 1909; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; Lee 1983; Sanborn 1994; Geismar 1995a; Lynn Drobbin & Associates 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

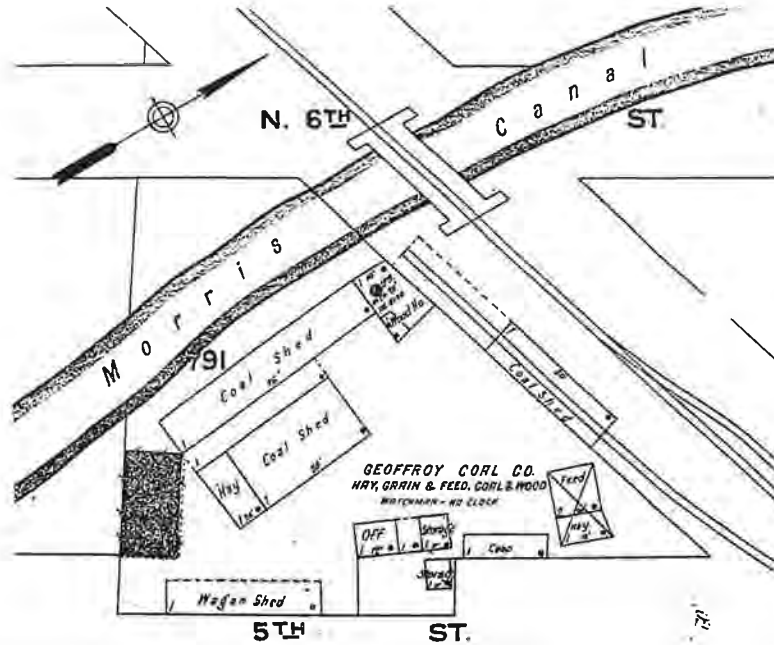
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Geoffrey/Salmon Coal Yard

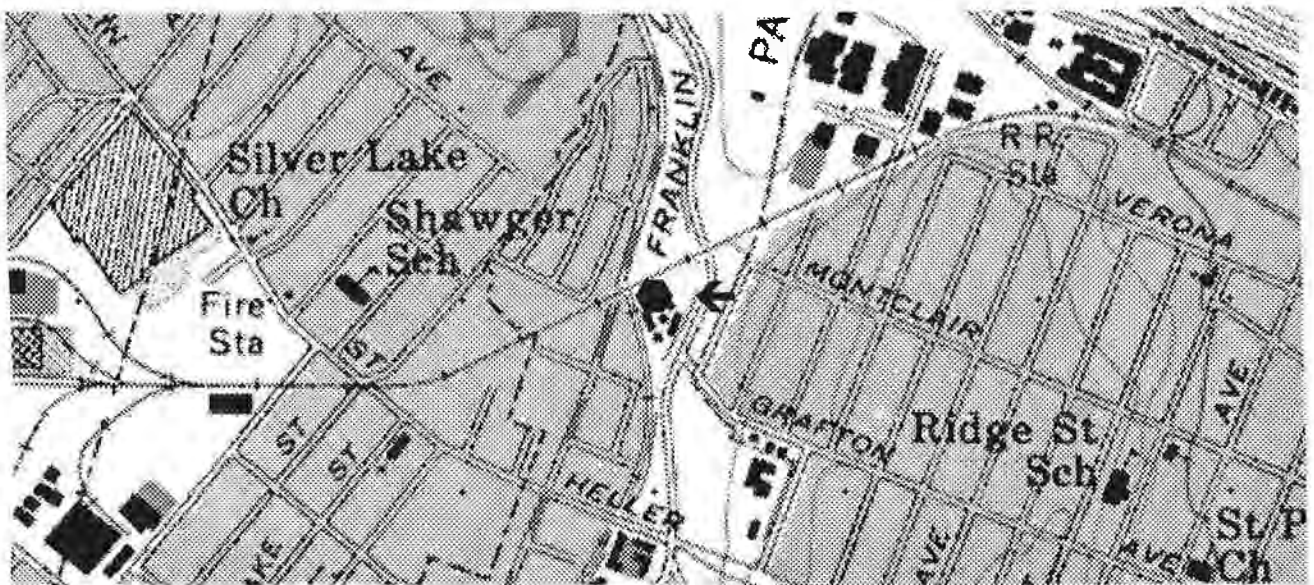
HISTORIC MAP

Source: Sanborn 1909
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0569626E, 4514612N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: A.F. Spangler & Company Coal Yard (68)

LOCATION: East side of 5th Street opposite the 4th Avenue intersection

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the east side of 5th Street and the west bank of the canal – in 1901 this yard was shown to include a large, L-plan frame coal shed extending between the street and the canal and a second smaller structure on the canal – the large shed was incorporated as part of the concrete block factory that was installed here c. 1905 and was still standing in 1908 – by 1931 the shed had been altered but it remained in place and was in use as part of a contractor's storage yard – the section of this shed on 4th remained standing into the 1990s, but it was recently demolished – the Newark City Subway now runs within abandoned bed of this section of the canal.

SIGNIFICANCE

Coal yard developed between 1892 and 1901 – in the latter year the property was identified as the “A.F. Spangler & Co. Coal Yard” – sometime between 1901 and 1908 the company had redeveloped their former coal yard and used the property for the production of concrete blocks, although in 1908 it was noted that it was no longer active – in 1931 the property served as a contractor's storage yard, a use that continued for a number of years.

COMMENTS

Coal yard developed during the 1890s and active only into the first decade of the present century – no standing structures – low potential archaeological significance.

REFERENCES

Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; 1931; 1994.

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DATE: May 1999

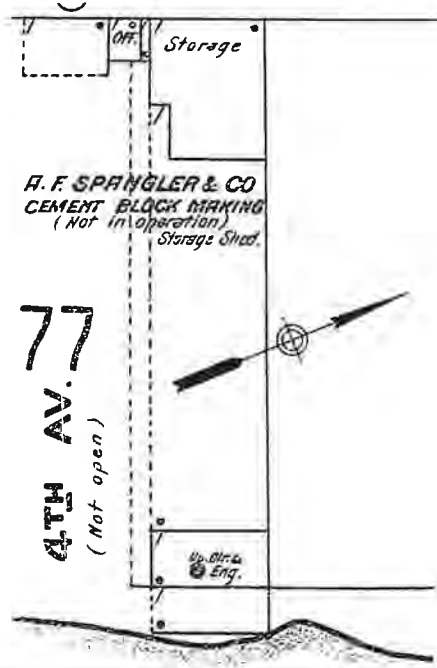
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: A.F. Spangler & Company Coal Yard

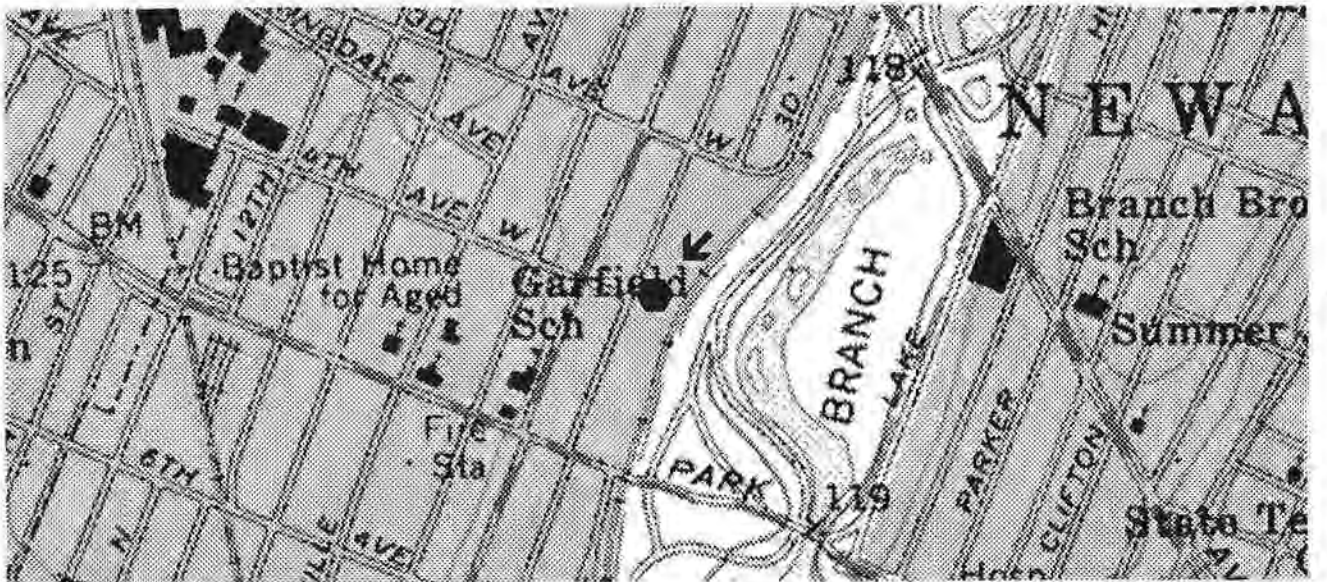
HISTORIC MAP

Source: Sanborn 1908
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568824E, 4512325N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Nichols/Hedden Hat Factory (69)

LOCATION: North side of Park Avenue between 5th Street and the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Industrial facility on the north side of Park (formerly 5th) Avenue on the west bank of the canal – in 1889 it was shown to include a large frame coal shed on the canal bank – in 1892 the shed was shown to include a definite structural connection to the canal – the coal shed was torn down between 1892 and 1901, and the entire complex was demolished c. 1910 – a gas station was built here c. 1930, and this use of the property continued into the 1990s – the Newark City Subway now runs within abandoned bed of this section of the canal

SIGNIFICANCE

Hat factory developed c. 1885 – in 1889 the factory was shown to be under the proprietorship of Thomas Nichols – by 1892 Nichols had moved to a larger facility on the property adjacent to the north, and his former plant was under the proprietorship of the firm of “Hedden and Monk” (soon to be reorganized as C.M. Hedden and Company) – in 1901 I.C. Hedden was identified as the owner of the property and described as a manufacturer of “Soft Fur Hats” – the factory was still active in 1906, but by 1908 it had been shut down – the entire complex had been demolished by 1911, and between 1926 and 1931 a gas station was built at the corner of Park Avenue and 5th Street – this use of the property ultimately expanded to involve nearly the entire site and continued for a number of decades.

COMMENTS

Hat factory developed c. 1885 and active into the first decade of the present century – no standing structures – low potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Garrison 1906; Sanborn 1908; Lathrop and Ogden 1911; Sanborn 1931; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

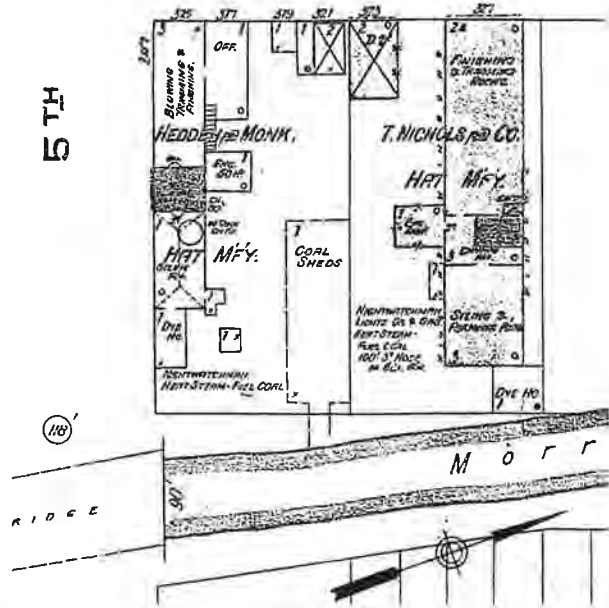
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Nichols/Hedden Hat Factory

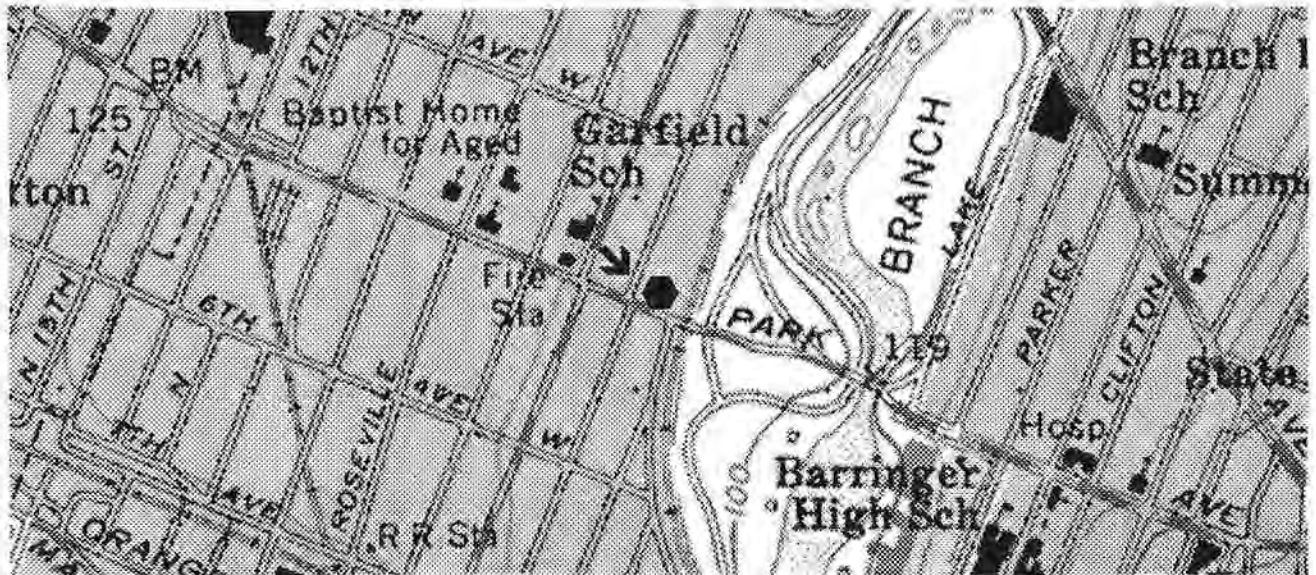
HISTORIC MAP

Source: Sanborn 1892
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568738E, 4512087N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Hauck/Faitoute Coal Yard (70)

LOCATION: North side of Orange Street between 1st Street and the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the north side of Orange Street and the west bank of the canal – the physical configuration of this yard during the mid-19th century is unclear – in 1889 it was shown to include a large frame coal shed on the canal bank and a coal trestle connected with the adjacent Delaware, Lackawanna and Western Railroad line on the north side of Orange – it seems likely that this yard received coal from both the canal and the railroad – both the large shed and the trestle with its associated coal bins were represented in 1892 – the yard was apparently demolished later that same year, and it has remained largely undeveloped ever since – the Newark City Subway now runs within abandoned bed of this section of the canal – the elevated section of Interstate Route 280 now runs over a portion of the site of the former yard.

SIGNIFICANCE

Coal yard developed before 1859 – in that year a “Coal Yard” was represented on the north side of the Morris and Essex Railroad (later the Delaware, Lackawanna and Western Railroad) and the west bank of the canal – this yard appears to have been abandoned, however, as the property was vacant in 1873 and 1881 – it was apparently redeveloped c. 1885, for in 1889 the property was again supporting a coal yard that was owned by Peter Hauck – in 1892 the yard was owned by “The E.G. Faitoute Coal Co.” – the yard appears to have been demolished later in 1892, and in 1901 it was shown to be owned by the Delaware, Lackawanna and Western and largely vacant – the property remained under railroad ownership and largely undeveloped for several decades.

COMMENTS

Coal yard developed before 1859, abandoned c. 1865, redeveloped c. 1885 and abandoned again in 1892 – no standing structures – low-to-moderate potential archaeological significance.

REFERENCES

Walling 1859; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

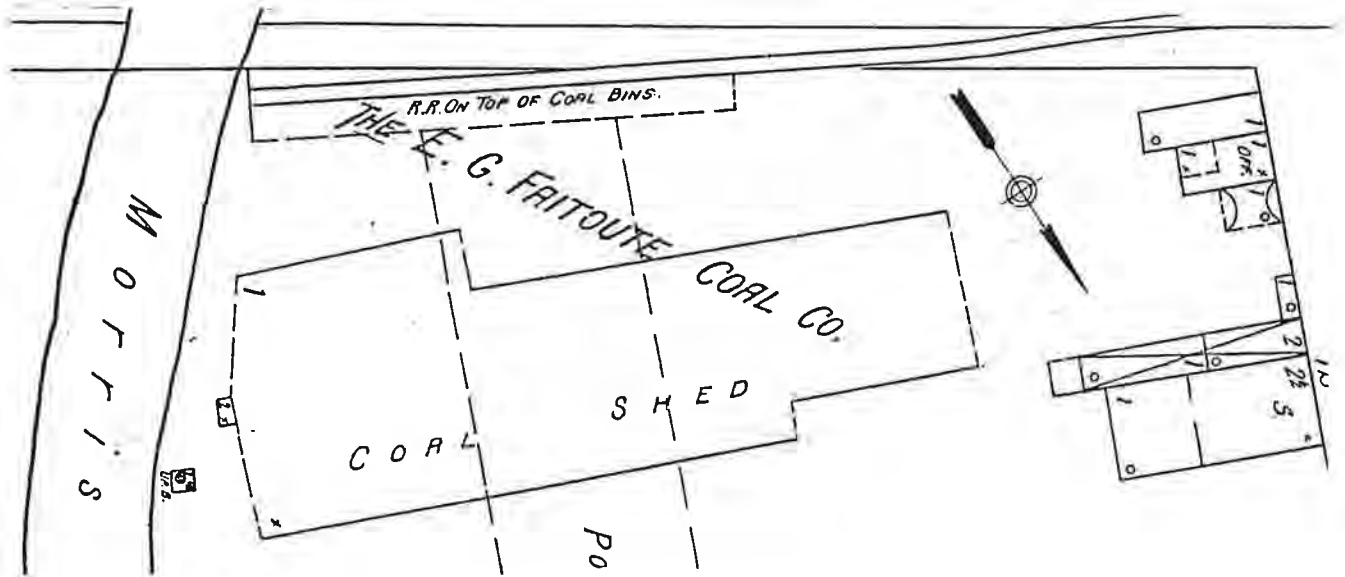
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Hauck/Faitoute Coal Yard

HISTORIC MAP

Source: Sanborn 1892

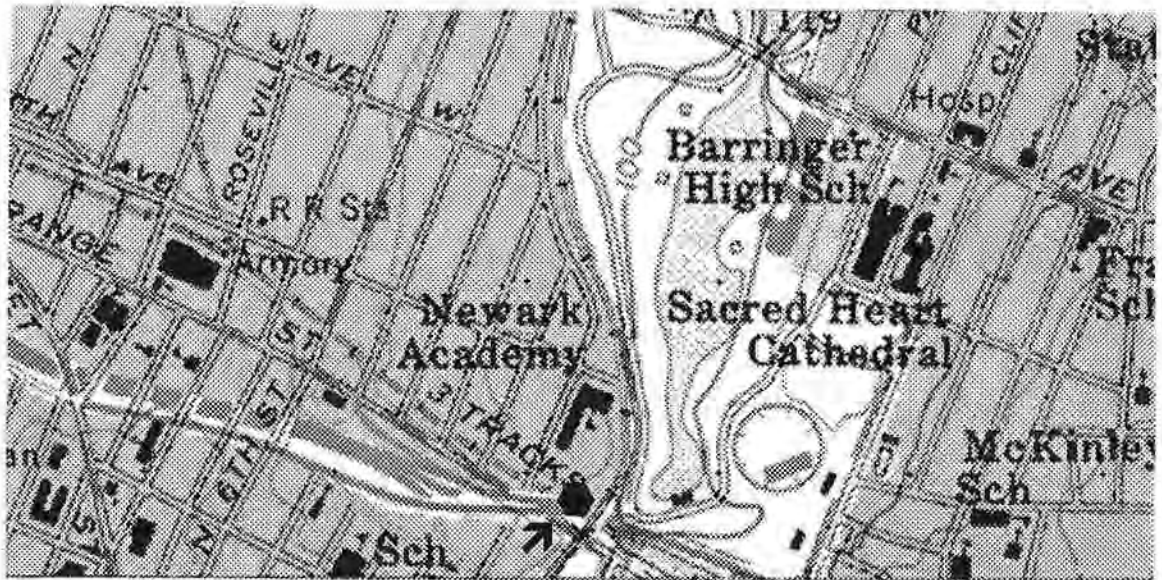
Scale: 1 inch = 60 feet



USGS QUAD: Orange

UTM References: 18 0568787E, 4511233N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Crowell/Sayre Coal Yard (71)

LOCATION: South side of Orange Street between 1st Street and the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the south side of Orange Street and the west bank of the canal – associated with the canal’s Orange Street Basin – in 1873 the yard included a large frame coal shed on the canal at Orange, with the basin just to the south – by 1881 a second large shed had been built on the west side of the basin – the basin was filled c. 1885, and the associated shed was demolished – by 1889 a new shed had been built at the far southern end of the property – this new shed functioned as an individual yard, with the old shed on Orange and a new coal trestle built on the site of the old basin operated as a second, separate yard – by 1892 the new shed had been demolished and replaced by a second coal trestle – the two yards were again combined to function as one at the turn of the century, and by 1901 the old coal shed on Orange had been torn down and replaced by a third coal trestle – the yard was abandoned, the three trestles torn down, and the property redeveloped with the construction of a large industrial plant in 1915 – this building remains standing today.

SIGNIFICANCE

Coal yard developed prior to 1859 – in that year “C. Crowells Coal Yard” was shown on the south side of Orange Street at the canal – in 1867 this property was acquired by Edward Sayre, commencing an ownership tenure that would last at least a quarter of a century – between 1873 and 1881 the coal-handling facilities on the Sayre property had expanded significantly – in 1892 the Lehigh Valley Coal Company was active at the old stand on Orange while the southern end of the property was associated with the “O.A. Cahill Coal Yard” adjacent to the south – the yard was redeveloped at the turn of the century, and by 1911 it had again been unified and was operating as a single, large coal yard controlled by Jane H. Cockshaw – the property was fully redeveloped in 1915 with the removal of all coal-related facilities and the construction of the James A. Banister Company Factory.

COMMENTS

Coal yard developed before 1859 and active into the second decade of the present century – no standing structures – low potential archaeological significance.

REFERENCES

Walling 1859; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; 1994; Porter et al. 1995; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

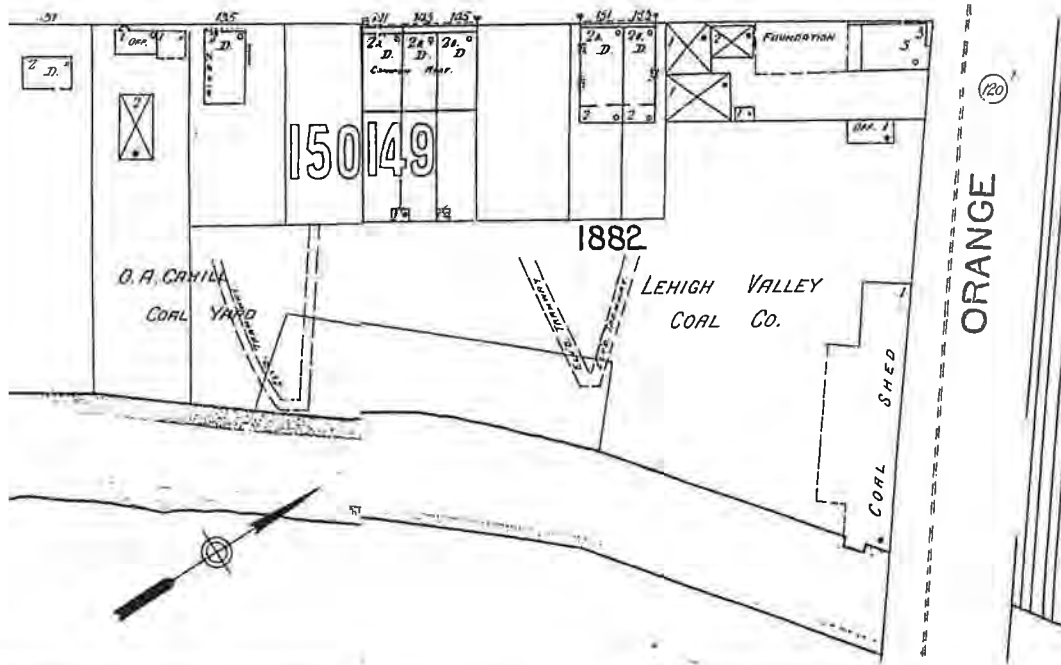
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Crowell/Sayre Coal Yard

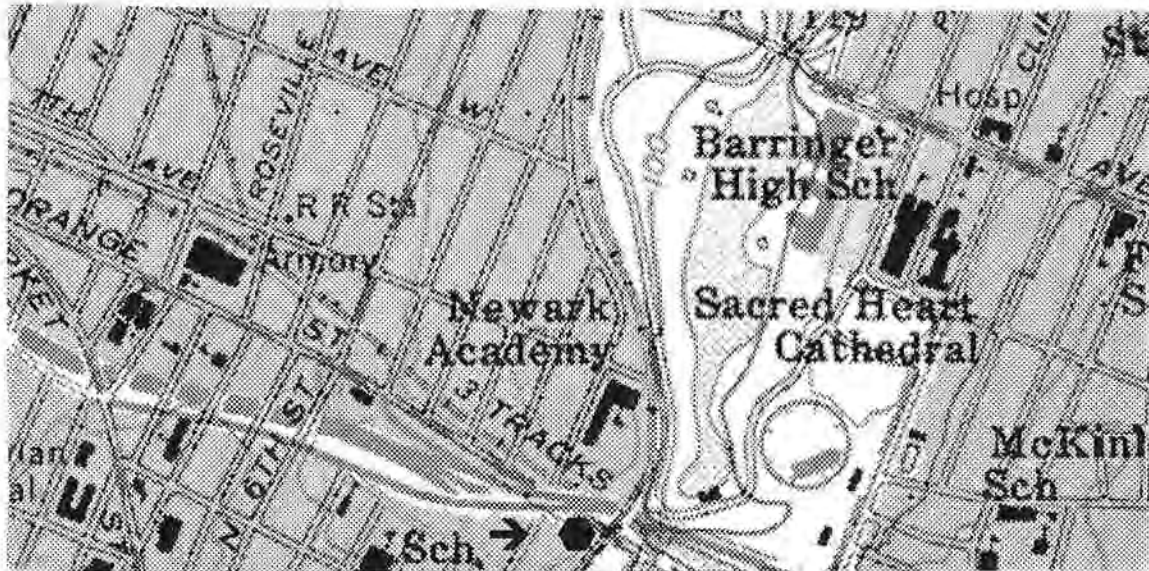
HISTORIC MAP

Source: Sanborn 1892
Scale: 1 inch = 100 feet



USGS QUAD: Orange

UTM References: 18 0568731E, 4511148N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Shanley Coal Yard (72)

LOCATION: Southeast side of 1st Street on the Newark City Subway approximately 300 feet north of Sussex Avenue

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the southeast side of 1st Street and the northwest bank of the canal – in 1873 the yard was dominated by a large frame coal shed on the canal – this shed was torn down c. 1890, although the property remained in use as a coal yard – in 1892 it was shown to consist of an office on 1st with a small storage structure to the rear, along with a coal trestle that was actually sited on the property adjacent to the north – the yard was abandoned around the turn of the century and by 1911 it had been converted to use as a contractor's yard – during the middle decades of the present century it was fully redeveloped with the demolition of all existing structures and the construction of an industrial building on the property – this building was recently demolished to make way for the construction of a new highway ramp connecting Sussex Avenue and Interstate Route 280.

SIGNIFICANCE

Coal yard developed c. 1870 – in 1873 this property was shown to be owned by “O'Connor & Shanley” and it included what appears to have been a coal shed on the canal – by 1889 the property was controlled by the “Shanley Bros.,” and in 1892 it was shown to be the site of the “O.A. Cahill Coal Yard” – it appears to have ceased to function as a coal yard c. 1900, although it was still owned by the Shanley family at that time – by 1911 it was being utilized by the “Newark Paving Co. - General Contractors,” and it was still serving this company as a “Road Contractors Yard” into the 1930s – this property was later redeveloped with the construction of a brick industrial building that covered most of the footprint of the former coal yard.

COMMENTS

Coal yard developed c. 1870 and active up until the turn of the century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Walling 1859; Higginson 1865; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; 1994; Porter et al. 1995; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

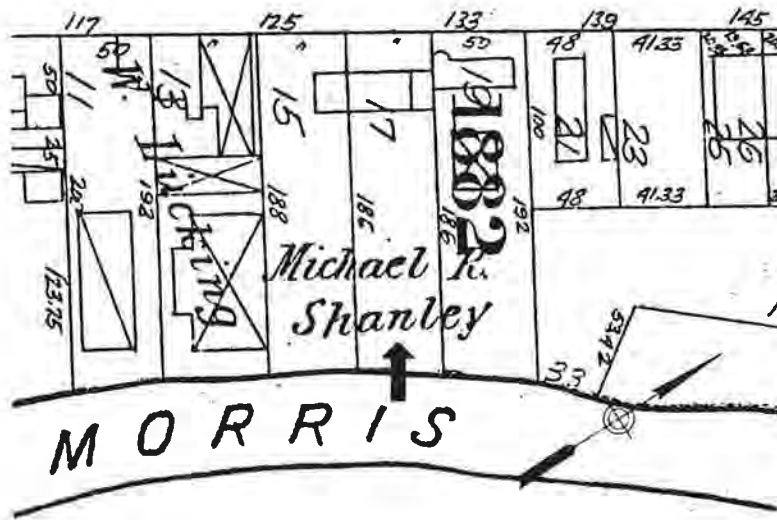
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Shanley Coal Yard

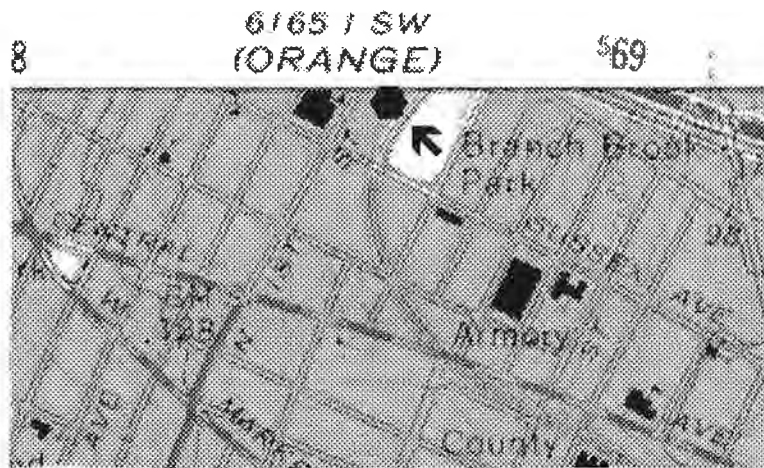
HISTORIC MAP

Source: Robinson and Tenney 1901
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0568683E, 4511089N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Linley/Lucking Coal Yard (74)

LOCATION: North side of Sussex Avenue between 1st Street and the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the north side of Sussex Avenue on the northwest bank of the canal – in 1865 the yard was dominated by a large coal shed on the canal – this frame shed appears to have remained standing up until the time of the abandonment of the yard c. 1920 – in 1889 several smaller structures were also shown within the yard, and a coal trestle was built to the north of the coal shed c. 1890 – by 1901 the yard had expanded further with the construction of a second large coal shed to the south of the first and the addition of several smaller storage structures on 1st Street – by this time the trestle to the north of the original shed had been demolished and the property had been sold off – by 1908 the second coal shed had been torn down and replaced by two new coal trestles on the canal – after the abandonment of the yard all coal-related structures were eventually torn down and the property was used as a parking area – the site of this former coal yard was recently impacted by the construction of a new highway ramp connecting Sussex Avenue and Interstate Route 280.

SIGNIFICANCE

Coal yard developed sometime prior to 1859 – in 1859 “Linleys Coal Yard” was shown on the north side of Sussex Avenue at the canal – in 1873 the property was identified as being owned by “J. Lucking,” and the Lucking family retained this holding well into the present century – in 1892 the coal yard on the Lucking property was being operated by the Fairlie and Wilson Coal Company – the yard, which was identified as “Jos. H. Lucking - Coal & Wood” in 1911, ceased to function c. 1920 – this property subsequently served as a parking area for the former Weber & Scher Manufacturing Company plant at the corner of 1st Street and Sussex Avenue.

COMMENTS

Coal yard developed before 1859 and active until c. 1920 – no standing structures – low potential archaeological significance.

REFERENCES

Walling 1859; Higginson 1865; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; 1994; Porter et al. 1995; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

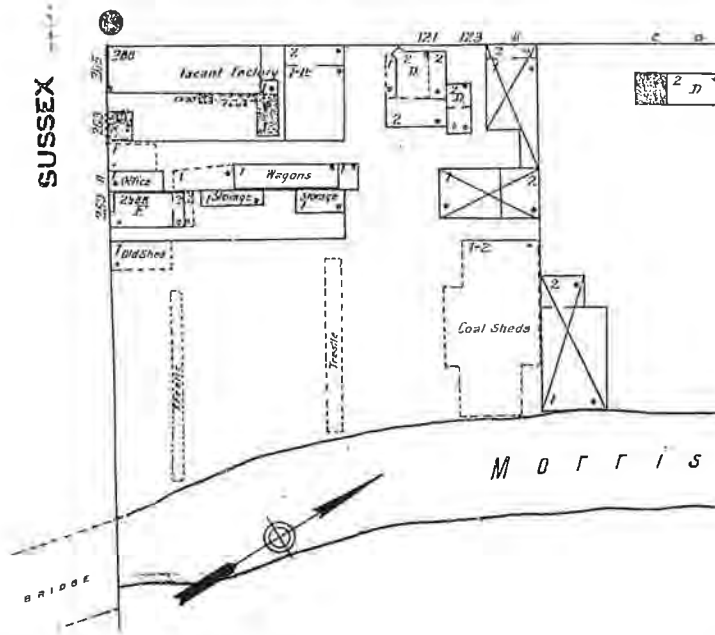
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Linley/Lucking Coal Yard

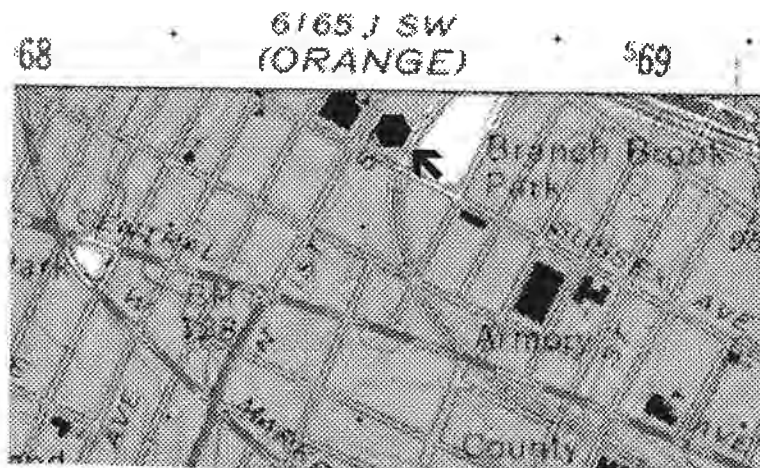
HISTORIC MAP

Source: Sanborn 1908
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0568649E, 4511046N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Lerman Coal Yard (74)

LOCATION: South side of the Newark City Subway between Newark and Norfolk Streets

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the south side of the canal between Newark and Norfolk Streets – in 1868 the yard included a small office building on Newark Street and a large frame coal and lumber shed on the canal – this structural configuration, with only the addition of a small shed on the canal, was still in place in 1892 – by 1901 the use of the property as a coal yard had ended, the coal shed had been demolished, and the large brick ice house, which covered most of the site of the shed, was in place – this property was recently cleared and remains vacant today.

SIGNIFICANCE

Coal yard developed sometime prior to 1868 – in that year a “Coal & Wood” yard was shown at this site – in 1873 the property was shown to be owned by Christian Lerman, and it would remain under his ownership into the present century – the use of the property as a coal yard ended c. 1900, and by 1908 a large brick ice house owned and operated by the Union Ice Company covered the bulk of the former yard.

COMMENTS

Coal yard developed before 1868 and active until c. 1900 – no standing structures – low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

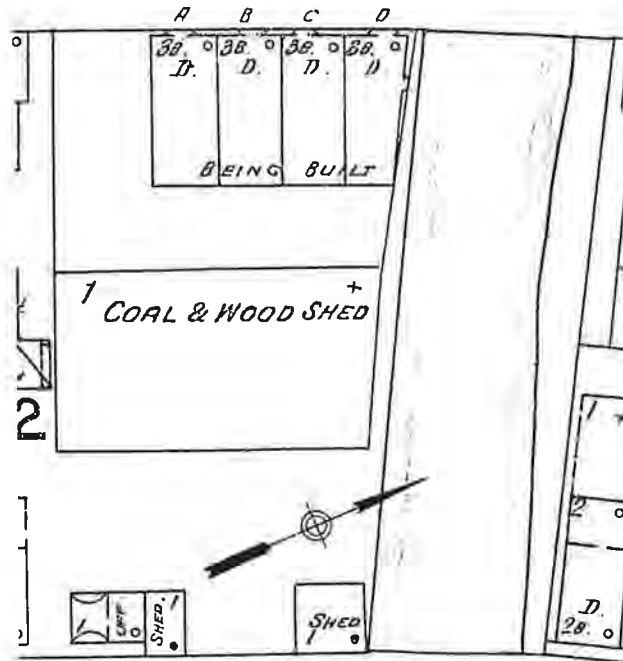
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Lerman Coal Yard

HISTORIC MAP

Source: Sanborn 1892

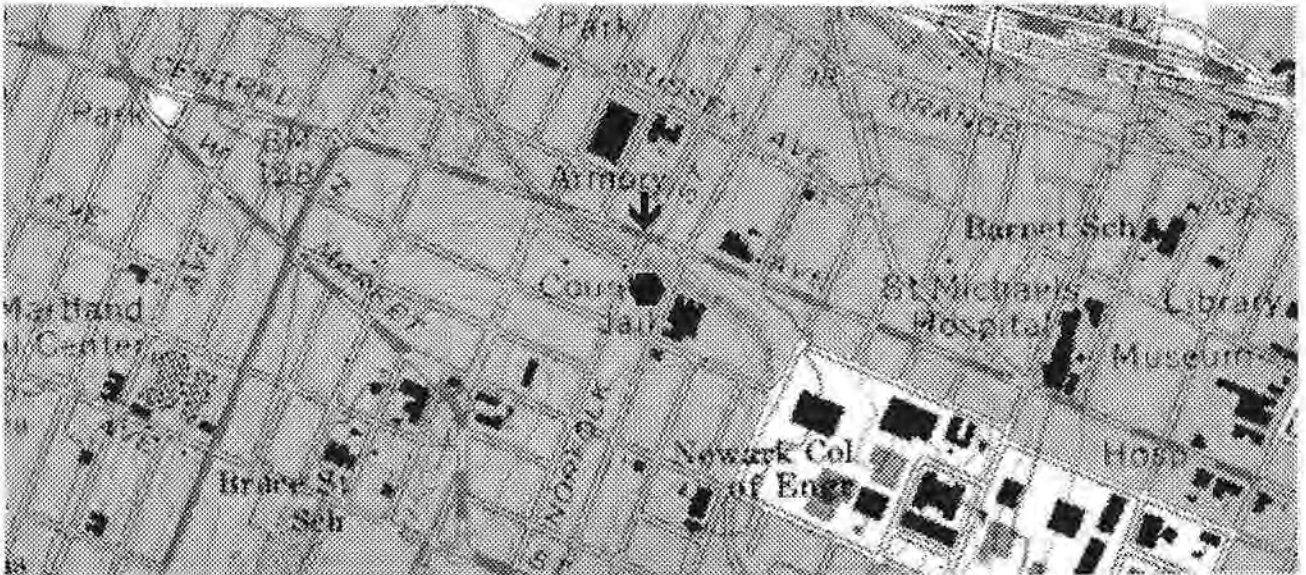
Scale: 1 inch = 60 feet



USGS QUAD: Elizabeth

UTM References: 18 0568943E, 4510544N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: T.P. Howell & Company Leather Works Complex (75)

LOCATION: Area bounded by Wilsey, Warren, and Lock Streets and the Newark City Subway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Industrial complex on the east bank of the canal at New and Wilsey Streets – in 1868 it was shown to include a number of buildings sited directly on the canal, notably the facility's power house, which utilized coal brought in via the canal – with the closing of the plant during the early part of the present century portions of the complex remained in use by a variety of manufacturing concerns – by 1931 other parts of the complex, notably the entire area to the north of New Street (including the location of the power house), were demolished – this area remains vacant today – other former Howell structures survive, with some having been adaptively reused as residential space.

SIGNIFICANCE

Leather manufactory developed in 1848 – the facility was owned by Theodore P. Howell and his uncle S.M. Howell, but the latter died shortly thereafter, leading to the formation of the firm of T.P. Howell & Company in 1850 – Howell's "Patent Leather Manufactory" was shown on the canal in 1868 – with Howell's death in 1878 control of the business passed to his sons Samuel and Henry Howell – the plant grew considerably over time and achieved a reputation as one of the leading leather manufacturers in the world – T.P. Howell & Company remained active on the property into the present century, but operations had ceased by 1931.

COMMENTS

Leather works complex developed in 1848 and active into the early part of the present century – internationally significant leather manufacturing concern – some former structural components of this industrial complex remain standing – low-to-moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; Karschner 1985; Sanborn 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

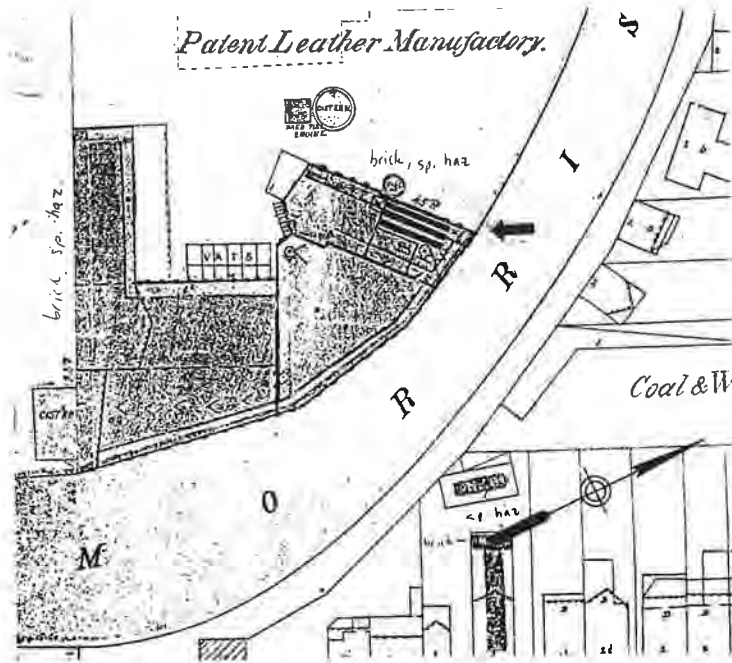
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: T.P. Howell & Company Leather Works Complex

HISTORIC MAP

Source: Van Duyne & Sherman 1868

Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0569104E, 4510430N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Carrollton Coal Yard (76)

LOCATION: East side of the Newark City Subway approximately 250 feet southwest of the Central Avenue/
Lock Street intersection

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the east side of the canal near the intersection of Central Avenue and Lock Street – in 1868 this yard was shown to consist of a large frame coal shed exhibiting an angled L-plan – c. 1870 this coal yard was abandoned, and the shed was demolished – the property was subsequently redeveloped twice – it was first incorporated as part of a small tannery complex that fronted on Lock Street – the second redevelopment involved the construction of the brick garage that now stands on the site of the former coal yard.

SIGNIFICANCE

Coal yard developed sometime prior to 1868 – in that year a “Coal & Wood” yard was shown on the canal to the west of Inness Street (now Central Avenue) and north of Lock Street – in 1873 the property was shown to be vacant and owned by William Carrollton – c. 1885 it was incorporated as part of the L.N. Smith & Son Tannery on Lock Street, and by 1908 the said tannery operation had expanded to include structures that fully occupied the former coal yard site – by 1931 the former tannery buildings had been demolished and replaced by a brick garage that also covered most of the former coal yard site.

COMMENTS

Coal yard developed before 1868 and active until c. 1870 – no standing structures – low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; 1931; 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

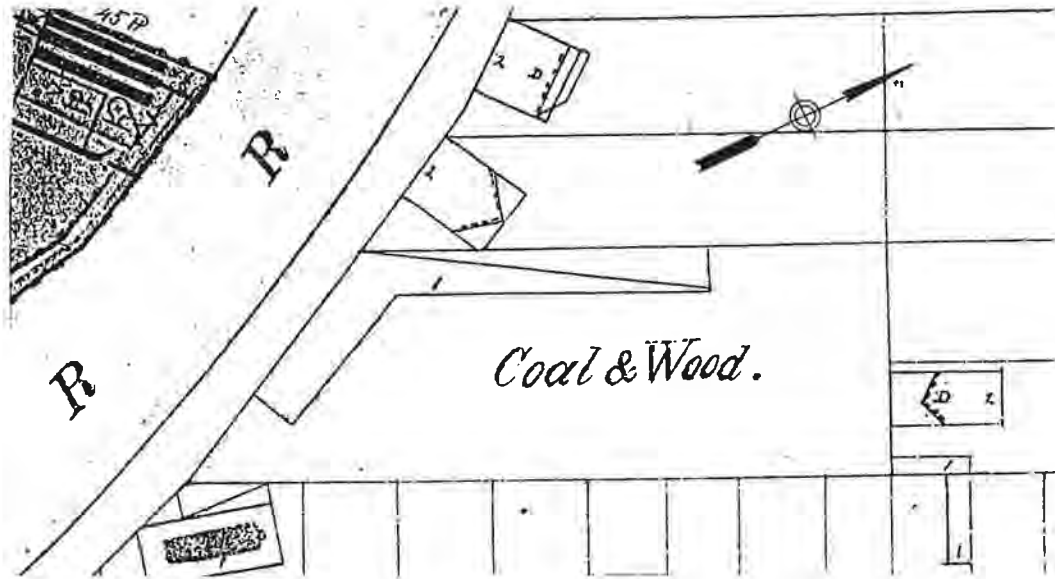
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Carrollton Coal Yard

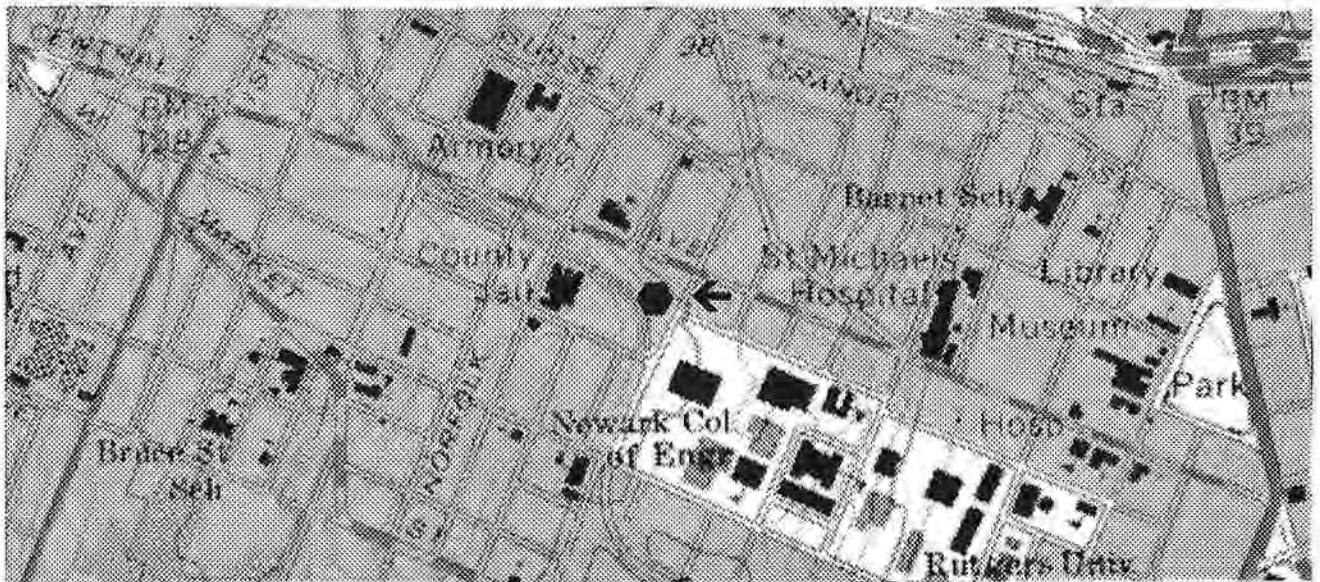
HISTORIC MAP

Source: Van Duyne & Sherman 1868
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569149E, 4510481N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Weigh Lock Coal Yard (77)

LOCATION: West side of Lock Street just to the south of New Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the west side of the canal basin associated with the Newark weigh lock – the yard fronted on Nuttman Street and was just to the south of New Street – in 1868 it was shown to consist of a large frame coal shed extending between the basin and Nuttman and a smaller structure on Nuttman – this coal yard was abandoned and the structures were demolished c. 1870 – the property was subsequently incorporated as part of the T.P. Howell & Company Leather Works Complex, and by the early part of the present century brick industrial buildings fully covered the former coal yard site – these structures were later converted to serve as residential space and remain standing today.

SIGNIFICANCE

Coal yard developed on the basin at the Newark weigh lock shortly after the opening of the canal – in 1841 newspaper advertisements offered coal for sale from this yard – this business was apparently owned and operated by the Morris Canal and Banking Company, with William C. Gould acting as the company's agent – in 1868 a "Coal Yard" was shown on the basin immediately to the east of the lock – by 1873 the yard had been abandoned and the property had been purchased by Theodore P. Howell to allow for the expansion of his adjacent T.P. Howell & Company Leather Works Complex.

COMMENTS

Coal yard developed at the time of the opening of the canal and active until c. 1870 – historically significant as an early coal yard operated by the Morris Canal and Banking Company – no standing structures – extremely low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; 1931; 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

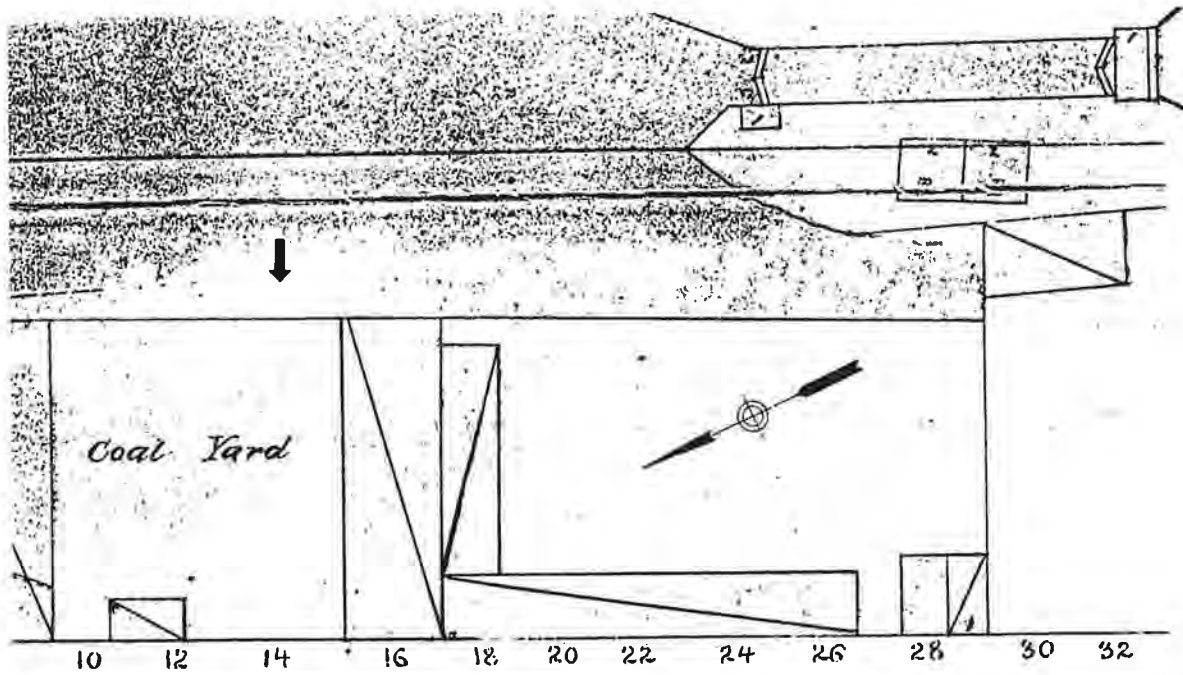
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Weigh Lock Coal Yard

HISTORIC MAP

Source: Van Duyne & Sherman 1868
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569101E, 4510350N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Morris/Smith Coal Yard (78)

LOCATION: South side of Warren Street at Raymond Boulevard

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Small coal yard on the southeast angle of the crossing of Warren Street over the canal – in 1889 it was shown to include a frame coal shed on the canal, a small office on Warren, and a small storage building connecting the office and the shed – this structural configuration appears to have remained in place up until the time of the abandonment of the yard c. 1905 – by 1908 the coal shed on the canal had been demolished – this section of the former canal was extensively redeveloped during the 1930s with the construction of the Newark City Subway and Raymond Boulevard – that portion of the former coal yard that had been adjacent to the canal were destroyed during this construction program – the remainder of the property was not subsequently developed and remains vacant today.

SIGNIFICANCE

Coal yard developed c. 1880 – “J.S. Morris” was shown to be the owner of this property in 1873, which at that time included a line of structures along the Warren Street frontage extending east from the canal toward Searing Street – small coal sheds were shown to be in place on the Morris property in 1889 and 1892 – in 1901 the business was identified as the “M. Smith Coal Yard” – the yard was apparently shut down c. 1905.

COMMENTS

Coal yard developed c. 1880 and active until c. 1905 – no standing structures – low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

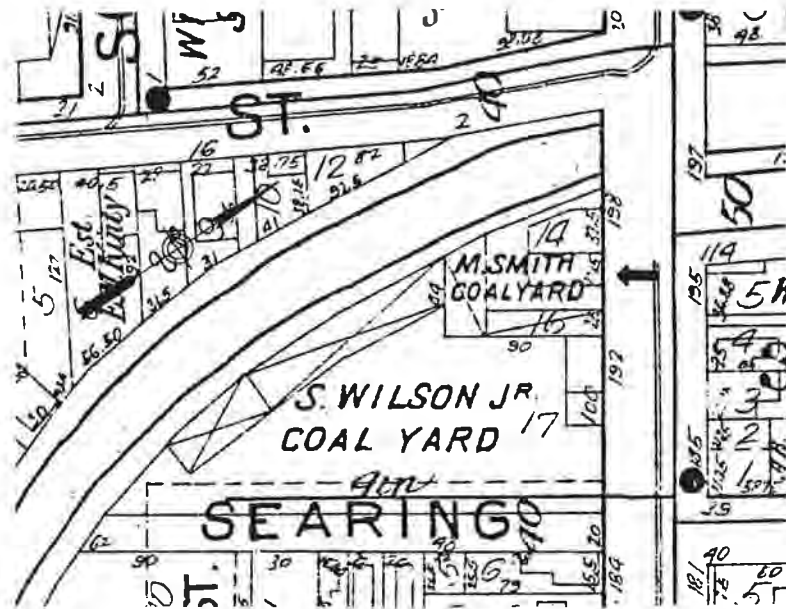
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Morris/Smith Coal Yard

HISTORIC MAP

Source: Robinson and Tenney 1901

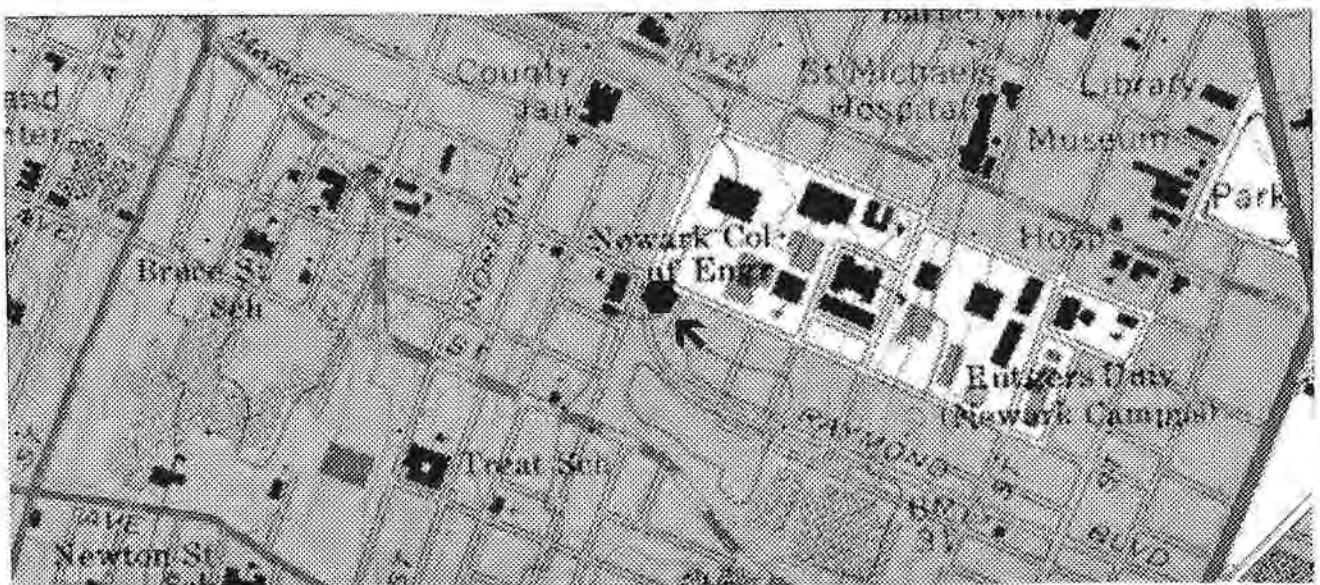
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0569095E, 4510189N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Connery/Wilson Coal Yard (79)

LOCATION: East side of Raymond Boulevard at Searing Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the east side of the canal and the west side of Searing Street – in 1868 it was shown to be dominated by a large frame coal shed on the canal bank – the yard also included a small office on Warren Street and several other smaller storage buildings – all of these structures were demolished when the yard was abandoned c. 1905, and the property was shown to be vacant in 1908 – by 1926 a brick storage structure had been built on the site of the coal shed, and in 1931 the property was being utilized as a contractor’s yard – the Warren Street frontage of the former yard also redeveloped by this time – this section of the former canal was extensively redeveloped during the 1930s with the construction of the Newark City Subway and Raymond Boulevard – the site of the former coal shed was destroyed during this construction program – the remainder of the property, with the exception of a single structure on Warren, is now vacant.

SIGNIFICANCE

Coal yard developed sometime prior to 1868 – in that year it was identified as a “Coal & Wood” yard – in 1873 this property was shown to be owned by John Connery – in 1889 Edward Theurich was identified as the owner, and he remained as such into the early decades of the present century – in 1901 the business on the Theurich property was identified as the “S. Wilson Jr. Coal Yard” – the business ceased operations sometime between 1901 and 1908.

COMMENTS

Coal yard developed before 1868 and active until c. 1905 – no standing structures – low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1931; 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

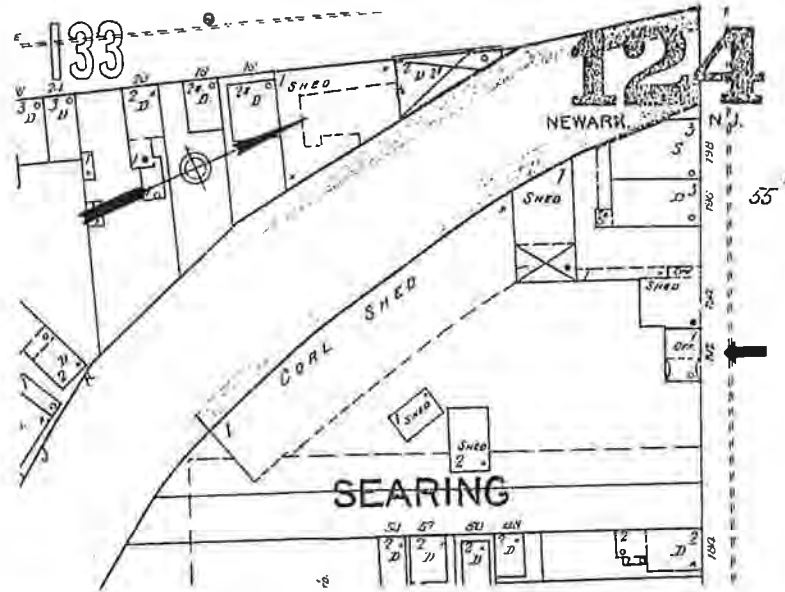
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Connery/Wilson Coal Yard

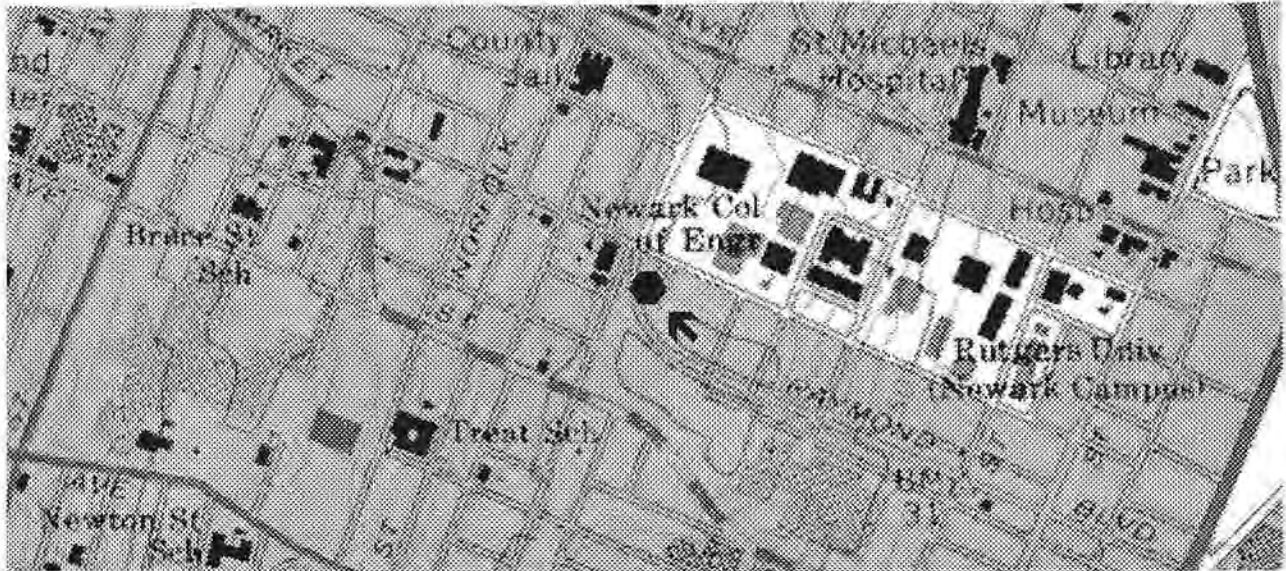
HISTORIC MAP

Source: Sanborn 1892
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0569095E, 4510155N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Colden Street Coal Yard (80)

LOCATION: Northeast side of Raymond Boulevard at Colden Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the northeast side of the canal and the west side of Colden Street – in 1868 it was shown to be dominated by a frame coal shed on the canal bank at Colden – the yard also included several other smaller buildings – all of these structures were demolished when the yard was abandoned c. 1880 – in 1892 this property was shown to be vacant with the exception of a small shed on the site previously occupied by the coal shed – this section of the former canal was extensively redeveloped during the 1930s with the construction of the Newark City Subway and Raymond Boulevard – a portion of the site of this former coal yard was destroyed during this construction program – most the remainder of the property is now occupied by a more recently constructed parking deck.

SIGNIFICANCE

Coal yard developed sometime prior to 1868 – in that year it was identified as a “Coal Yard” – this property was owned (and, apparently, operated) by the Morris Canal and Banking Company – it appears to have ceased to function as a coal yard c. 1880 – the canal company maintained its ownership of the property up until the time of the abandonment of the canal.

COMMENTS

Coal yard developed before 1868 and active until c. 1880 – historically important as a coal yard owned and operated by the Morris Canal and Banking Company – no standing structures – extremely low potential archaeological significance.

REFERENCES

Van Duyne & Sherman 1868; Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; 1931; 1994; Howson et al. 1996.

RECORDED BY: Richard L. Porter

DATE: May 1999

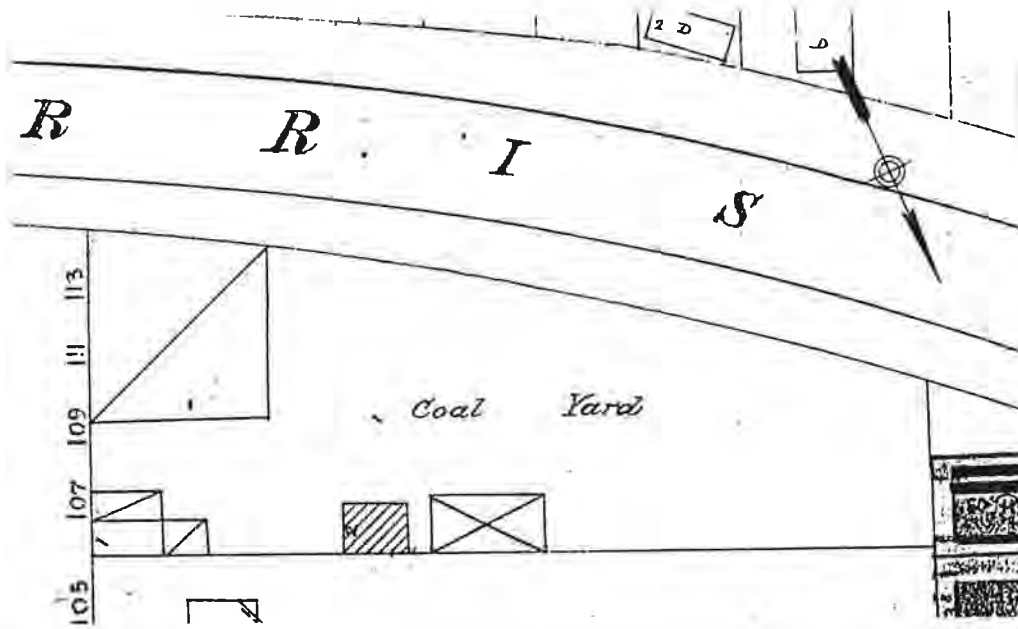
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Colden Street Coal Yard

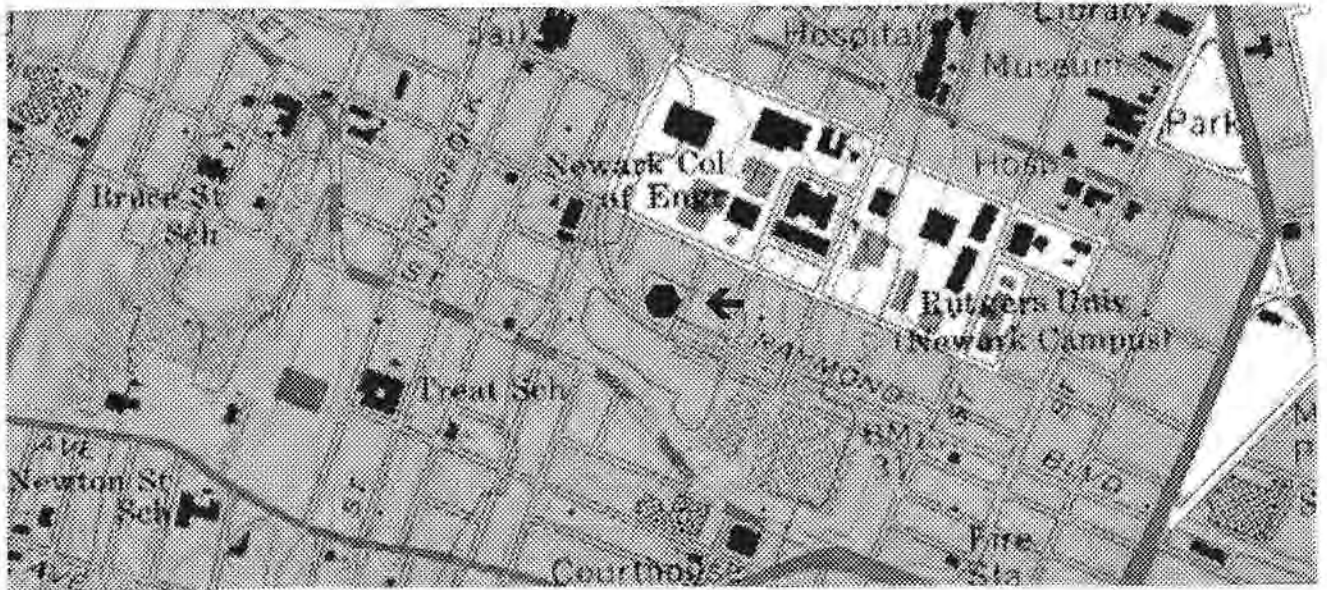
HISTORIC MAP

Source: Van Duyne & Sherman 1868
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569172E, 4510064N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Molter/Mellick Coal Yard (81)

LOCATION: Northeast side of Raymond Boulevard at University Avenue

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the northeast side of the canal and the west side of Plane Street (now University Avenue) – in 1873 this property included several structures, but its use at this time is unclear – it is known to have been in use as a coal yard in 1881, and by 1889 it included a large L-plan frame coal shed/office building that fronted on Plane Street and extended back along Hackett Street and two smaller storage structures – by 1901 the large coal shed section of the L-plan building had been demolished, and the remainder of the structures had been torn down by 1908 – a large bank was built to occupy this entire footprint of the former coal yard in 1917 – this structure remains standing today.

SIGNIFICANCE

Coal yard developed sometime prior to 1881 – in that year it was identified as a “Coal Yard” – this property was owned by Otto Molter by 1873 and remained in his hands into the latter part of the 19th century – in 1892 the business was identified as the “P.M. Mellick Wood & Coal Yard” – the yard appears to have been shut down by 1901, and by 1908 the property was vacant.

COMMENTS

Coal yard developed before 1881 and active until c. 1900 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1930; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

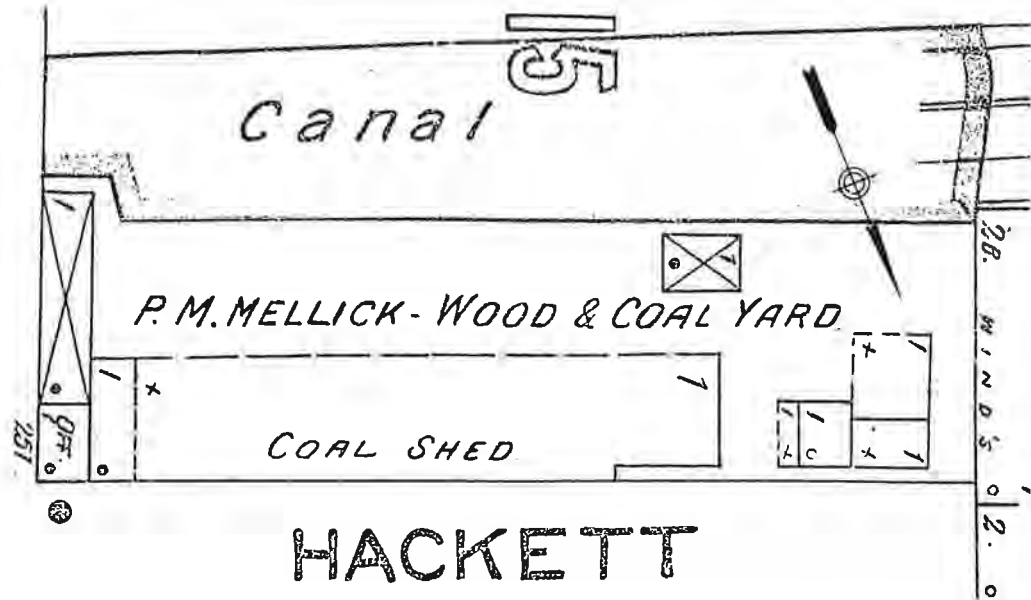
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Molter/Mellick Coal Yard

HISTORIC MAP

Source: Sanborn 1892

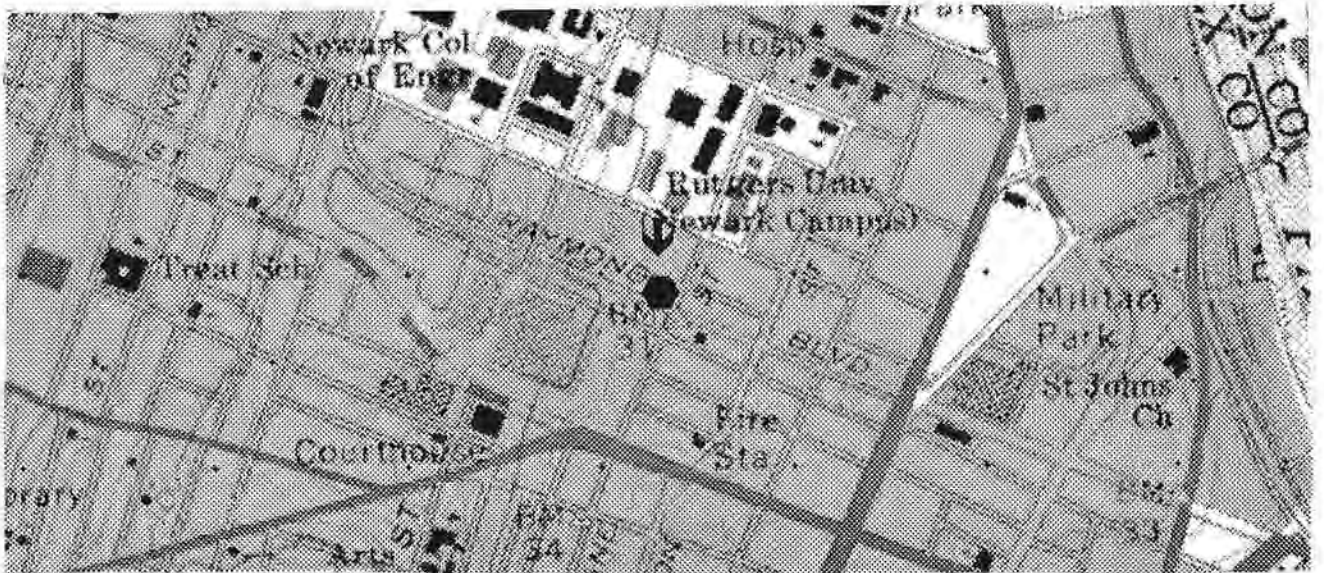
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569573E, 4509887N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Lang/Smith Coal Yard (82)

LOCATION: Southwest side of Raymond Boulevard at University Avenue

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the southwest side of the canal and the west side of Plane Street (now University Avenue) – in 1873 this property included several structures, but its use at this time is unclear – by 1889 it included a line of buildings along the Plane Street frontage that included an office and a large, multi-section coal shed to the rear – the yard had been abandoned, and the coal shed largely demolished, by 1901, and several new structures had been built to allow for the property's use as a plumbing supply storage yard – the entire lot was cleared c. 1910 and the masonry structure later known as the DeBevois Building was built to occupy the entire footprint of the former coal yard – this building was later demolished and the front section of a large parking deck completed in 1992 now occupies this site.

SIGNIFICANCE

Coal yard developed sometime prior to 1889 – in 1873 the property's use was unclear, but it was owned by "H. Lang" – it was owned by Grace Smith in 1889 and the several structures depicted at that time were specifically described as being part of a "Coal Yard" in 1892 – by 1901 this yard had ceased to function and the property was owned by Isaac F. Roe – in 1908 it was described as the stable and storage property of "Roe & Conover", a plumbing supply firm – this property was completely redeveloped between 1908 and 1911.

COMMENTS

Coal yard developed before 1889 and active until c. 1900 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1930; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

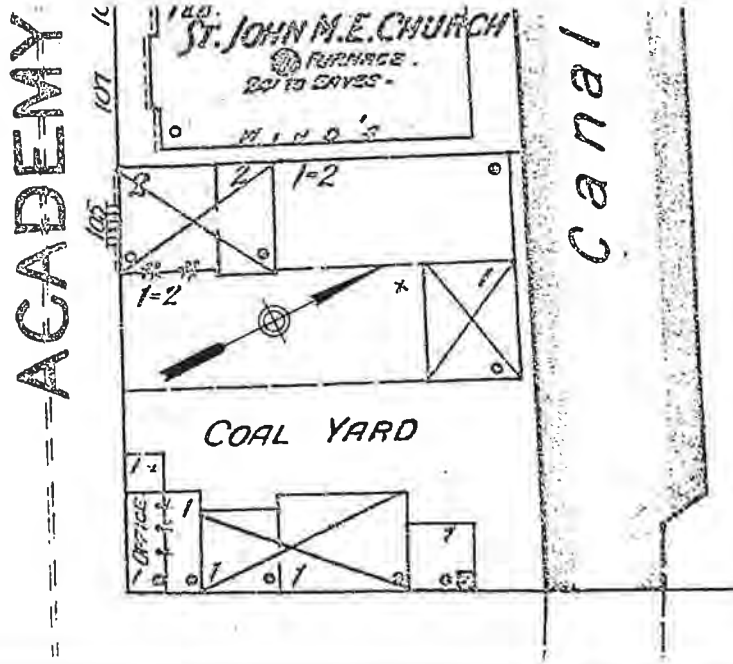
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Lang/Smith Coal Yard

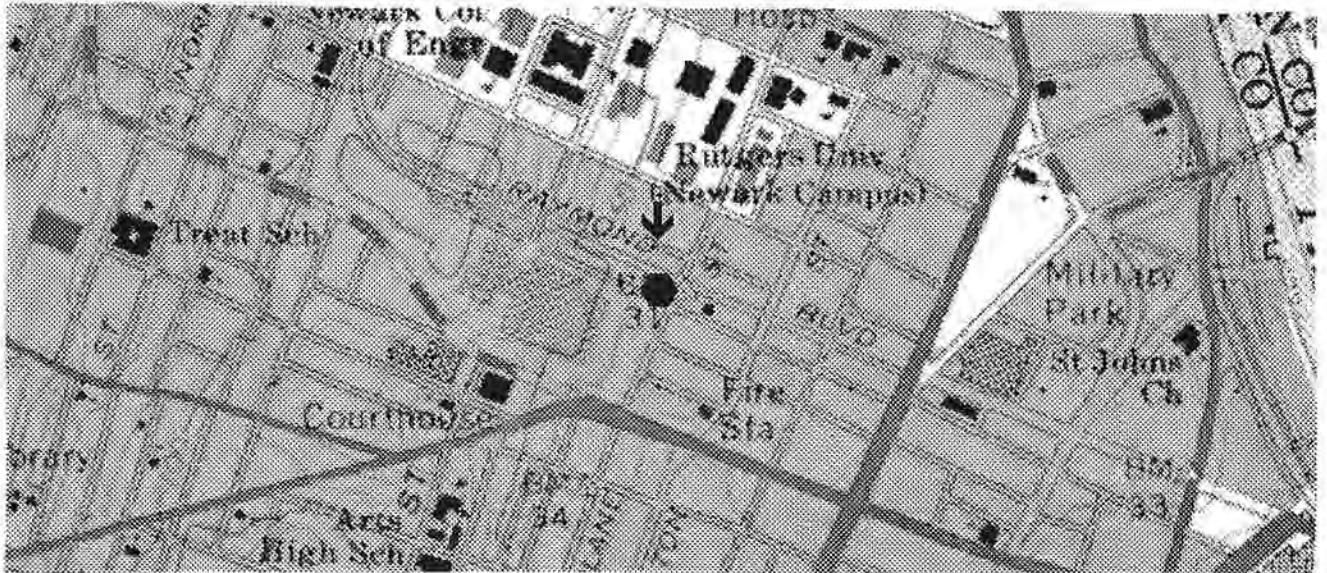
HISTORIC MAP

Source: Sanborn 1892
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569559E, 4509845N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Dodd/Gluttings Coal Yard (83)

LOCATION: Northeast side of Raymond Boulevard at Washington Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the northeast side of the canal and the east side of Washington Street – in 1873 this property included several structures, but its use at this time is unclear – it is known to have been in use as a coal yard in 1881, and by 1889 it included several connected structures (including an office) on Washington and a large frame coal shed at the rear of the lot on the canal – by 1908 the property was no longer functioning as a coal yard, although the office and the former coal shed remained standing – all remaining buildings were torn down sometime between 1911 and 1925, and in the latter year a six-story brick structure known as the Washington Terminal Garage was completed to occupy the entire site of the former coal yard – this structure remains standing today.

SIGNIFICANCE

Coal yard developed sometime prior to 1881 – in 1873 the property's use was unclear, but it was owned by Matthew M. Dodd, and he and his heirs would maintain this holding into the early decades of the present century – in 1881 it was identified as a "Coal and Wood Yard" – in 1892 the business on the property was shown as the "Wood and Coal Yard" of John F. Gluttings – by 1908 the yard had been shut down, and in 1925 the property was completely redeveloped.

COMMENTS

Coal yard developed before 1881 and active until c. 1900 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1930; 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

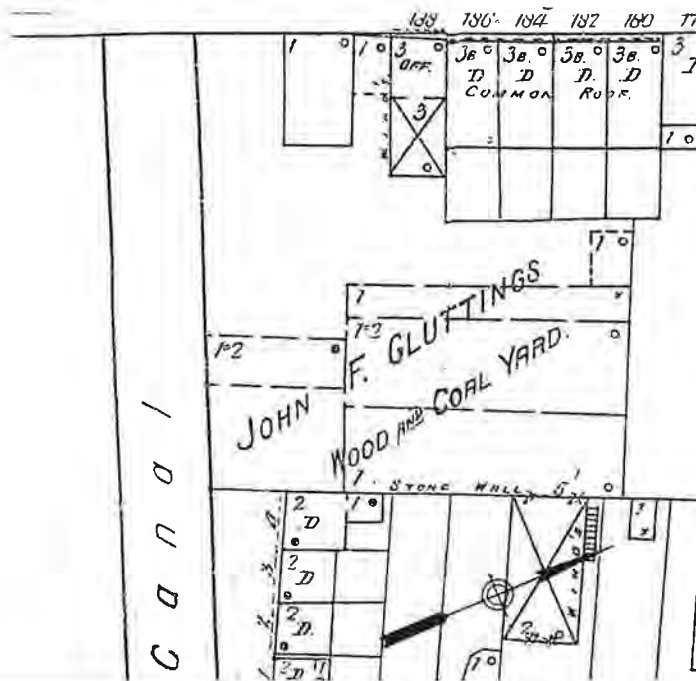
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Dodd/Gluttings Coal Yard

HISTORIC MAP

Source: Sanborn 1892

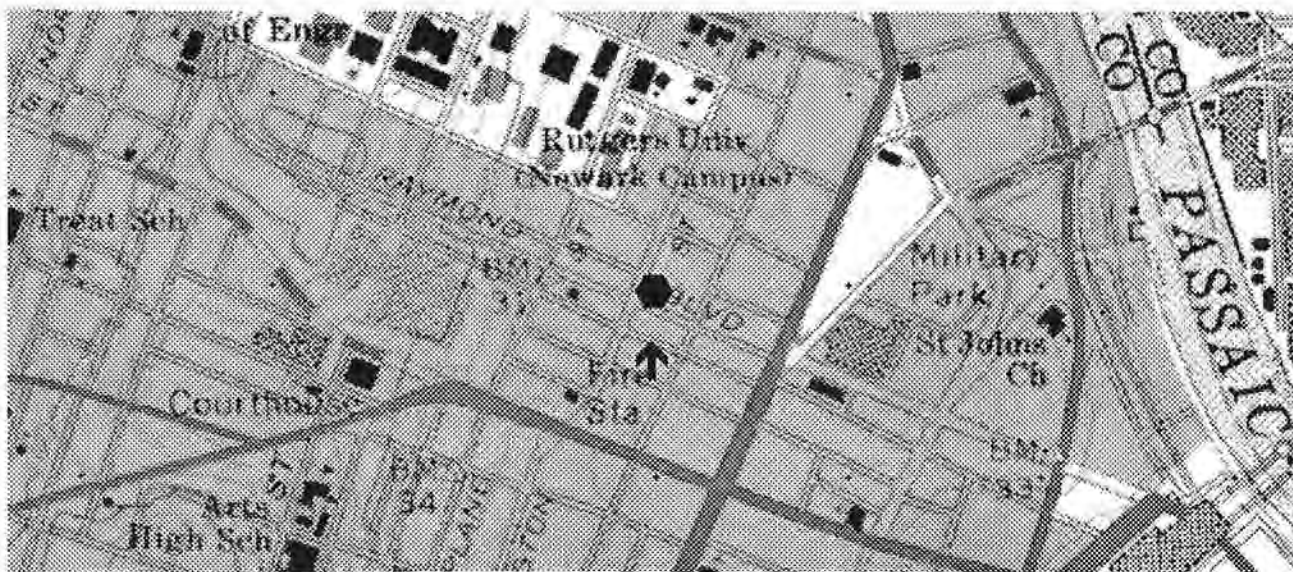
Scale: 1 inch = 60 feet



USGS QUAD: Elizabeth

UTM References: 18 0569764E, 4509820N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Burnett/Best Coal Yard (84)

LOCATION: Southwest side of Raymond Boulevard at Washington Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the southwest side of the canal and the east side of Washington Street – in 1889 and 1892 it was shown to include an office with several small attached storage structures on Washington and a larger two-section coal shed to the rear – the coal shed had been demolished by 1901, and by 1930 all of the structures formerly associated with the coal yard had been removed – this property remained largely vacant until it was redeveloped in 1989 with the construction of a concrete block office building that now occupies the entire footprint of the former coal yard.

SIGNIFICANCE

Coal yard developed sometime prior to 1871 – in that year John R. Burnett left his job as the Secretary of the Morris Canal and Banking Company to take over a coal yard at 198 Washington Street – in 1873 this yard was, in fact, shown to be sited on property owned by the canal company – in 1892 the business was identified as the “R.C. Best Coal Yard” – it appears to have ceased to function by 1901, although the canal company was still shown to be the owner of the property – during the present century this holding was used only for a number of very small commercial concerns, and it remained largely undeveloped until the construction of an office building on the property in 1989.

COMMENTS

Coal yard developed before 1871 and active until c. 1900 – historically important as a coal yard owned by the Morris Canal and Banking Company – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1911; Robinson et al. 1926; Sanborn 1930; Kalata 1983; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

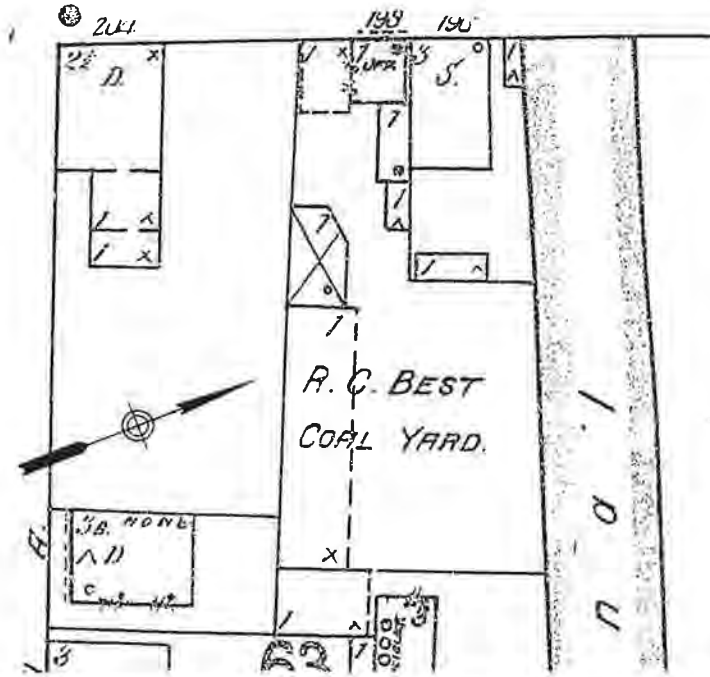
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Burnett/Best Coal Yard

HISTORIC MAP

Source: Sanborn 1892

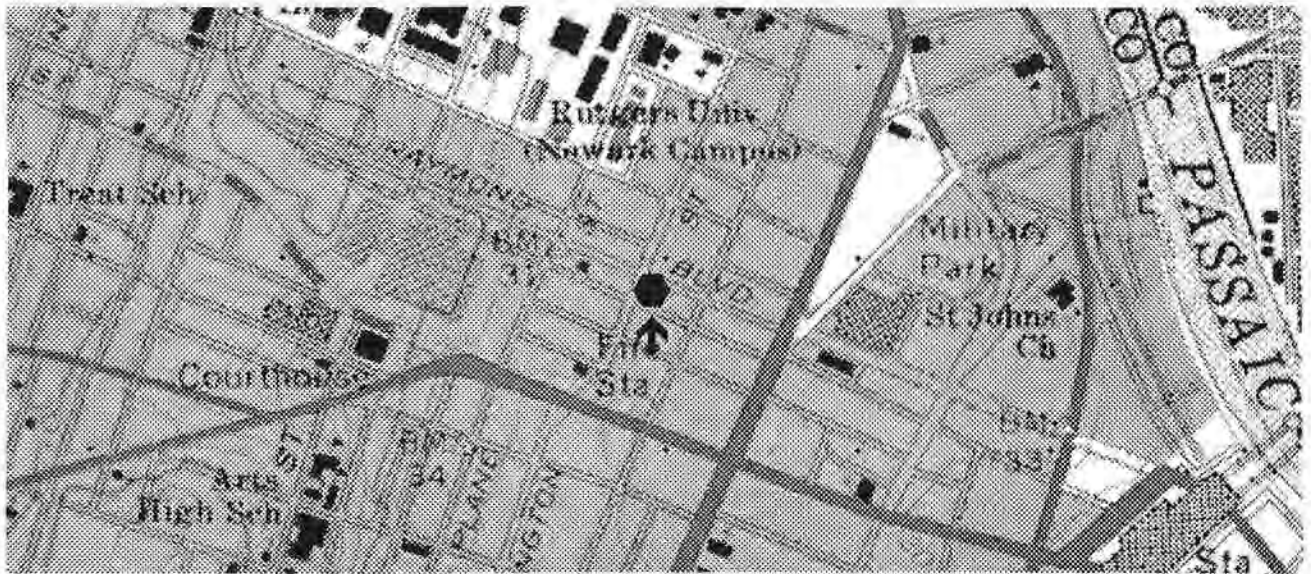
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0569746E, 4509778N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Schmidt Coal Yard (85)

LOCATION: Northeast side of Raymond Boulevard between Mulberry Street and McCarter Highway

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the northeast side of the canal to the east of Mulberry Street – in 1873 this property included several structures, but its use was unclear – it is known to have been in use as a coal yard by 1889 – this yard was separated from the canal by North Canal Street and included numerous structures tightly packed within a small urban property – a small frame structure sited directly on the canal marked the location of the yard's off-loading focus and housed the steam engine that powered the "coal tramway" that ran over North Canal to the yard's largest coal shed – this shed housed a trestle and a number of "High Wooden Bins for Coal" – the yard was shut down c. 1910 and converted to other uses – Raymond Boulevard, which was 90 feet wide in this area, was in place over the former canal right-of-way (and the yard's former off-loading facilities) by 1930 – the entire city block within which the yard stood was eventually razed and is now the site of the Seton Hall University Law School, completed in 1992.

SIGNIFICANCE

Coal yard developed sometime prior to 1889 – in 1873 the property's use was unclear, but it was owned by "Mrs. Mary C. Schmidt" – the Schmidt family retained this holding into the early decades of the present century – in 1892 it was identified as the "C.M. Schmidt Coal Yard," and it remained active (now also handling lumber) in 1908 under the proprietorship of J.J. Schmidt – the yard appears to have been shut down c. 1910, and by 1930 a number of the former coal-related structures were being utilized for "Auto Storage."

COMMENTS

Coal yard developed before 1889 and active until c. 1910 – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1926; Sanborn 1930; Lee 1983; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

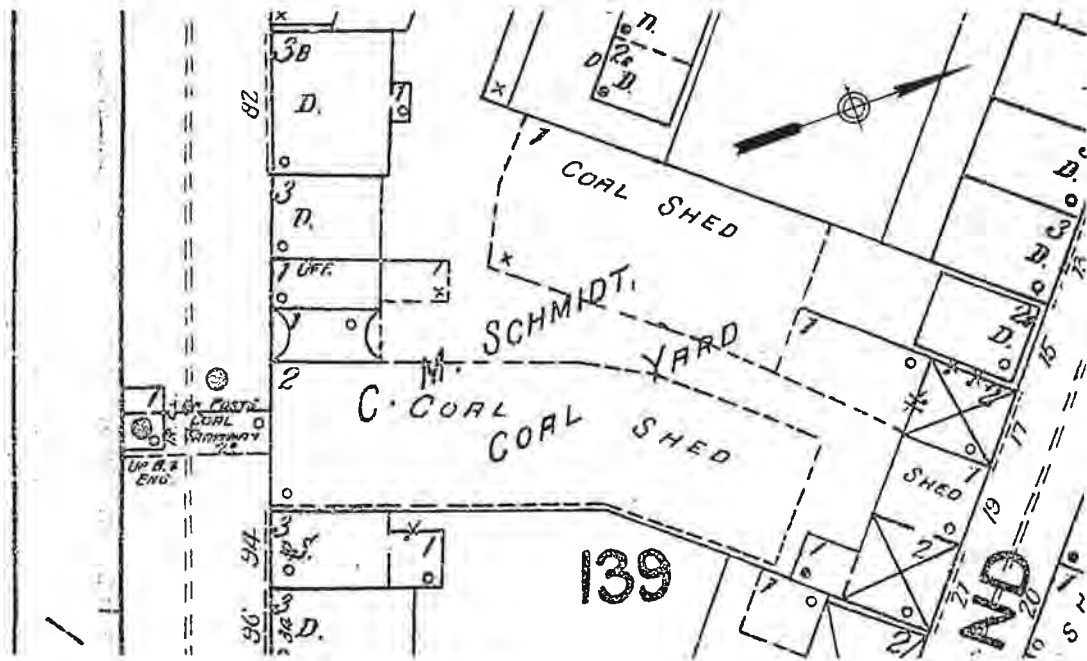
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Schmidt Coal Yard

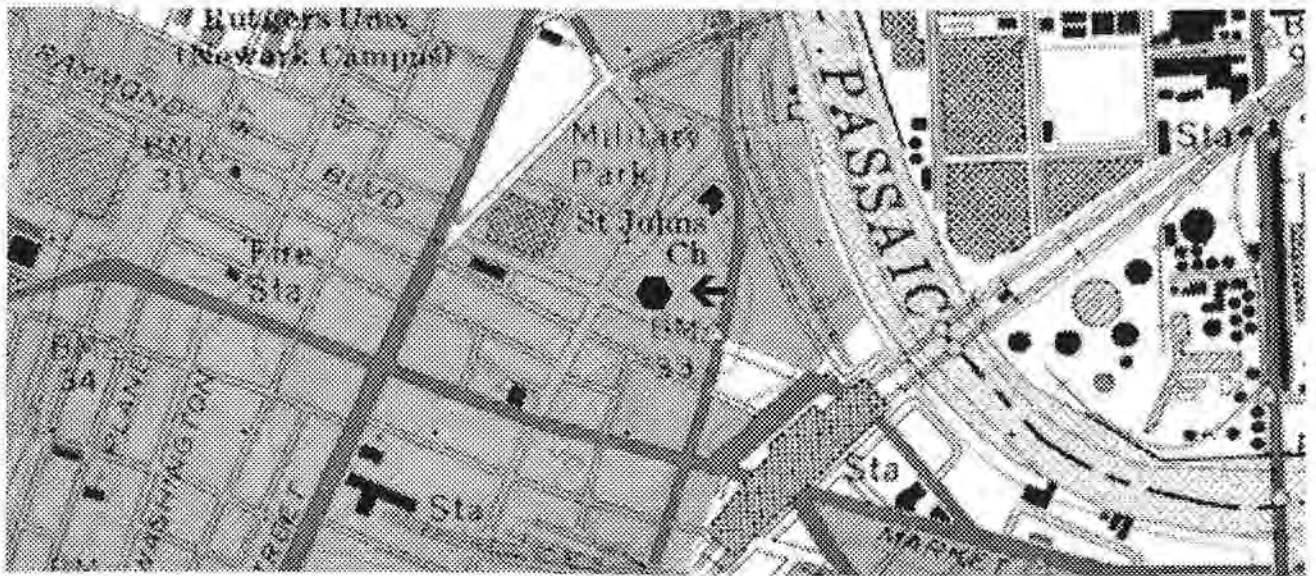
HISTORIC MAP

Source: Sanborn 1908
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0570302E, 4509630N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Jacques Coal Yard (86)

LOCATION: Southwest side of Raymond Boulevard at Raymond Plaza West

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the southwest side of the canal at the Newark Deep Lock 17E – extended from South Canal Street (which ran along the south side of the canal) to Commerce Street - in 1873 this yard was shown to include several shed structures adjacent to South Canal – the yard was abandoned and the property subdivided c. 1885 – former coal sheds were converted to other uses and were still in place in 1892 – the northern half of the property on South Canal was cleared of structures c. 1905 and redeveloped as the site of Newark’s first city playground – the southern parcel was the site of a small machinery manufacturing shop into the early decades of the present century – Raymond Boulevard, which was 90 feet wide in this area, was in place over the former canal right-of-way by 1930 – this entire area was more recently included within what was referred to as the Newark Plaza Redevelopment Project.

SIGNIFICANCE

Coal yard developed sometime prior to 1873 – in that year this property was identified as the “Henry H. Jacques Coal Yard” – the business was shut down c. 1885 and the property was subdivided – the former coal structures within the north half of the property adjacent to the canal housed a “Poultry Dressing” operation in 1892 – by 1908 this parcel had become the site of Newark’s first playground.

COMMENTS

Coal yard developed before 1873 and active until c. 1885 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

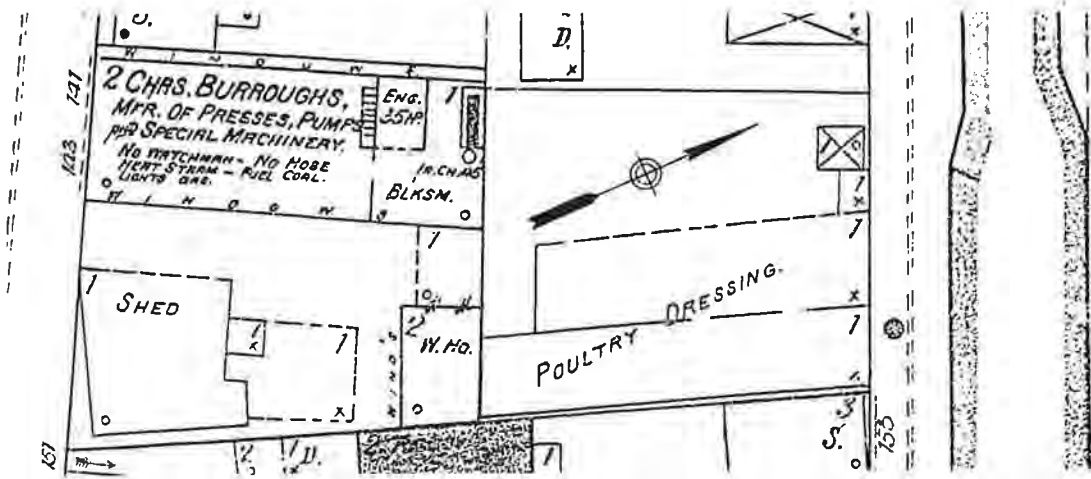
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Jacques Coal Yard

HISTORIC MAP

Source: Sanborn 1892

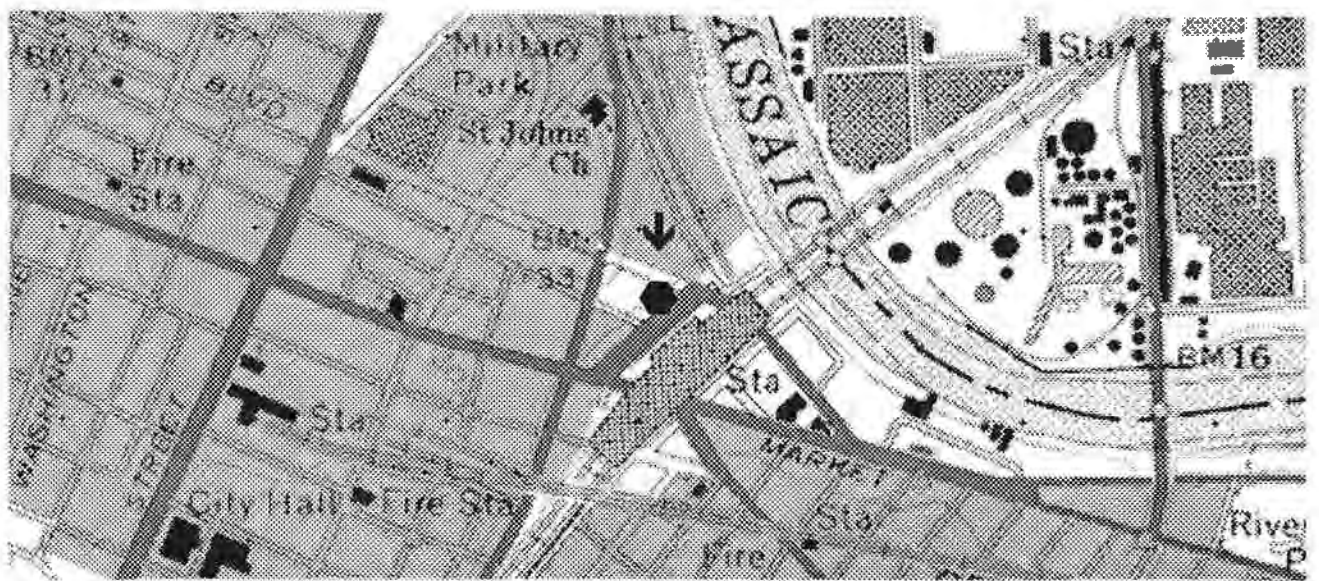
Scale: 1 inch = 50 feet



USGS QUAD: Elizabeth

UTM References: 18 0570498E, 4509483N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Cory Basin Coal Yard (87)

LOCATION: Northeast side of Raymond Boulevard approximately 500 feet northwest of the Market Street intersection

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Coal yard on the northeast side of the canal at Cory Basin – the actual physical configuration of this yard is unclear – with the filling of the basin between 1859 and 1873 this entire area was redeveloped – by 1892 the sites of the basin and the associated coal yard were occupied by a large industrial building and a lumber yard – this section of the former canal was extensively redeveloped during the 1930s with the construction of Raymond Boulevard – the basin and coal yard sites are now occupied by a large office building completed in 1991.

SIGNIFICANCE

Coal yard developed at the time of the opening of the canal and operated by Jonathan Cory – during the 1830s “J. Cory’s Basin” and the adjacent Commercial Dock on the Passaic River were shown – the proximity of this yard to this important river docking facility allowed that coal brought in via the canal could be transferred to boats for shipment to New York City and other markets in the region – this yard ceased to function with the filling of the basin between 1859 and 1873.

COMMENTS

Coal yard developed at the time of the canal’s opening and active only into the mid-19th century – important historically as an early canal-associated coal yard – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Kalata 1983; Sanborn 1994; Historic Conservation and Interpretation 1995; Map of Property in the East Ward of the City of Newark n.d.; Plan of a Portion of the Morris Canal Showing the Corey and Shipman Basins n.d.

RECORDED BY: Richard L. Porter

DATE: May 1999

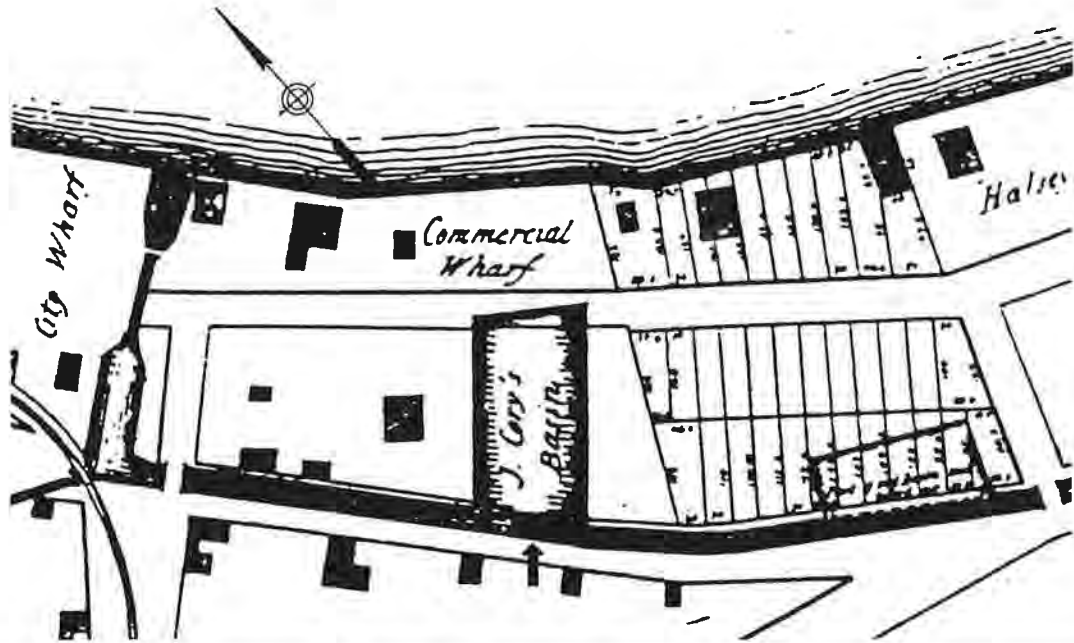
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Cory Basin Coal Yard

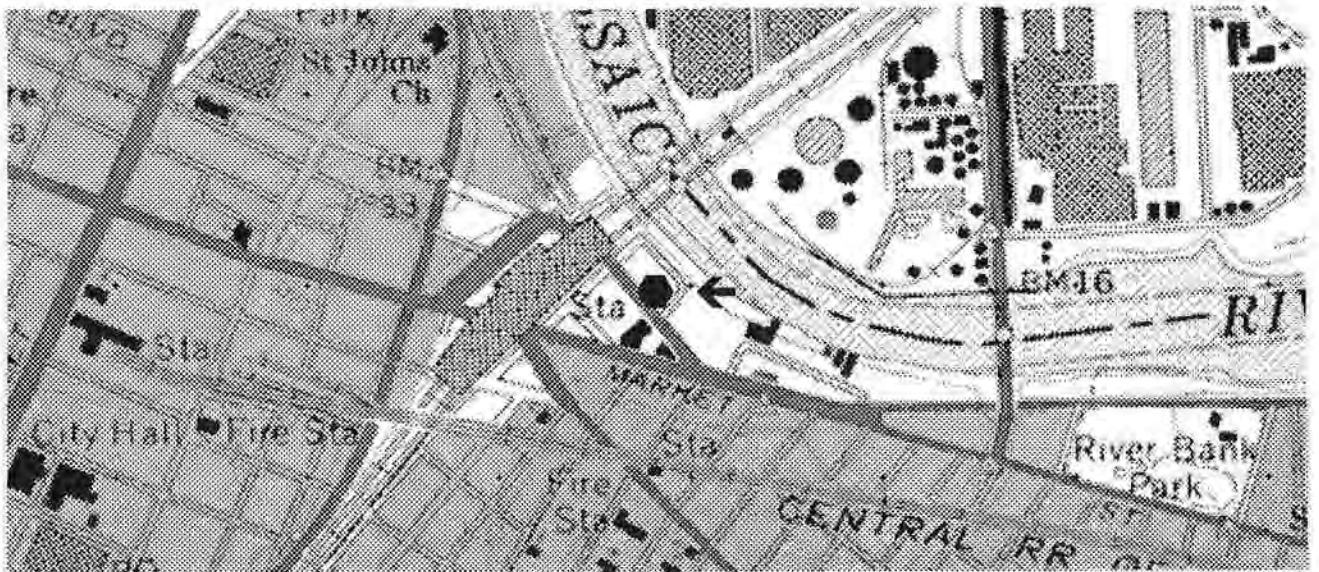
HISTORIC MAP

Source: Map of Property.... n.d.
Scale: 1 inch = 200 feet (approx.)



USGS QUAD: Elizabeth

UTM References: 18 0570742E, 4509378N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Parker Coal Yard (88)

LOCATION: East angle of Raymond Boulevard and Market Street near the Monroe Street intersection

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Small coal yard on the south side of the canal and Passaic Avenue (which ran along the bank of the canal) near the intersection of Market and Monroe Streets – in 1873 this property included several structures, but its use was unclear – it is known to have been in use as a coal yard by 1889, with the small lot on which it was sited nearly entirely occupied by attached structures – in 1892 these structures were shown to include a single large frame shed, an office, and several smaller storage buildings – by 1908 only the former office remained standing, and it had been converted into a dwelling – two new sheds stood elsewhere on the lot – by 1931 Passaic Avenue had been widened and renamed Raymond Boulevard, with the widening including a portion of the former canal right-of-way – the former coal yard property was later cleared and the site is now occupied by a gas station.

SIGNIFICANCE

Coal yard developed sometime prior to 1889 – in 1873 this property was owned by the “Est. of Wm. Hargen” and included several structures – its use at this time is unclear – in 1889 it was shown to be owned by R. Wayne Parker, and in 1892 it was shown to have the same structural configuration and was identified as a “Coal & Wood Yard” – it appears to have ceased to function as a coal yard c. 1900.

COMMENTS

Small coal yard developed before 1889 and active until the turn of the century – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1927; Sanborn 1931; 1994; Historic Conservation and Interpretation 1995.

RECORDED BY: Richard L. Porter

DATE: May 1999

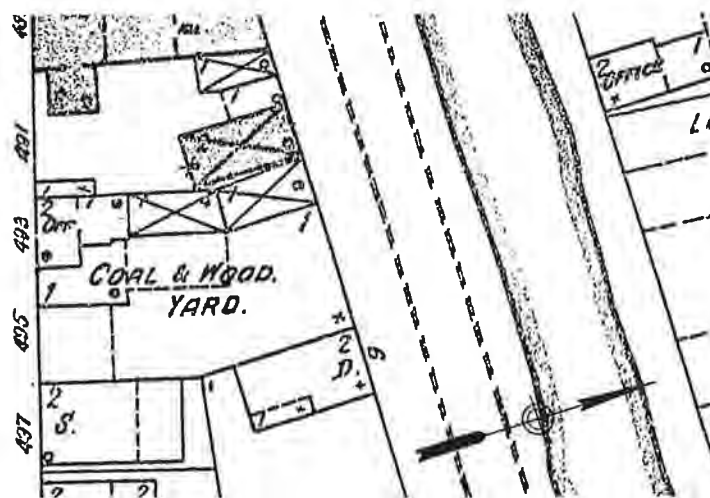
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Parker Coal Yard

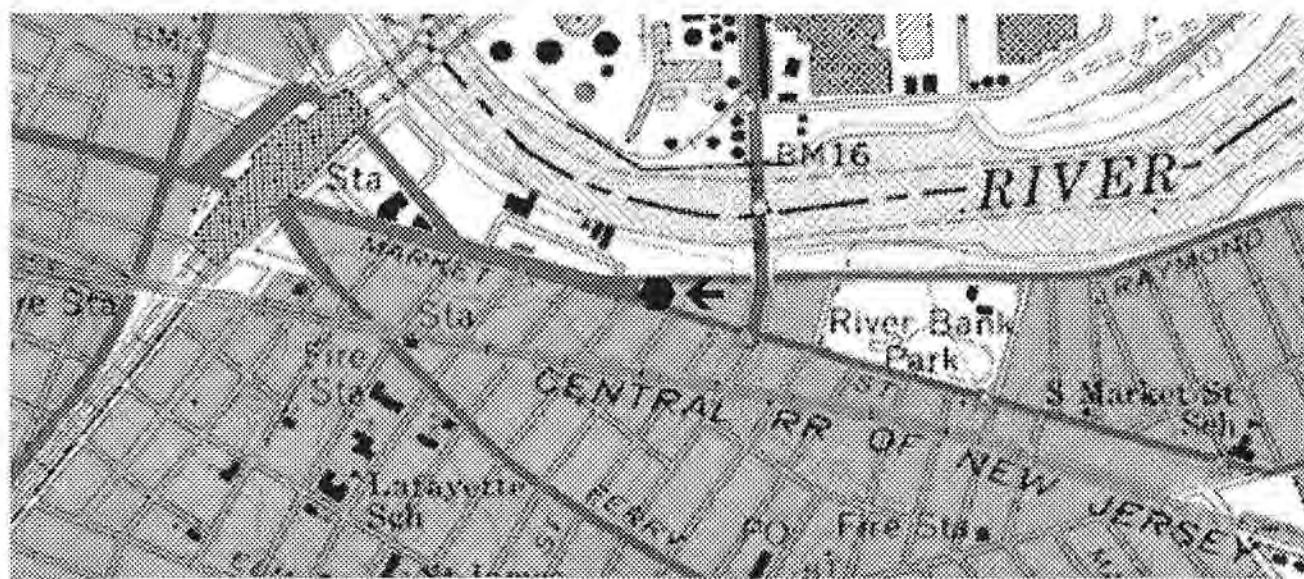
HISTORIC MAP

Source: Sanborn 1892
Scale: 1 inch = 60 feet



USGS QUAD: Elizabeth

UTM References: 18 0571132E, 4509175N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Beardsley Coal Yard (89)

LOCATION: Southwest angle of Raymond Boulevard and Jackson Street

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Small coal yard on the south side of the canal and the corner of Jackson Street and Passaic Avenue (which ran along the bank of the canal) – in 1873 this property included several structures, but its use was unclear – it is known to have been in use as a coal yard by 1889, with the small lot on which it was sited occupied by a number of attached structures – in 1892 these were shown to include a dwelling, an office, and several small storage buildings – several years later this property was acquired by the Essex County Freeholders – the completion of the Jackson Street Bridge in 1898 required the construction of a new inclined section of Jackson Street to the north of Market Street – the coal yard was demolished, with only the dwelling remaining, and the new incline was built across the eastern section of the property – by 1931 the dwelling had been torn down and Passaic Avenue had been widened and renamed Raymond Boulevard, with the widening including a portion of the former canal right-of-way.

SIGNIFICANCE

Coal yard developed sometime prior to 1889 – in 1873 this property was labeled only as “Morton” and included several structures – its use at this time is unclear – in 1889 this lot was shown to be owned by the American Mutual Insurance Company, and in 1892 it was shown to have the same structural configuration and was identified as the “C.S. Beardsley Coal & Wood Yard” – this yard was abandoned during the 1890s.

COMMENTS

Small coal yard developed before 1889 and active into the mid-1890s – no standing structures – low potential archaeological significance.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1927; Sanborn 1931; DeGregory et al. 1979; Karschner 1985; Sanborn 1994; Historic Conservation and Interpretation 1995.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

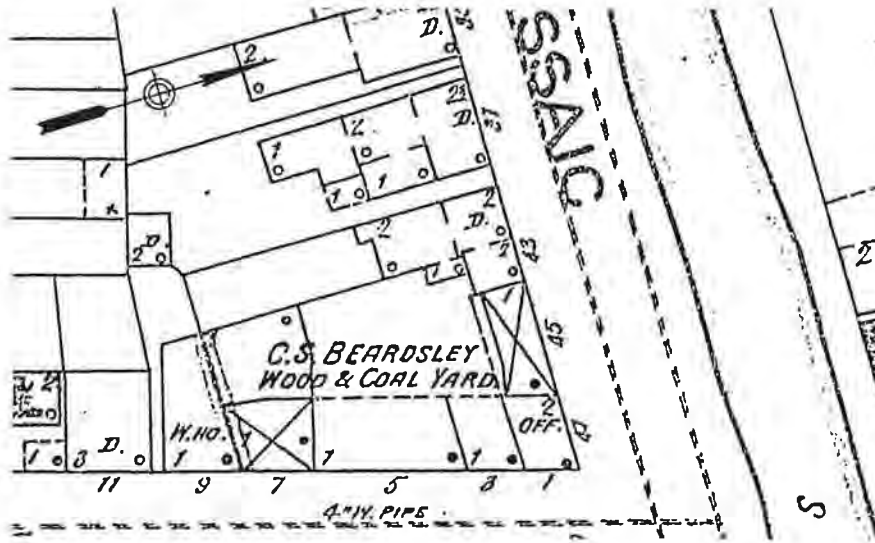
MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Beardsley Coal Yard

HISTORIC MAP

Source: Sanborn 1892

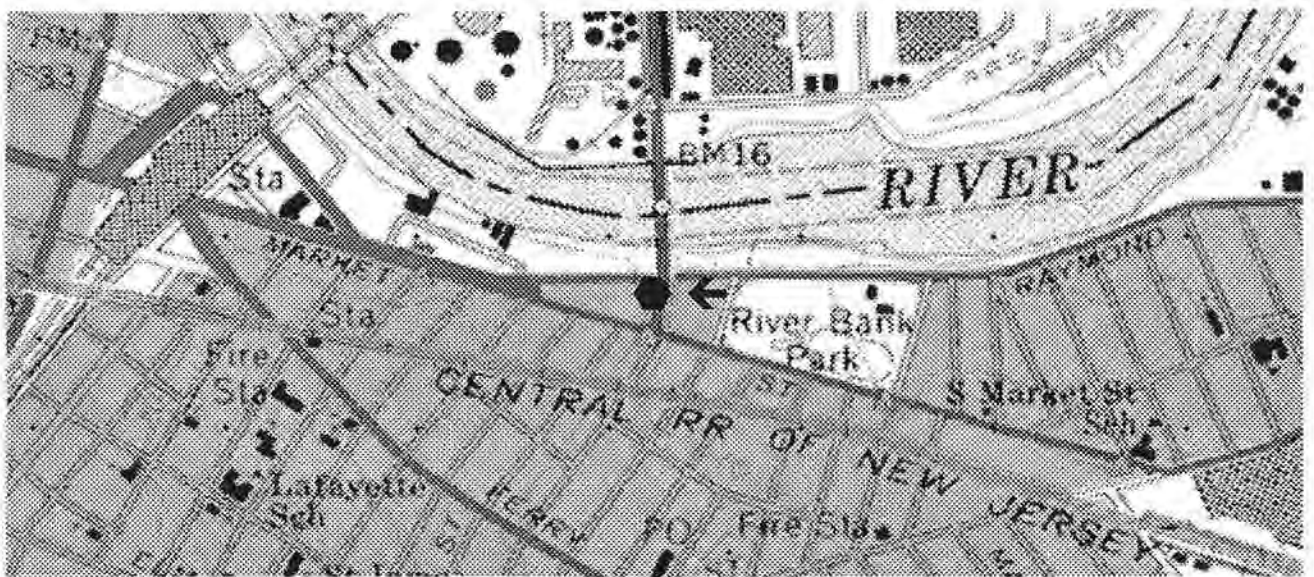
Scale: 1 inch = 60 feet



USGS QUAD: Elizabeth

UTM References: 18 0571281E, 4509176N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Balbach Smelting and Refining Works Complex (90)

LOCATION: South side of the Passaic River in the vicinity of Jackson and Van Buren Streets

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Large industrial complex on the both sides of the canal and the south bank of the Passaic River at Jackson and Van Buren Streets – utilized large quantities of coal, probably shipped via both the canal and the river – in 1873 it was shown to be focused on the south side of the canal and East River Street between Van Buren and Merchant (later Polk) Streets – the facility's lead works was on the opposite side of the canal, and there were also several buildings at the southeast corner of East River and Merchant – by 1892 the lead works building had expanded considerably, reaching all the way to Jackson Street, and the main part of the plant had expanded to include the entire block between Polk and Ferguson Streets – the facility was abandoned and demolished between 1912 and 1927 – by the latter date the present Riverbank Park had been expanded westward to encompass the entire site of the former refinery – by 1931 East River Street had been widened and renamed Raymond Boulevard, with the widening including a portion of the former canal right-of-way.

SIGNIFICANCE

Precious metals refinery developed in 1850 – established by Edward Balbach, a leading figure in this industry – the business was reorganized as Edward Balbach & Son in 1865, and again as the Balbach Smelting and Refining Company with the death of the senior Balbach during the latter part of the 19th century – by this time the firm was the leading refiner of precious metals in the United States – the company built a second refinery on Newark Bay in 1903 – by 1927 the original plant had been shut down as operations were concentrated at the company's Bay Plant.

COMMENTS

Industrial complex developed in 1850 and active until c. 1920 – nationally significant as a refiner of precious metals – no standing structures – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1927; Karschner 1985; Sanborn 1994; Historic Conservation and Interpretation 1995; Bzdak et al. 1997; Zakalak 1997.

RECORDED BY: Richard L. Porter

DATE: May 1999

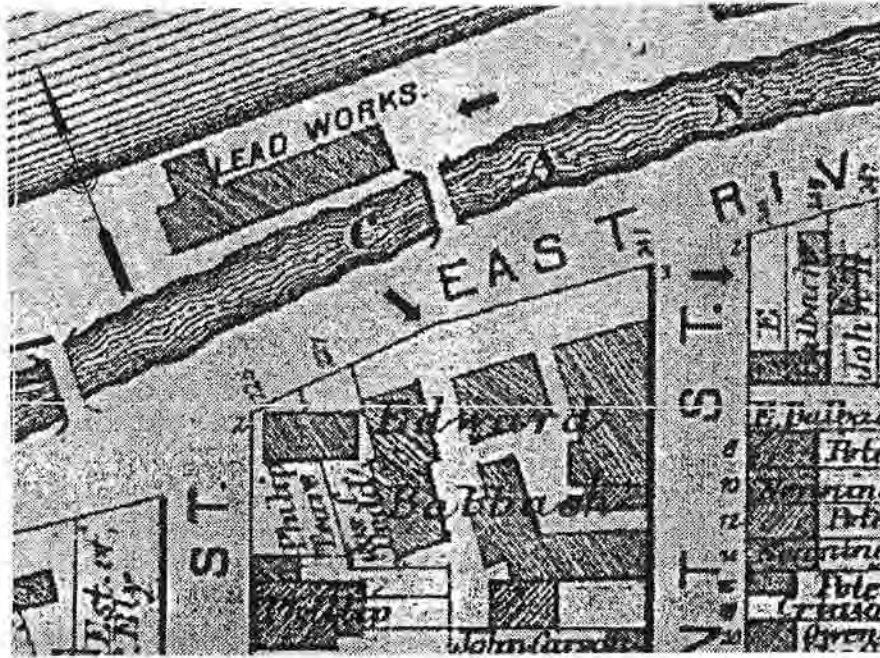
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Balbach Smelting and Refining Works Complex

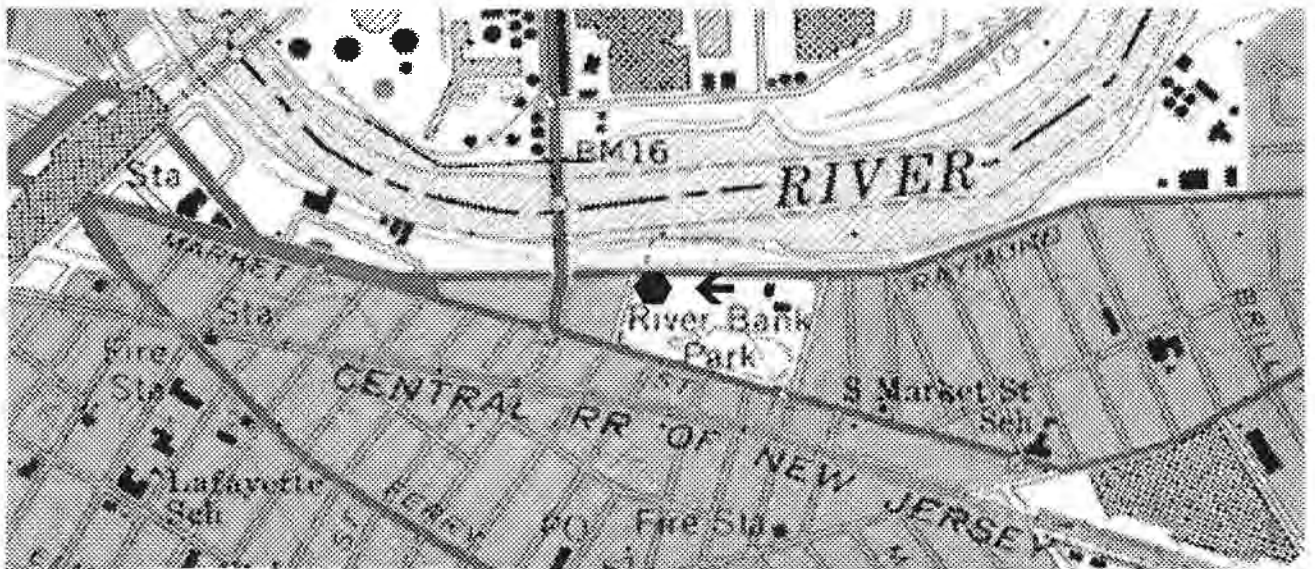
HISTORIC MAP

Source: Hopkins 1873
Scale: 1 inch = 100 feet (approx.)



USGS QUAD: Elizabeth

UTM References: 18 0571444E, 4509182N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: P. Reilly & Son Tannery (91)

LOCATION: South side of Raymond Boulevard at Mott and Lexington Streets

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Industrial complex on the south side of the canal and Passaic Avenue at Mott and Lexington Streets – in 1889 the plant was shown to front on Passaic between Mott and Lexington and to extend a considerable distance to the southeast along Lexington – the works had expanded considerably by the turn of the century, with new construction within the works proper and through the development of the Passaic frontage between Mott and Providence Streets – in 1908 a large pile of coal was shown outside of the facility's power house, which consisted of an engine room and a boiler room – by 1931 Passaic Avenue had been widened and renamed Raymond Boulevard, with the widening including a portion of the former canal right-of-way – the plant remained largely intact until well into the present century, and significant elements of this former leather works complex remain standing today – the former power house is among the structures that remain in place today.

SIGNIFICANCE

Leather works complex developed c. 1885 – in 1889 it was shown as the “Patrick Reilly Leather Mfy,” and in 1892 it was noted as “P. Reilly & Son - Tannery and Patent Leather” – in 1901 it was noted that this facility also produced enameled leather – this concern continued its activities on the property until c. 1920 – by 1931 the former Reilly works had been subdivided to house three smaller manufacturing operations.

COMMENTS

Industrial complex developed c. 1885 and active until well into the present century – a significant portion of this complex has survived, with some industrial uses continuing – moderate potential industrial archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1927; Sanborn 1994; Historic Conservation and Interpretation 1995.

RECORDED BY: Richard L. Porter

DATE: May 1999

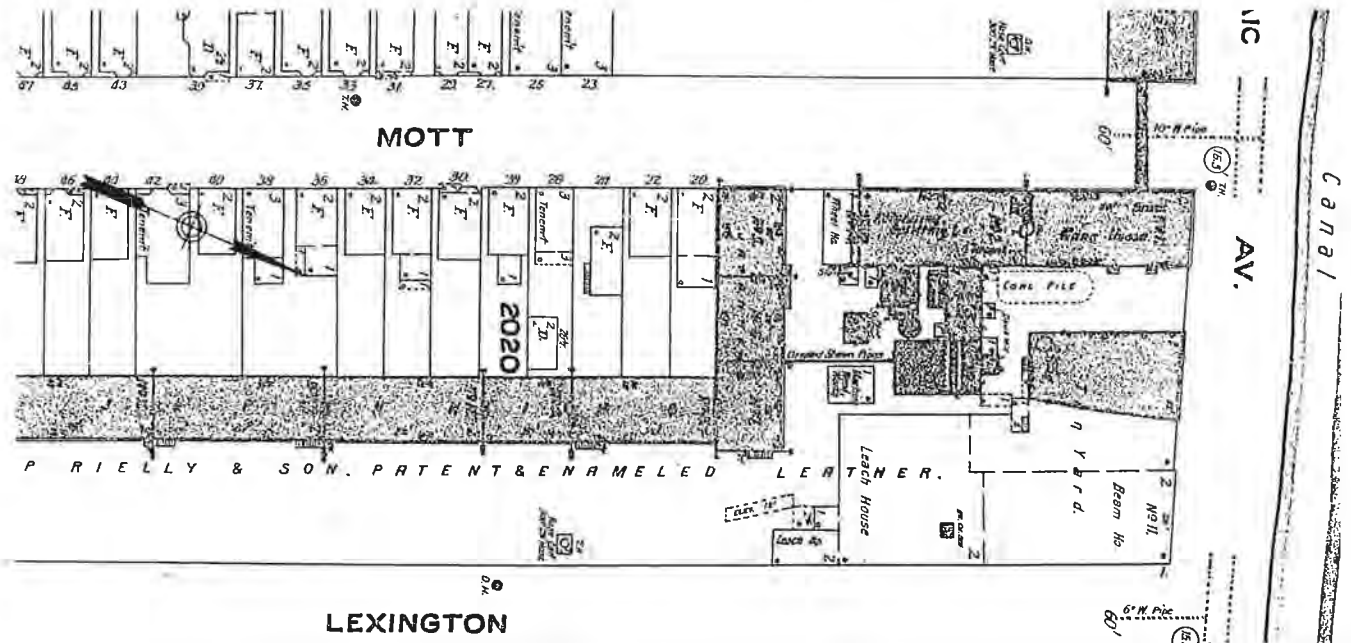
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: P. Reilly & Son Tannery

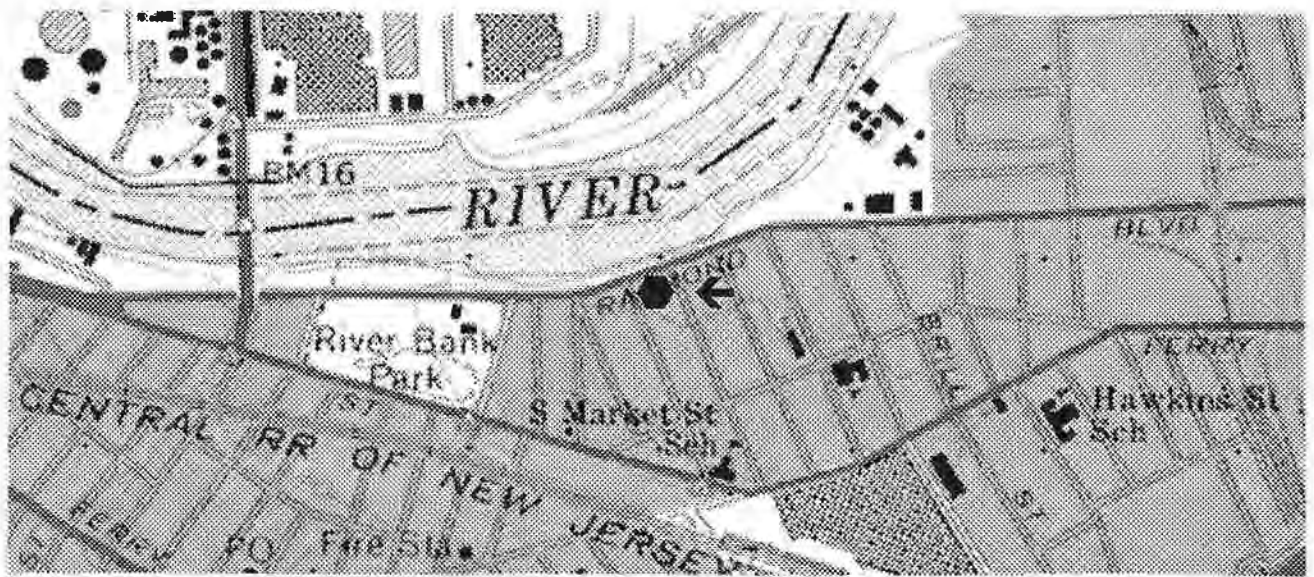
HISTORIC MAP

Source: Sanborn 1908
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0571946E, 4509217N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Newark Board Paper Mill (92)

LOCATION: West side of Blanchard Street to the north of the U.S. Route 1 & 9 Ramp

MUNICIPALITY: City of Newark

COUNTY: Essex

DESCRIPTION

Industrial facility on the north side of the canal at Blanchard Street – in 1889 it was shown to include a storage building on the bank of the canal – by 1908 the entire plant had been extensively redeveloped and expanded – the storage shed had been torn down, but the facility was now served by a single-story frame structure housing coal bins sited on the canal bank – this structure was attached to the plant's boiler house and a loading trestle provided the necessary connection with a docking area adjacent to Blanchard – by 1912 a rail siding had been extended to the vicinity of the coal shed to provide a second source of coal – by 1927 the coal shed had been demolished and replaced by a new coal conveyer, with coal storage in open piles below the conveyer – during the 1930s a ramp providing connections with the present Route 1 & 9 was completed to follow the former canal right-of-way – more recent developments at this facility include a conversion from coal to oil and considerable expansion, and the plant remained active into the 1990s.

SIGNIFICANCE

Paper board factory developed c. 1885 – in 1889 this facility was first depicted and identified as the property of the “Ripley Bros.” – in 1892 the plant was identified as the Newark Board Paper Mill, with the owner given as David Ripley – in 1908 it was shown as the “George W. Downs Co. Paper Mill,” while in 1912 it was identified as the Meadow Paper Box Board Mill – in 1927 it was described as the plant of the Newark Boxboard Company, and this concern continued to operate the facility into the current decade.

COMMENTS

Industrial facility developed c. 1885 and active into the 1990s – significant structural elements of this complex remain standing – moderate potential industrial archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Hopkins 1873a; Pidgeon 1881; Scarlett & Scarlett 1889; Beckwith 1892; Sanborn 1892; Robinson and Tenney 1901; Sanborn 1908; Lathrop and Ogden 1912; Robinson et al. 1927; Sanborn 1994.

RECORDED BY: Richard L. Porter

DATE: May 1999

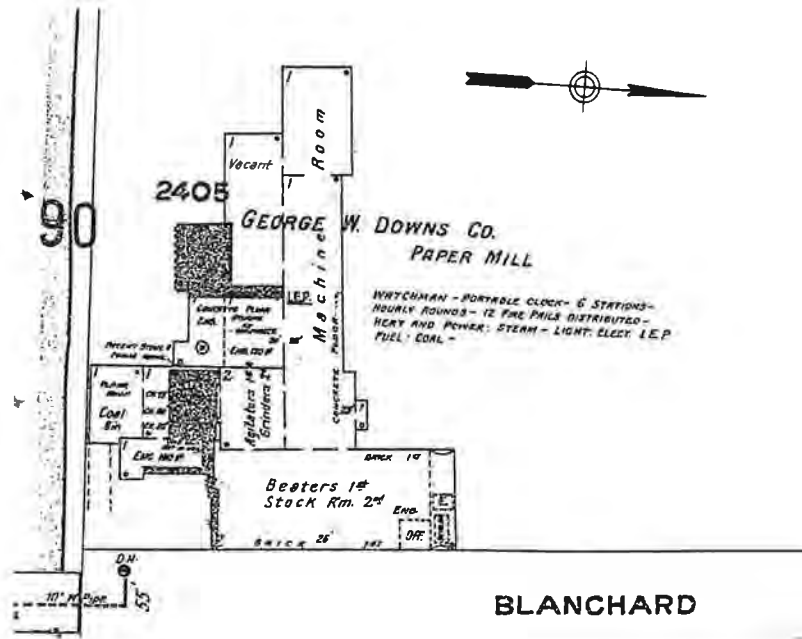
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Newark Board Paper Mill

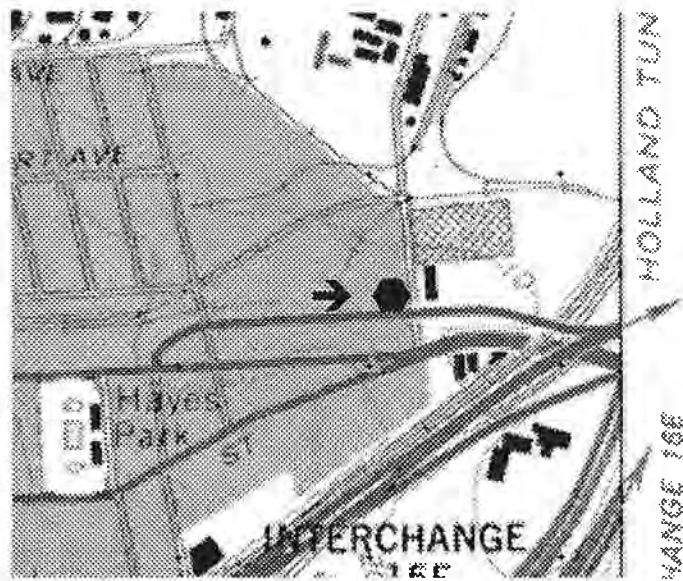
HISTORIC MAP

Source: Sanborn 1908
Scale: 1 inch = 100 feet



USGS QUAD: Elizabeth

UTM References: 18 0573523E, 4509504N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Consumer's Gas Light Company Gasworks (93)

LOCATION: Northwest side of Halladay Street approximately 300 feet west of the end of Forrest Street

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Gasworks on the southeast side of the canal on Halladay Street – as depicted in 1887 the core of the facility was sited on the northwest side of Halladay – several supporting buildings were sited further to the northwest, including a large frame structure located near the canal – in 1896 this structure was shown to have a monitor roof and was identified as a coal shed – it was still standing within the dormant gasworks in 1911 – this property was later redeveloped, with a large concrete block and steel frame industrial building erected on the site of the coal shed in 1969.

SIGNIFICANCE

Gasworks developed c. 1880 – in 1887 this facility was first depicted and identified as the property of the Consumers Gas Light Company – in 1908 the property was controlled by the Hudson County Gas Company, but by 1911 it had been acquired by the Public Service Gas Company – the works was not in operation in 1911 and was apparently abandoned shortly thereafter.

COMMENTS

Gasworks developed c. 1880 and active until c. 1910 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873b; Fowler 1887; Sanborn 1896; G.M. Hopkins Company 1908; Sanborn 1911; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

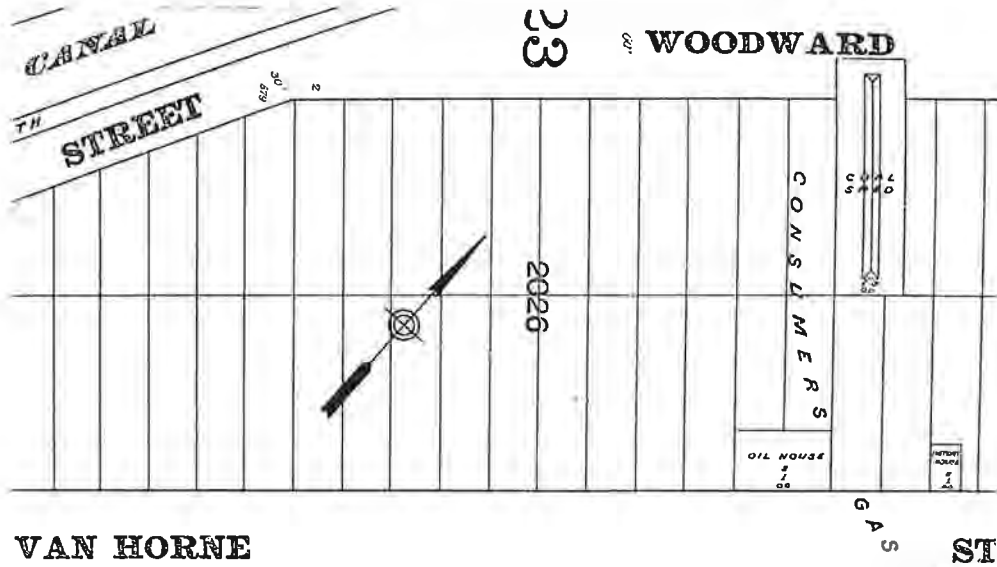
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Consumer's Gas Light Company Gasworks

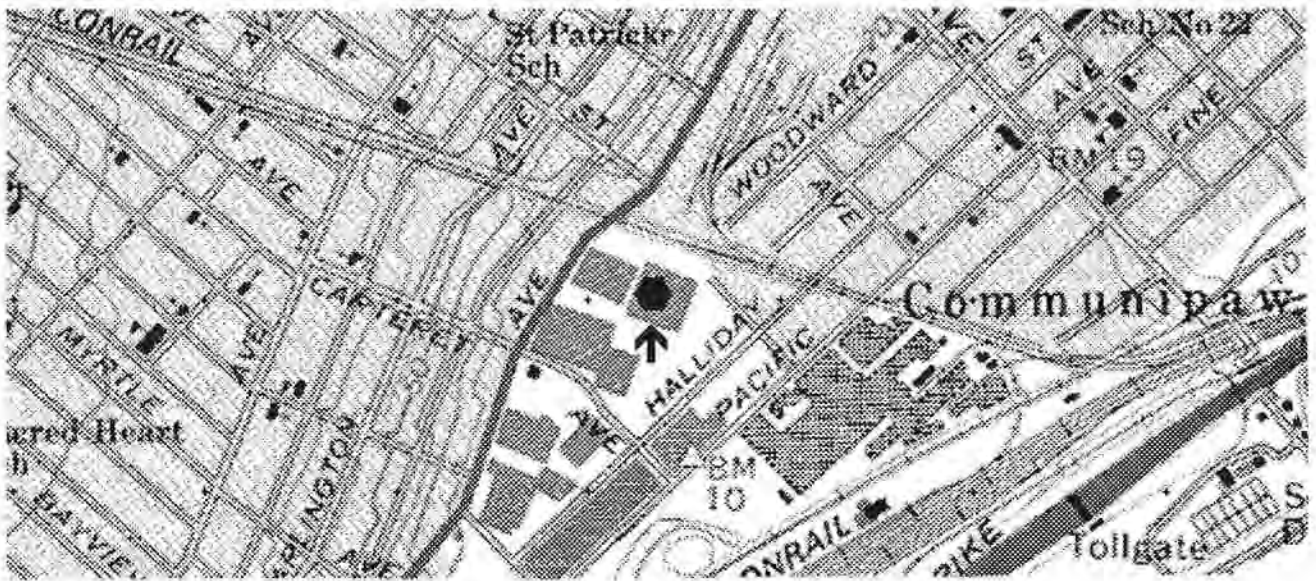
HISTORIC MAP

Source: Sanborn 1896
Scale: 1 inch = 100 feet



USGS QUAD: Jersey City

UTM References: 18 0578543E, 4506678N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Van Winkle Coal Yard (94)

LOCATION: Southeast angle of Grand Street and Garfield Avenue

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Coal yard on the northwest side of the canal at the corner of Grand Street and Garfield Avenue – in 1873 this property included several structures, including a single large shed along the northern edge of the property – in 1896 a single-story frame lumber shed stood at this location, although it is unclear whether this is the same structure or a successor – there was also a second shed along the bank of the canal, an office in the middle of the lot close to the street, and a dwelling in the southwest corner of the lot – in 1911 the shed along the north property line was shown to be a two-story building, while the shed along the canal had been demolished and replaced – the dwelling was torn down between 1951 and 1993 – the shed along the north line and the former office were still standing in the mid-1990s.

SIGNIFICANCE

Coal yard developed sometime prior to 1873 – in that year it was shown to be a coal and lumber yard owned by the Van Winkle family – in 1887 it was identified as a “Coal Yard” – by 1896, however, it had been converted to serve solely as a lumber yard, and the property continued in this use into the present decade.

COMMENTS

Coal yard developed before 1873 and active until c. 1890 – possible survival of portions of an original coal shed and an early office structure – any actual survival of a canal-related coal-handling structures would be significant – low-to-moderate potential archaeological significance.

REFERENCES

Hopkins 1873b; Fowler 1887; Sanborn 1896; G.M. Hopkins Company 1908; Sanborn 1911; 1951; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

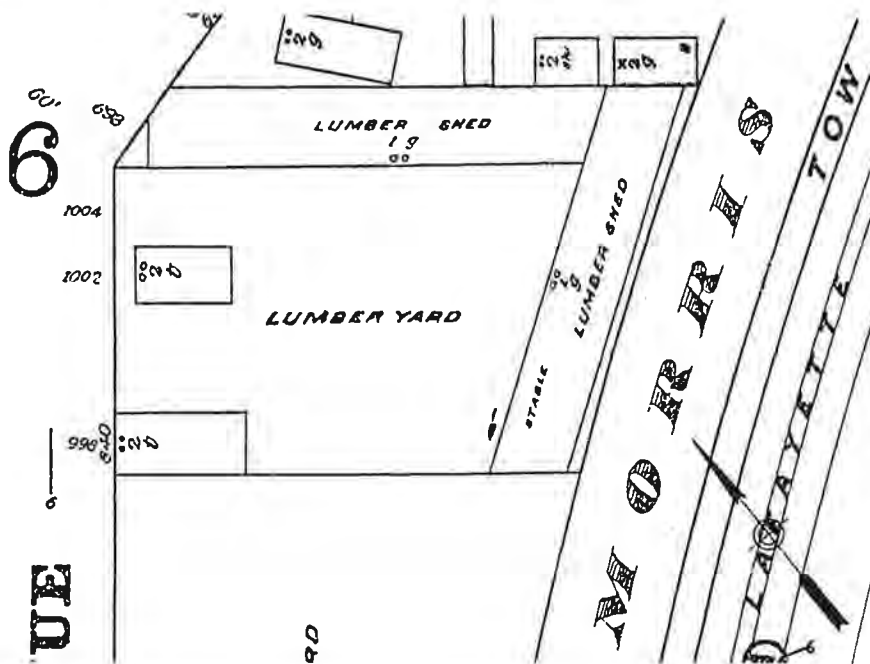
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Van Winkle Coal Yard

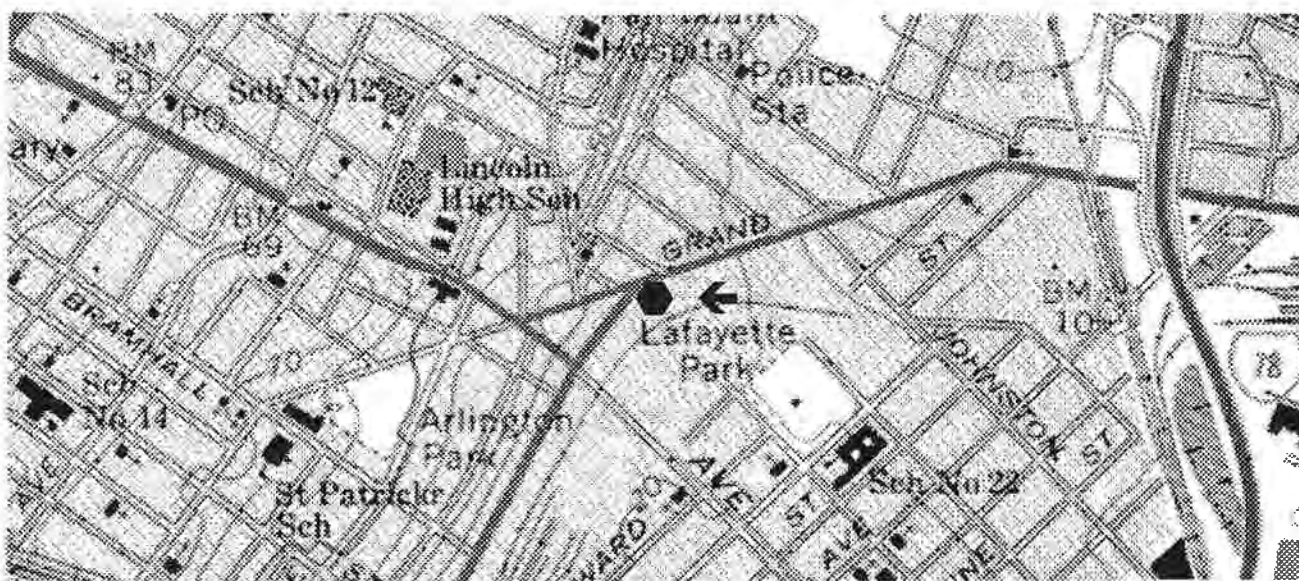
HISTORIC MAP

Source: Sanborn 1896
Scale: 1 inch = 60 feet



USGS QUAD: Jersey City

UTM References: 18 0578901E, 4507410N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: James & Company Coal Yard (95)

LOCATION: Southeast side of Grand Street at the State Street intersection

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Coal yard on the northwest side of the canal at the intersection of Grand and State Streets – in 1873 this yard was shown to include two small structures on Grand and two coal sheds closer to the canal – all four of these structures were still standing in 1896 and in 1908 – this coal yard was shut down c. 1910, and both coal sheds were demolished – the two structures on Grand were torn down between 1911 and 1951, the property was redeveloped with the construction of an iron works that covered the entire lot – this structure was still standing into the mid-1990s.

SIGNIFICANCE

Coal yard developed sometime prior to 1873 – in that year it was shown as a coal yard that was operated by “James & Co.” – this yard remained active until c. 1910 – the property was fully redeveloped between 1911 and 1951.

COMMENTS

Coal yard developed before 1873 and active until c. 1910 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873b; Fowler 1887; Sanborn 1896; G.M. Hopkins Company 1908; Sanborn 1911; 1951; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

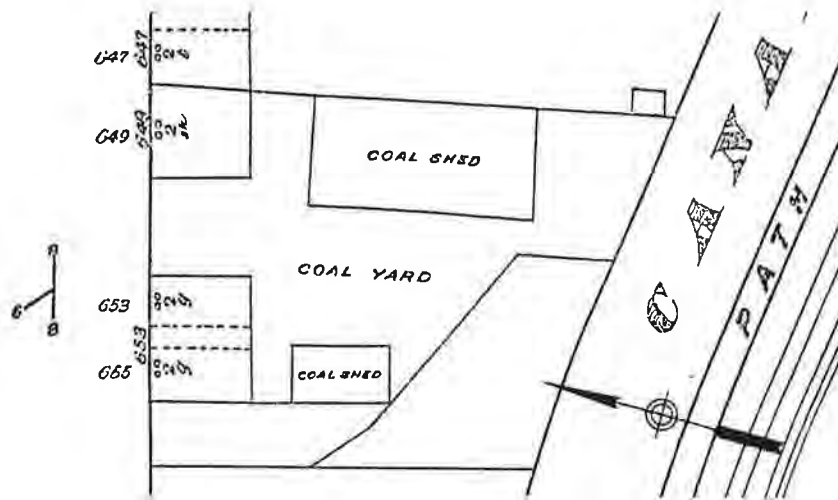
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: James & Company Coal Yard

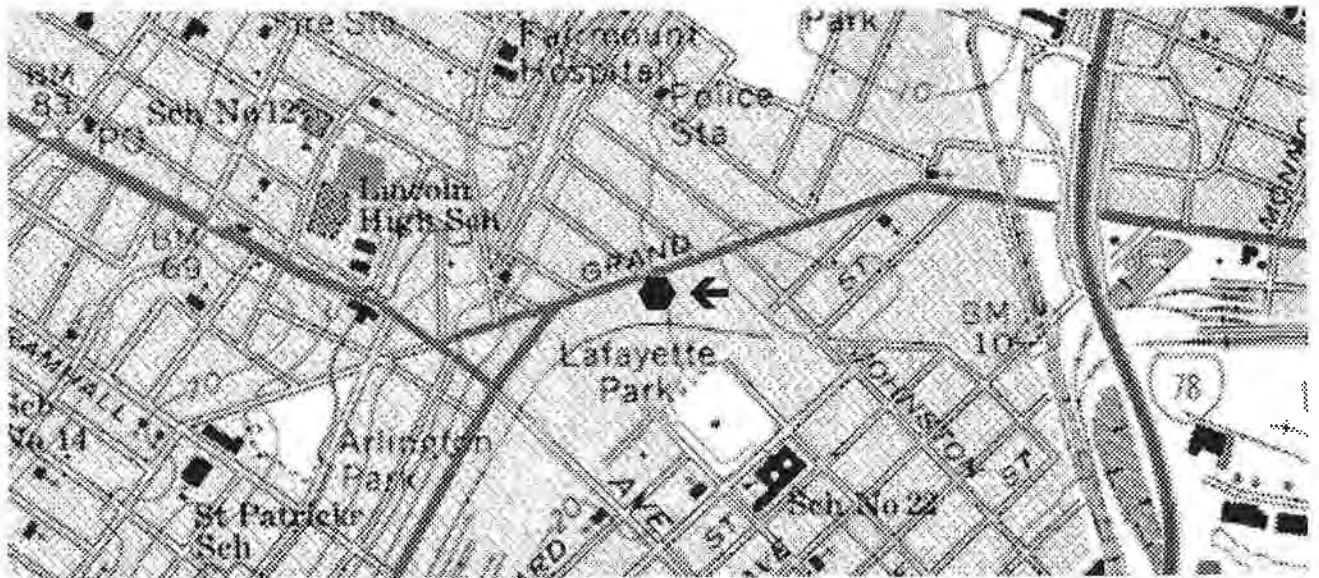
HISTORIC MAP

Source: Sanborn 1896
Scale: 1 inch = 60 feet



USGS QUAD: Jersey City

UTM References: 18 0579034E, 4507454N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Blackmore Foundry/Gluck Coal Yard (96)

LOCATION: Southeast side of Grand Street between the intersections of Bishop and State Streets

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Small industrial shop on the north side of the canal and the southeast side of Grand Street – in 1873 this foundry was shown to include two structures, with one fronting on Grand and the second on the now vacated section of Bishop Street east of Grand – in 1896 the structure on Grand, a large one-story masonry building with a monitor roof, was shown to have been incorporated as part of a coal yard – the second former foundry building (which remains standing) was adapted to serve as part of a woodworking factory – the coal yard also included a new coal shed closer to the canal and an office building on Grand – in 1911 all of these structures were shown to be still standing – the structures within the former coal yard were used for general storage after their acquisition by the Garfield Milling Company between 1911 and 1951 and they remained largely intact in 1951 – all of the former coal yard structures were demolished, however, between 1951 and 1993 – the former yard was not subsequently redeveloped.

SIGNIFICANCE

Small foundry developed sometime prior to 1873 – in that year it was identified as the “J.L. Blackmore Foundry” – by 1896 the foundry operation had been abandoned and the property had been subdivided – the southern part of the property was shown as a “Coal Yard,” while the northern part was occupied by a sash and blind factory that fronted on Bishop Street – in 1911 the “J.P. Gluck Coal Yard” was still in place, with Woodhouse & Company, a manufacturer of “Sash, Doors, & Moulding,” utilizing the Bishop property largely for storage purposes – Woodhouse & Company was later succeeded by the Garfield Milling Company, and by 1951 this firm had acquired the former coal yard, thereby reuniting the former Blackmore property – Garfield Milling remained on the property into the mid-1990s.

COMMENTS

Small foundry developed before 1873 and active until c. 1890 – replaced by a coal yard that operated until sometime between 1911 and 1951 – no standing structures – low-to-moderate potential archaeological significance.

REFERENCES

Hopkins 1873b; Fowler 1887; Sanborn 1896; G.M. Hopkins Company 1908; Sanborn 1911; 1951; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

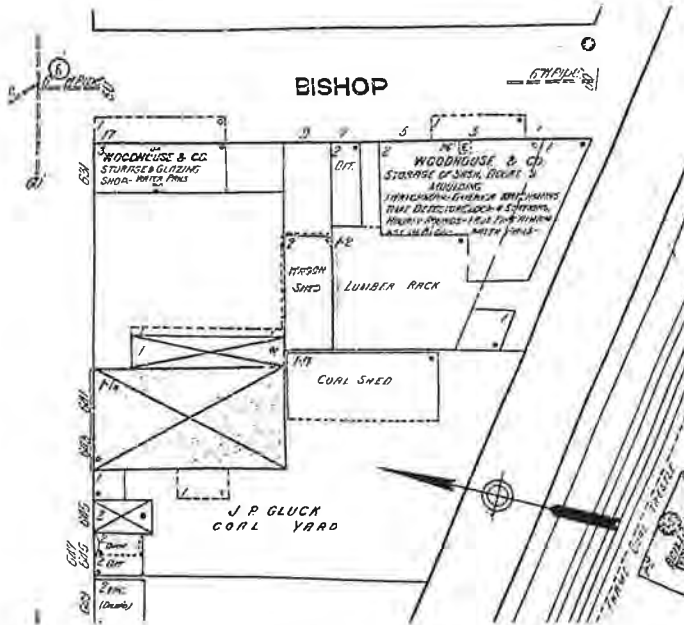
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Blackmore Foundry/Gluck Coal Yard

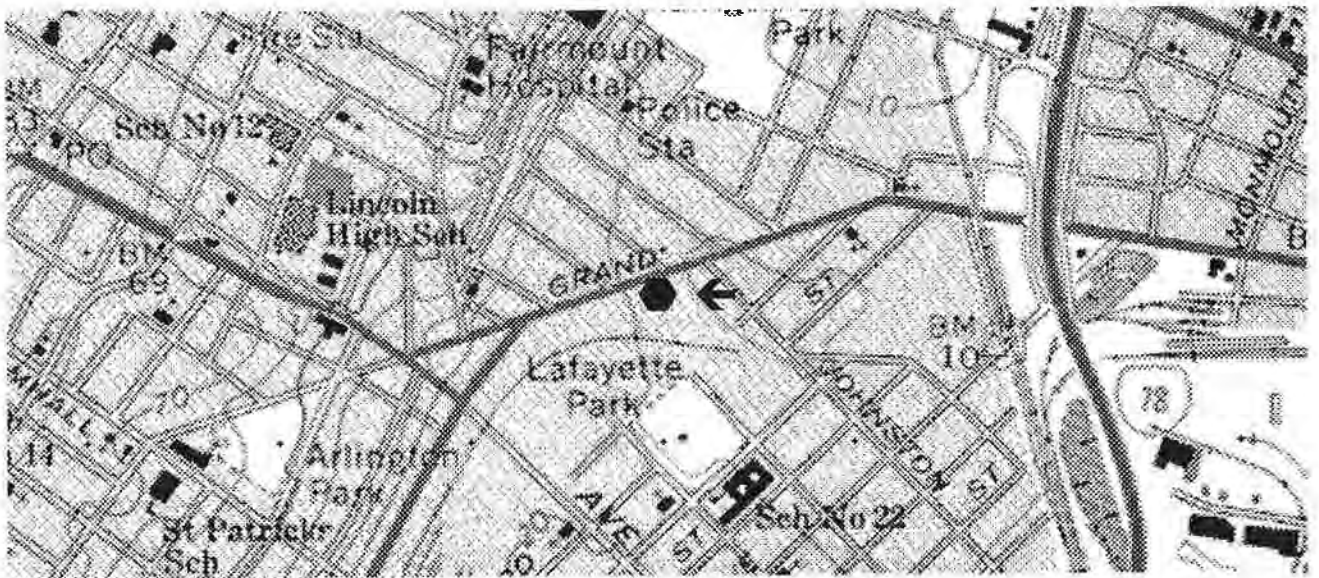
HISTORIC MAP

Source: Sanborn 1911
Scale: 1 inch = 100 feet



USGS QUAD: Jersey City

UTM References: 18 0579087E, 4507474N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Ash Street Coal Yard (97)

LOCATION: Northeast side of Ash Street at the Carbon and Halladay Streets intersection

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Coal yard on the south side of the canal on Ash Street – in 1896 this yard was shown to include two long attached sheds fronting on Ash and the canal and two additional attached buildings on Ash in the southeast corner of the property – by 1911 the yard had been abandoned and all of the structures had been torn down and replaced by two small sheds – in 1941 the massive Lafayette Gardens apartment complex was completed to the north of Carbon and Ash Streets, with one of the buildings constructed within a portion of the former coal yard lot.

SIGNIFICANCE

Small coal yard developed between 1887 and 1896 – in 1873 this property was vacant and owned by “Keeney & Halliday” – it was still vacant in 1887 – the “Coal Yard” was first shown in 1896, and in 1908, although not specifically identified, this use appears to have continued as the same structures were still in place – the yard was abandoned shortly thereafter, however, and the lot was cleared c. 1910.

COMMENTS

Small coal yard developed c. 1890 and active until c. 1910 – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873b; Fowler 1887; Sanborn 1896; G.M. Hopkins Company 1908; Sanborn 1911; 1951; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

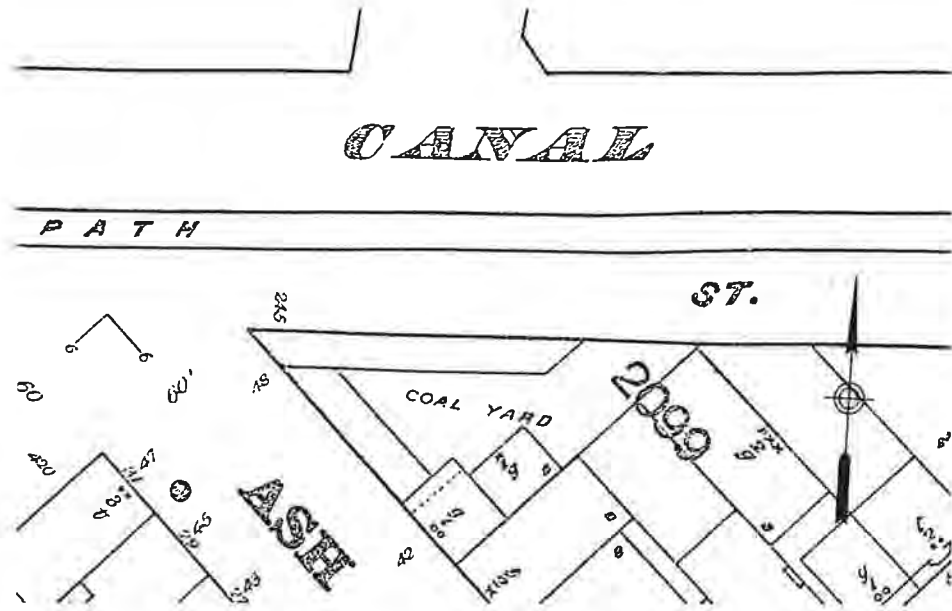
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Ash Street Coal Yard

HISTORIC MAP

Source: Sanborn 1896

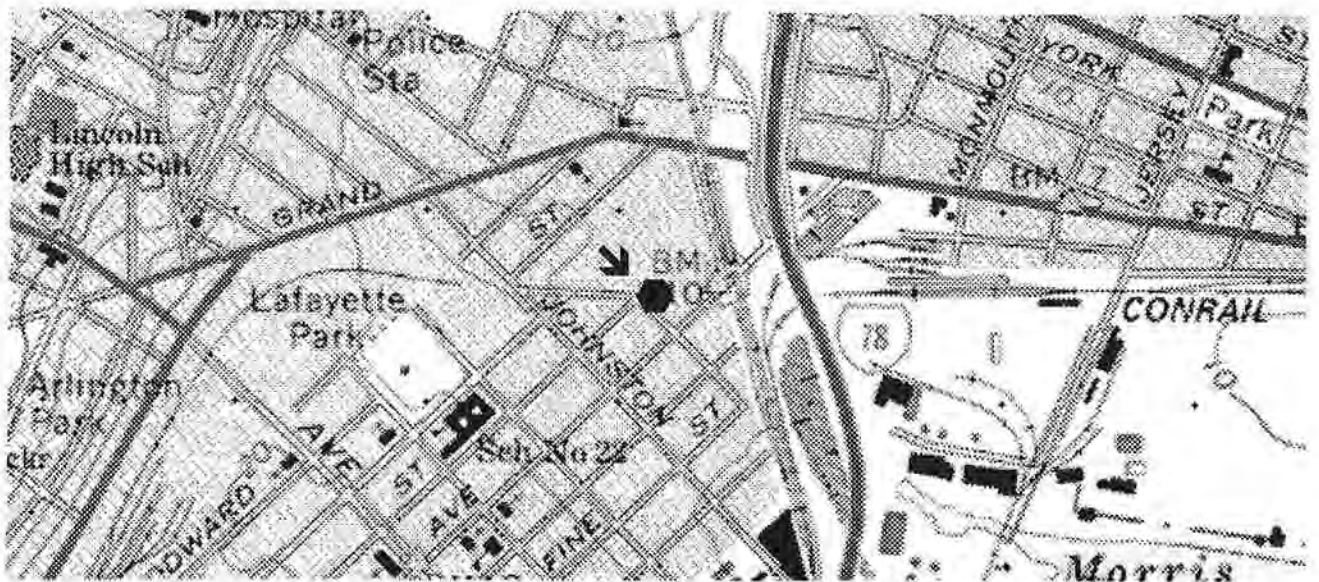
Scale: 1 inch = 60 feet



USGS QUAD: Jersey City

UTM References: 18 0579527E, 4507367N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Varick Street Coal Yard (98)

LOCATION: West side of Varick Street approximately 100 feet south of Gilchrist Street

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Coal yard on the north side of the canal and the west side of Varick Street – in 1906 this yard was shown to include a dwelling (at 223 Varick; built before 1873), a large shed (at 225 Varick; built c. 1880), a small office, a second large shed at the rear of the yard, and four small sheds, two of which were sited on the bank of the canal (the last six structures were all built between 1887 and 1906) – by 1938 the canal had been filled and the former coal yard had been converted to serve as a junk yard, with only the dwelling still standing – it, too, was demolished as the bulk of this block was cleared after mid-century.

SIGNIFICANCE

Small coal yard developed between 1887 and 1906 – in 1873 only the dwelling (owned by John Moran) that would later be associated with this yard was in place – the “Coal Yard” was first shown in 1906 – it was shut down sometime between 1908 and 1938, and in the latter year the property was shown to be in use as a junk yard.

COMMENTS

Small coal yard developed c. 1895 and active into the early decades of the present century – no standing structures – extremely low potential archaeological significance.

REFERENCES

Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

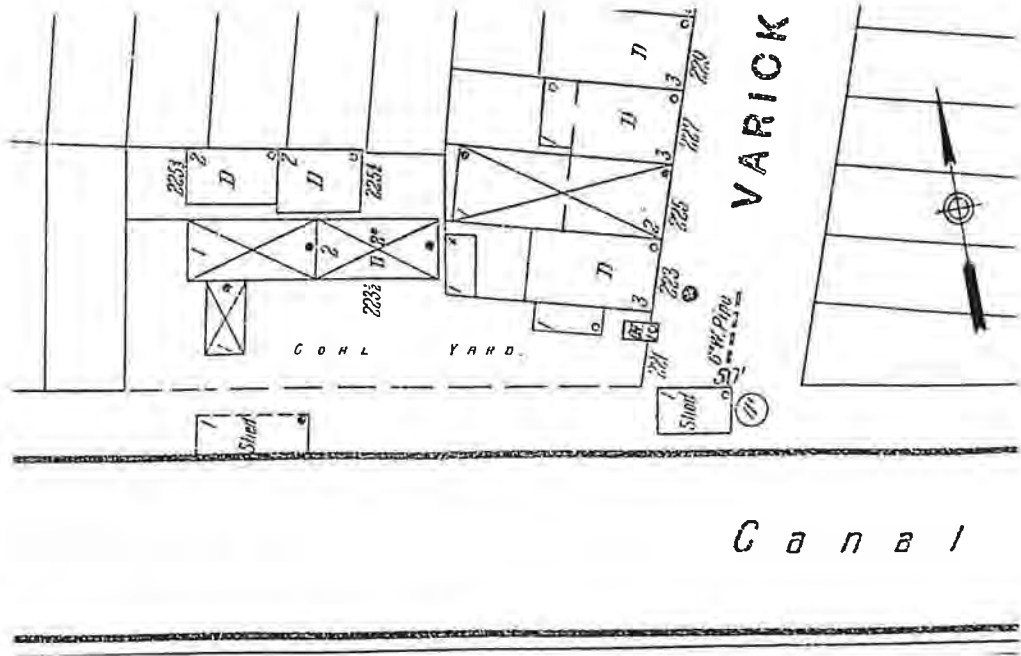
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Varick Street Coal Yard

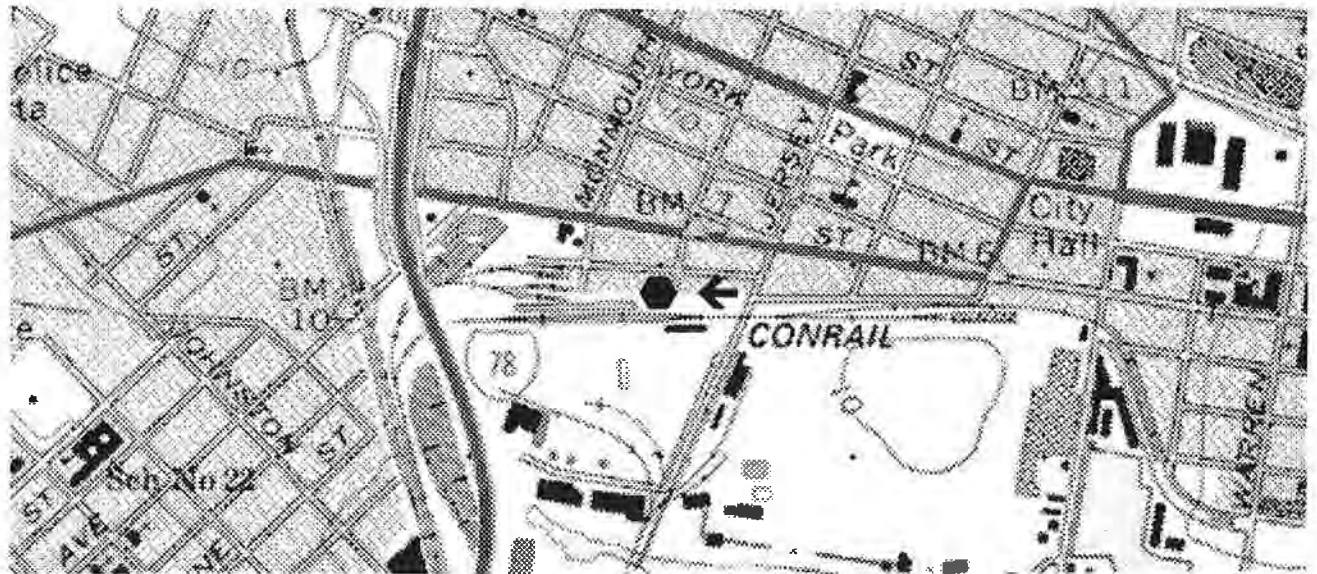
HISTORIC MAP

Source: Sanborn 1906
Scale: 1 inch = 60 feet



USGS QUAD: Jersey City

UTM References: 18 0580126E, 4507424N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Sharp Coal Yard (99)

LOCATION: Southwest corner of Grand Street and Luis Munoz Marin Boulevard

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Coal yard on the north side of the canal and the west side of Henderson Street (now Luis Munoz Marin Boulevard) – in 1866-8 this yard was shown to include an office at the corner of Henderson and Grand Streets and two coal sheds (one adjacent to the office and the second on the canal) – the office and the shed near the canal remained standing after the conversion of the property to serve as a stone yard c. 1880 – both of these buildings and the other structures within marble yard were demolished c. 1900 as the property was again redeveloped with the construction of two stores on Grand, with rear storage structures that covered the entire lot – these stores and part of the rear storage areas were still standing in the mid-1990s.

SIGNIFICANCE

Small coal yard developed c. 1860 – it was not shown on mid-19th century maps depicting the Paulus Hook section of Jersey City – in 1866-8 it was identified as the “Mynard Sharp Coal Yard” – in 1873 the use of the property was not described, although it was noted as being controlled by “Wm. Harney & Co.” – by 1885 coal-related activities had ceased and the property had been converted to serve as a “Marble Yard” – it was redeveloped again at the turn of the century with the construction of two attached commercial buildings at 197 and 199 Grand Street, with associated storage structures attached to the rear occupying the remainder of the property – this latter use continued into the mid-1990s.

COMMENTS

Small coal yard developed c. 1860 and active until c. 1880 – no standing structures – low potential archaeological significance.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; 1993; Geismar 1995b.

RECORDED BY: Richard L. Porter

DATE: May 1999

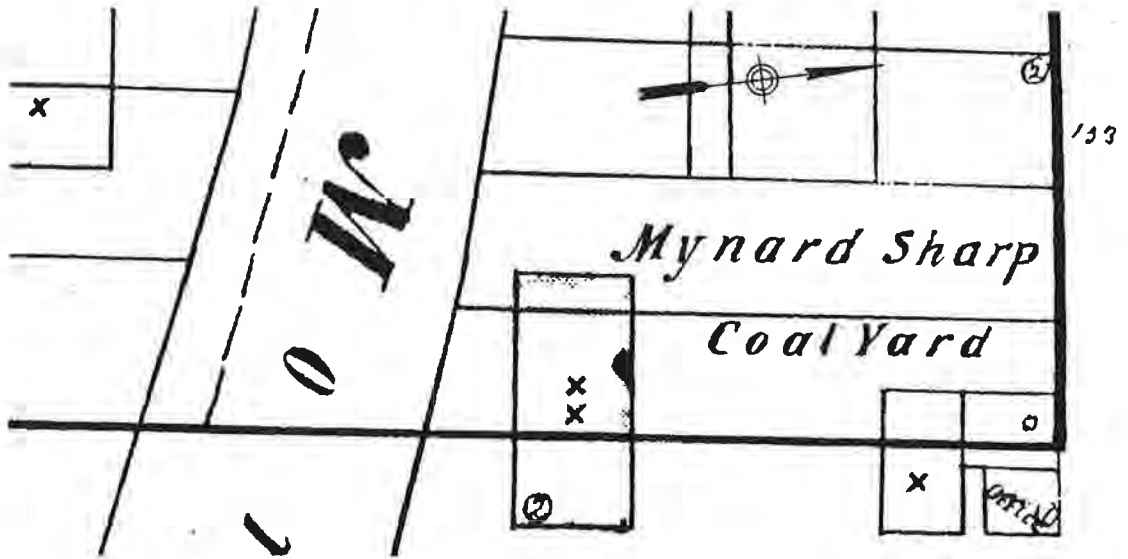
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Sharp Coal Yard

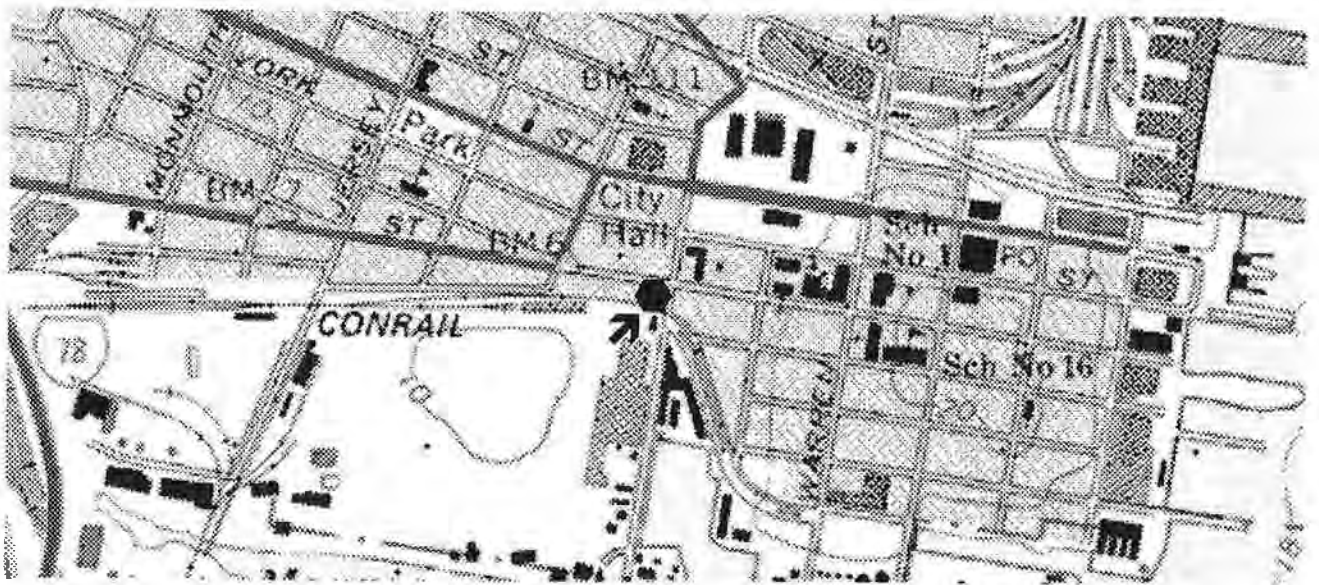
HISTORIC MAP

Source: Culver 1866-8 in Geismar 1995
Scale: 1 inch = 30 feet



USGS QUAD: Jersey City

UTM References: 18 0580802E, 4507412N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Jersey City Steel Works Complex (100)

LOCATION: West side of Warren Street below Dudley Street

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Industrial complex on the south side of the canal and the west side of Warren Street – the original facility built in 1862 occupied the equivalent of half a city block – by 1883 the works had been expanded to the west to occupy the equivalent of a full block – the plant’s dominant element was a large single-story structure that housed the bulk of the company’s manufacturing activities – an office, with an attached machine shop to the rear, stood on Warren at the southeast corner of the property, with the plant’s inspection building to the rear of the office/machine shop – by 1906 the works had been abandoned and largely demolished, with only the office/machine shop (marked “Old & Very Dilapidat’d”) still in place – this last structure was also torn down between 1908 and 1928 – the property has served as a general storage yard during the bulk of the present century.

SIGNIFICANCE

Steel manufacturing plant developed in 1862 – established by James R. Thompson, a leading figure in the United States crucible steel industry during the 19th century and a former general manager of the nearby Adirondac Steel Works – Thompson and his firm, J.R. Thompson & Company, operated this facility into the latter part of the 19th century – the works was eventually absorbed by the larger American Cast Crucible Steel Company, but by 1906 the plant had been shut down and largely demolished.

COMMENTS

Industrial complex developed in 1862 and active until c. 1900 – nationally significant crucible steel manufacturing plant – no standing structures – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; Rutsch and Condell 1987a; Sanborn 1993; Geismar 1995b; 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

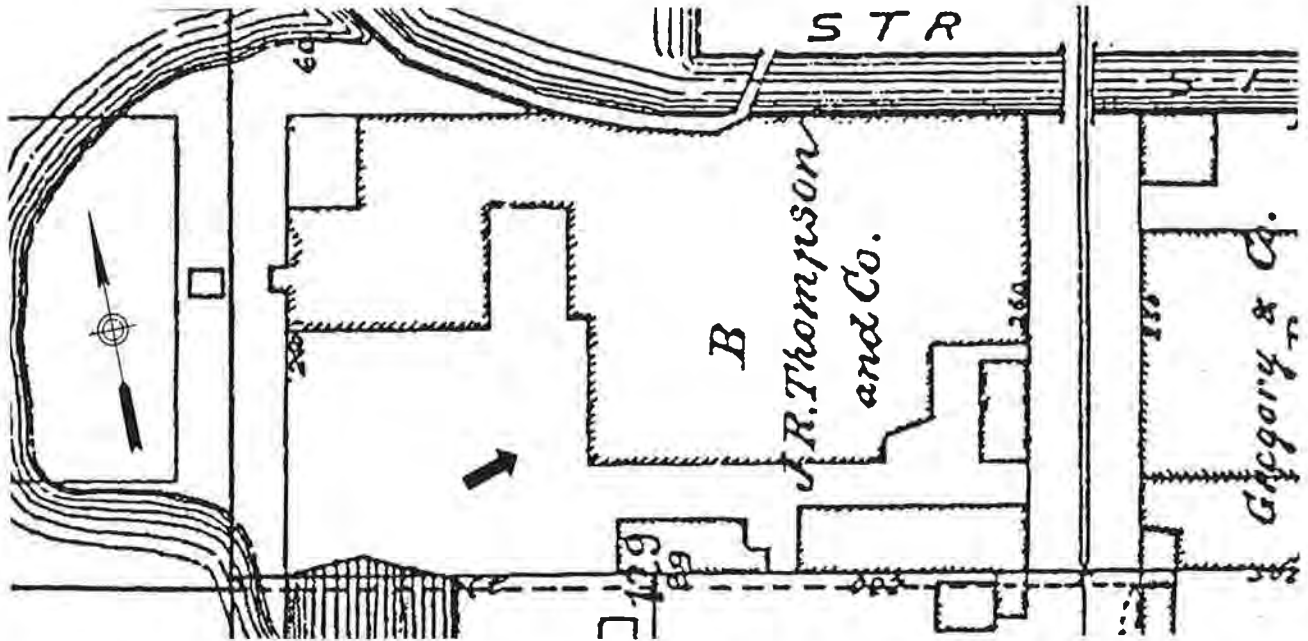
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Jersey City Steel Works Complex

HISTORIC MAP

Source: Fowler 1883 in Geismar 1995

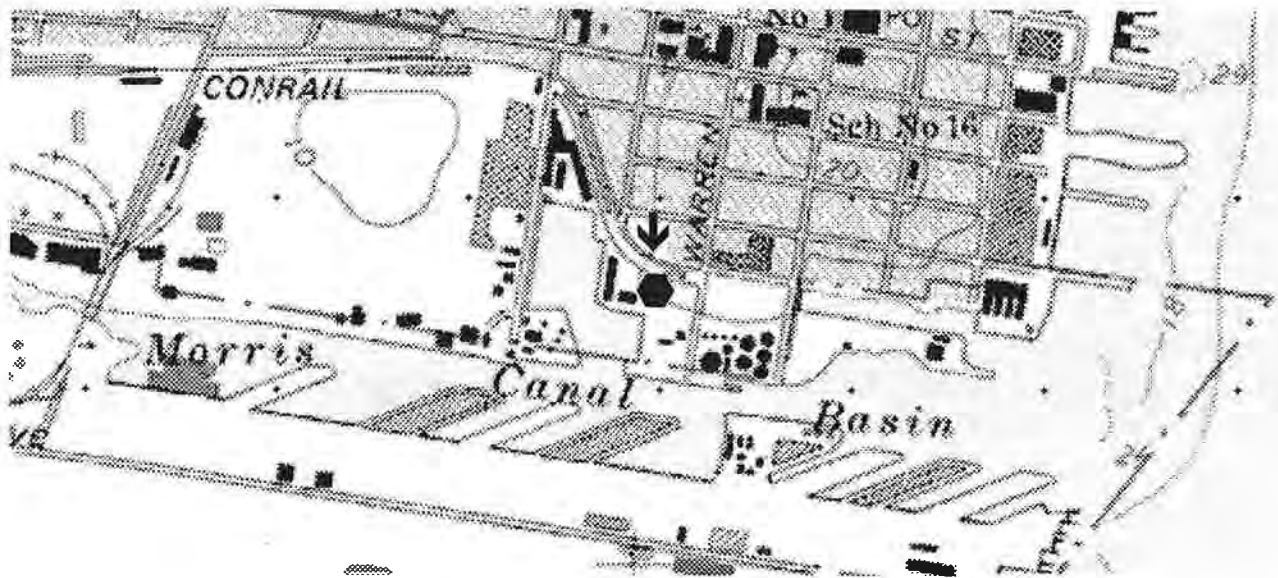
Scale: 1 inch = 100 feet (approx.)



USGS QUAD: Jersey City

UTM References: 18 0580993E, 4507043N

Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Adirondac Steel Works Complex (101)

LOCATION: East side of Warren Street below Dudley Street

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Industrial complex on the south side of the canal and the east side of Warren Street – this facility was built in 1848, destroyed by fire in 1854, and immediately rebuilt – it was enlarged several times during the next two decades – in 1873 it was shown to consist of a large manufacturing building, an office, and two smaller structures on the canal – by 1883 the manufacturing building had been expanded with an addition to the south, and one of the structures on the canal had been demolished – the property was redeveloped by the Matthiesson & Wiechers Sugar Refining Company in 1885 – the former manufacturing building was converted to serve as a sugar storage shed, and the former office was used as a “Watchmans House” – the former manufacturing building was demolished c. 1900, while the former office was torn down between 1928 and 1938 – in 1992 the first phase of Portside, a massive apartment complex, was completed on the east side of Warren within the former steel works property.

SIGNIFICANCE

Steel manufacturing plant developed in 1848 – established by David Henderson, a early leader in the United States crucible steel industry – Joseph Dixon, later the founder of the Joseph Dixon Crucible Company, a noted manufacturer of lead pencils and other products, was the first superintendent of this works – this plant was the first to successfully produce crucible steel in the United States – it was purchased by Dudley Gregory, another noteworthy figure in the crucible steel industry, in 1863 – Gregory died in 1874 and his sons organized the firm of Gregory & Co. and continued the business – the plant was abandoned and sold to the Matthiesson & Wiechers Sugar Refining Company in 1885.

COMMENTS

Industrial complex developed in 1848 and active until 1885 – nationally significant crucible steel manufacturing plant – no standing structures – extremely low potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; Cunningham 1954; Brooks 1980-2; Rutsch and Condell 1987a; 1987b; Sanborn 1993; Geismar 1995b; 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

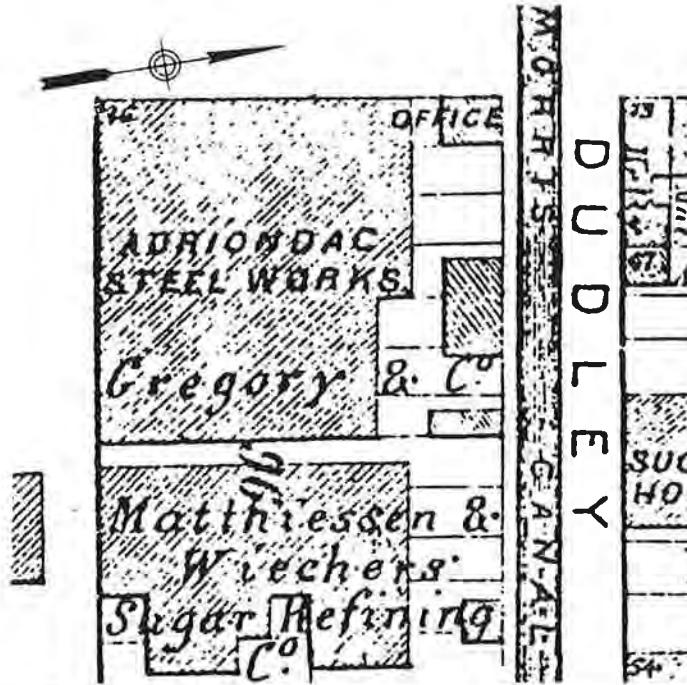
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM. cont.

NAME OF RESOURCE: Adirondac Steel Works Complex

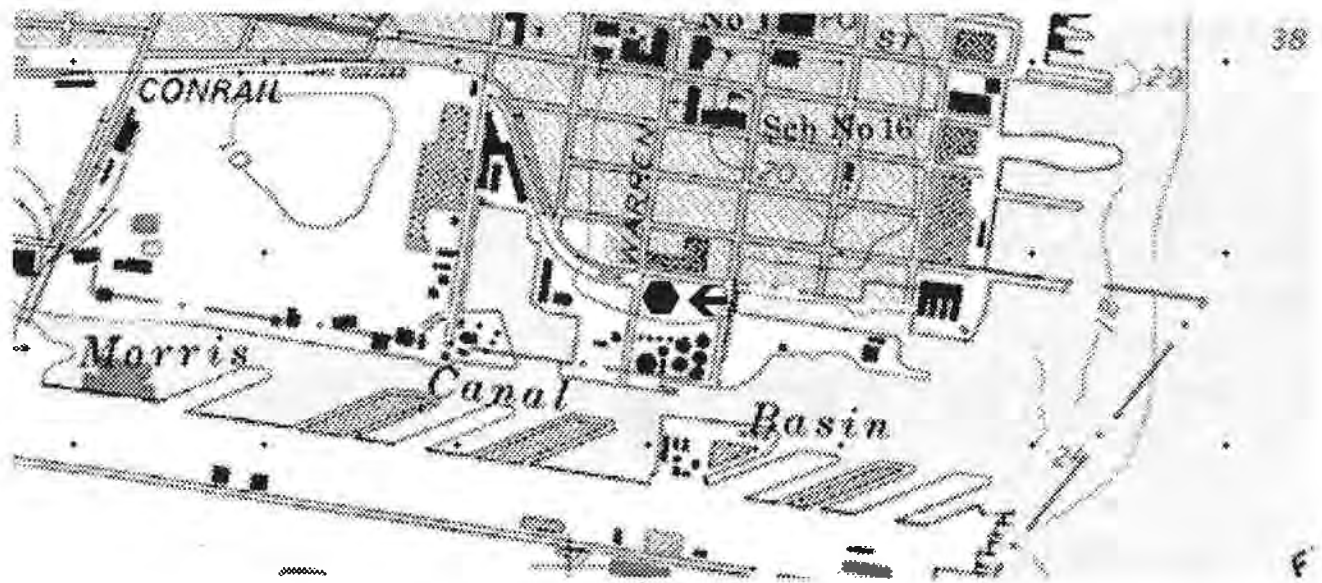
HISTORIC MAP

Source: Hopkins 1873
Scale: 1 inch = 100 feet (approx.)



USGS QUAD: Jersey City

UTM References: 18 0581104E, 4507037N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Jersey City Glass Works Complex (102)

LOCATION: West side of Washington Street to the north and south of Dudley Street

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Industrial complex on the both sides of the canal on the west side of Washington Street – two-story brick glass manufacturing building competed on Washington between Bergen (now Dudley) and Essex Streets in 1826 – complex also included a storage yard on Washington south of Bergen – the facility's access to coal was greatly enhanced with the completion of the canal along Bergen Street in 1838 – the manufacturing building was expanded in 1846, and a new brick shop structure was built within the yard to the south of the canal – F.O. Matthiesson & Wiechers purchased the yard property in 1862 and completely redeveloped it, completing a sugar refinery there in 1863 – the purchase and demolition of the manufacturing building followed in 1867, and redevelopment here involved the construction of a large sugar house – those portions of the sugar refinery complex on the former Dummer properties were demolished between 1928 and 1938, and these areas have remained vacant since.

SIGNIFICANCE

Glass manufacturing plant developed in 1826 – established by George Dummer, a former glass merchant in New York City – his firm, George Dummer & Company, included his brother Phineas Dummer and engaged in the manufacture of fine decorative cut glass and pharmaceutical bottles – the firm was reorganized as P.C. Dummer & Company in 1830, with Phineas taking a larger role – it was reorganized as Dummer & Layman in 1843, a reflection of the ascension of George Dummer Jr. and George Dummer Layman – the Dummer family left the business around mid-century, and the works was operated by the firm of Reed & Moulds for several years before being shut down during the early 1860s – the Dummer heirs sold the property F.O. Matthiesson & Wiechers, a sugar refining concern, in 1862 and 1867.

COMMENTS

Industrial complex developed in 1826 and active until the early 1860s – important early Jersey City industry – no standing structures – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; Brooks 1980-2; Rutsch and Condell 1987a; Sanborn 1993; Geismar 1995b; 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

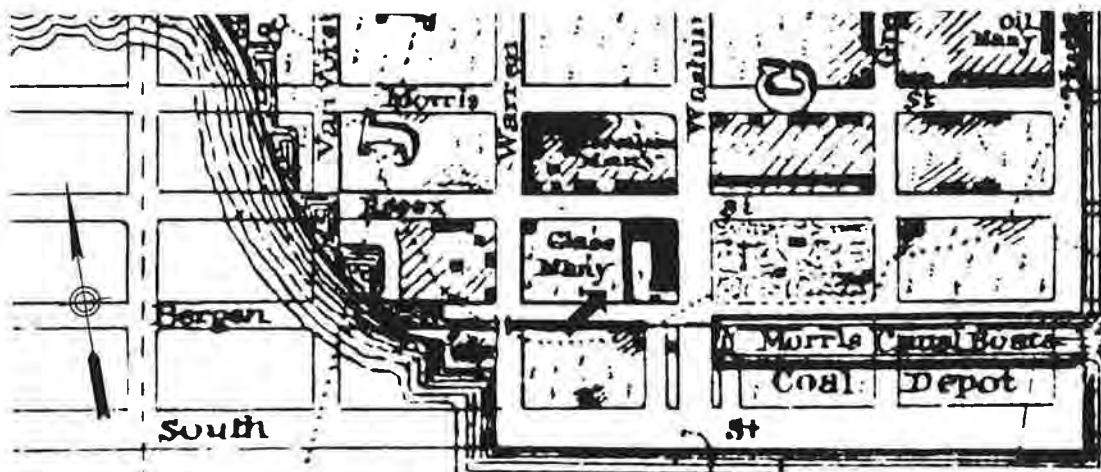
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Jersey City Glass Works Complex

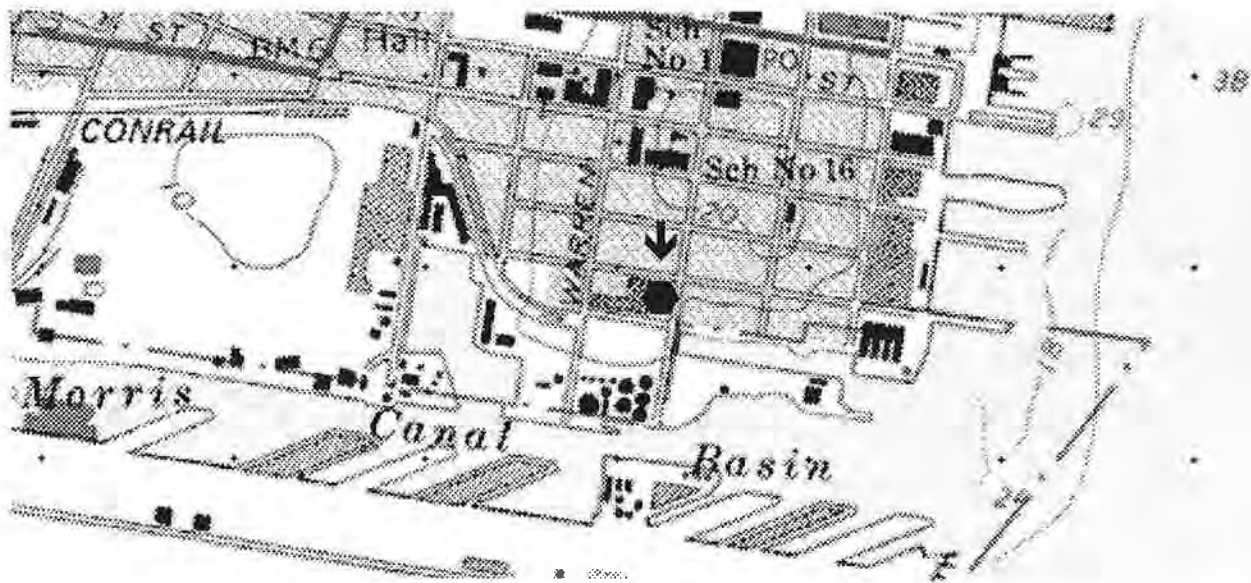
HISTORIC MAP

Source: Douglass 1841
Scale: 1 inch = 500 feet (approx.)



USGS QUAD: Jersey City

UTM References: 18 0581195E, 4507103N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: F.O. Matthiesson & Wiechers Sugar Refinery Complex (103)

LOCATION: Area bounded by Warren, Essex, and Greene Streets

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Industrial complex on the both sides of the canal at the western end of the canal's Little Basin – this huge facility was continually expanded between the time of its establishment in 1863 and the early part of the 20th century – by 1885 this plant's fuel needs were at least partially met by a two-story coal elevator sited on the canal's Tidewater Basin on the west side of Washington Street – coal was off-loaded and conveyed in the elevator to a covered conveyer that ran above a sprawling single-story sugar shed to the plant's huge power house – this coal-handling system appears to have remained in use until the time of the abandonment and demolition of this part of the complex c. 1930 – this portion of the former refinery (and much of the rest of the property) was vacant land in the mid-1990s – another part of the property is now the site of the Portside apartment complex – only one structure, a former sugar warehouse built c. 1900 at the southeast corner of Washington and Dudley Streets, remained standing in the mid-1990s.

SIGNIFICANCE

Sugar refinery developed in 1863 – established by the firm of F.O. Matthiesson & Wiechers on property that was formerly part of the Jersey City Glass Works – expanded with the purchase of another former Jersey City Glass Works property in 1867 – in that year the company was reorganized as the New Jersey Sugar Refining Company – reorganized again as the Matthiesson & Wiechers Sugar Refining Company in 1870 – acquired the former Adirondac Steel Works property to allow for further expansion in 1885 – reorganized for a third time as the American Sugar Refining Company in 1890 – the refinery was shut down between 1928 and 1938, and the majority of the complex was demolished before 1938.

COMMENTS

Large industrial complex developed in 1863 and active until c. 1930 – important Jersey City industry – one standing structure – moderate potential archaeological significance – coal-related features would only be of significance as components of the larger property.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; Brooks 1980-2; Rutsch and Condell 1987a; Sanborn 1993; Geismar 1995b; 1998.

RECORDED BY: Richard L. Porter

DATE: May 1999

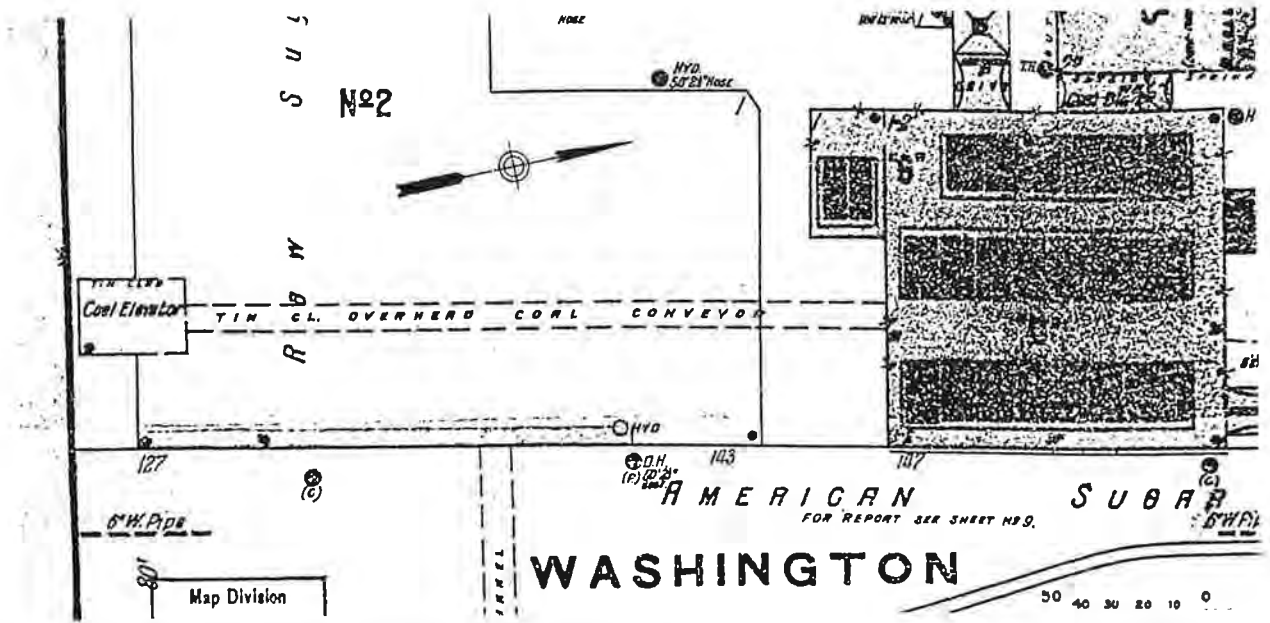
ORGANIZATION: The RBA Group, Morristown, New Jersey

MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: F.O. Matthiesson & Wiechers Sugar Refinery Complex

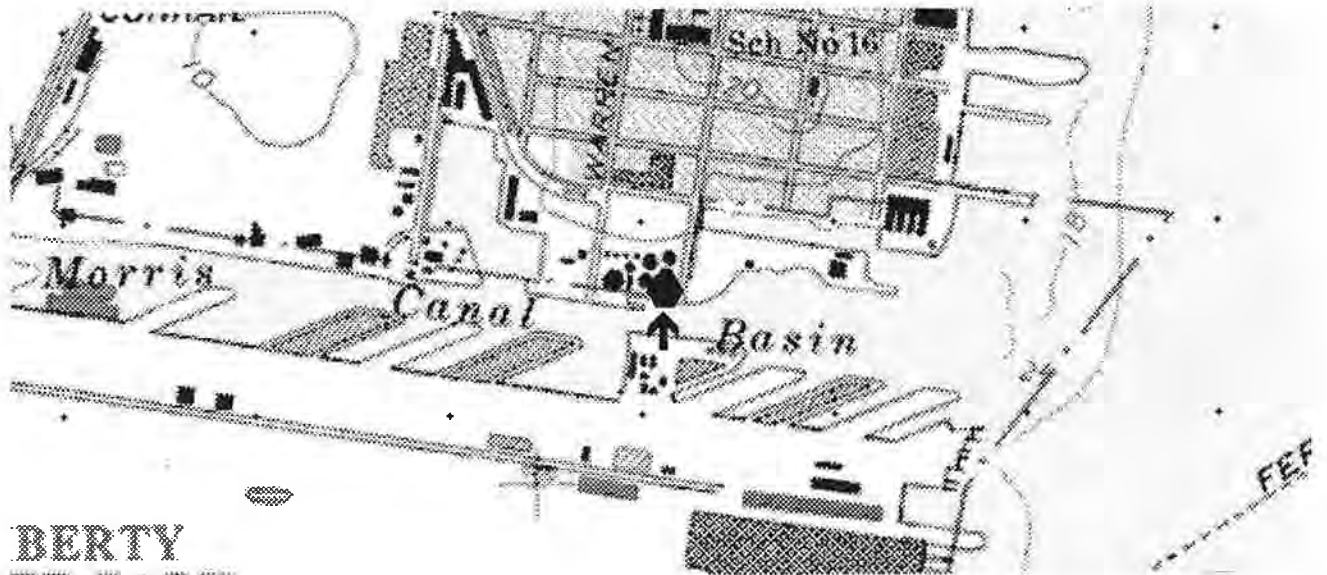
HISTORIC MAP

Source: Sanborn 1906
Scale: 1 inch = 60 feet



USGS QUAD: Jersey City

UTM References: 18 0581166E, 4506915N
Scale: 1 inch = 1000 feet



MORRIS CANAL COAL FACILITIES SURVEY FORM

NAME OF RESOURCE: Morris Canal Little Basin Coal Complex (104)

LOCATION: Area bounded by Essex and Washington Streets, the Morris Canal Tidewater Basin, and the Hudson River

MUNICIPALITY: City of Jersey City

COUNTY: Hudson

DESCRIPTION

Canal terminus and docking facility at the east end of the canal on the Hudson River – as originally built, the Little Basin extended between Washington and Hudson Sts. – at its southern edge was the South St. Pier, or Packer Dock, a landfill pier that served as the canal company's coal dock from 1838 until 1853 – a second dock, known as North Pier, was built at the south end of Hudson St. just below Essex St. in 1853 and abandoned in 1859 – in that year the basin was extended eastward, doubling its size, and new coal docking facilities were developed – these included Scranton Dock, with three piers extending into the river, to the east of Hudson St. and south of Essex, an eastward extension of the South St. Pier, and a new North Pier on the north side of the basin between Greene and Hudson Sts. – coal handling continued on the South St. Pier and the Scranton Dock until the time of the canal's abandonment – most of these docking areas were redeveloped during the present century, with urban renewal leaving them vacant into the mid-1990s.

SIGNIFICANCE

Canal terminus developed in 1838 – the Little Basin served as the canal's connection to the harbor of New York and the markets of the New York City region – it was also a primary focus of the canal company's coal-handling facilities as docking areas were developed to allow for the off-loading of coal brought in via canal boat – the coal was then transferred to vessels for shipment to New York City and other markets in the region or it was sold to industrial and residential customers in Jersey City – the canal company eventually established and managed several docks on the basin for the handling of coal – the company leased space on these docks to a variety of tenants who operated retail coal yards and coal transshipment facilities – coal-related activities, although reducing over time, appear to have continued around the basin up until the time of the canal's abandonment.

COMMENTS

Canal terminal and coal-handling facility developed in 1863 and active until the time of the canal's abandonment – the Little Basin is included within the Morris Canal Historic District – canal company-owned docking facilities require consideration for their potential association with the district – no standing structures – moderate potential archaeological significance.

REFERENCES

Douglass 1841; Dripps 1860; Hopkins 1873b; Brush 1885; Fowler 1887; Sanborn 1906; G.M. Hopkins Company 1908; Sanborn 1938; 1951; Historic Conservation and Interpretation 1977; Kardas and Larrabee 1978; Kalata 1983; Lee 1983; Rutsch and Condell 1987a; Porter et al. 1989; 1991; Sanborn 1993.

RECORDED BY: Richard L. Porter

DATE: May 1999

ORGANIZATION: The RBA Group, Morristown, New Jersey

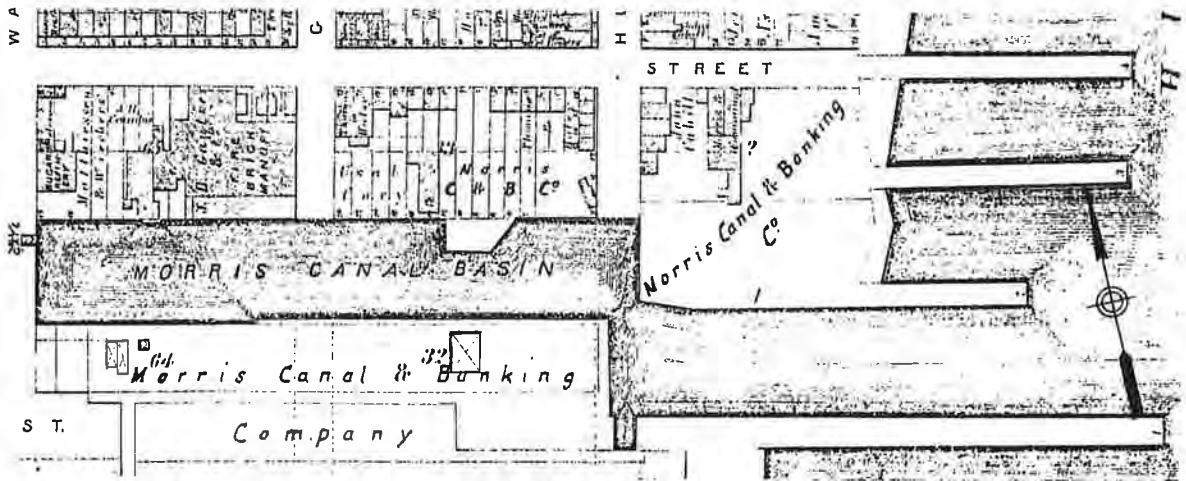
MORRIS CANAL COAL FACILITIES SURVEY FORM, cont.

NAME OF RESOURCE: Morris Canal Little Basin Coal Complex

HISTORIC MAP

Source: Hopkins 1873

Scale: 1 inch = 300 feet (approx.)



USGS QUAD: Jersey City

UTM References: 18 0581379E, 4507013N

Scale: 1 inch = 1000 feet

