The New Jersey Postal History Society

Presents

PHILATELIC MORRIS CANAL

By Donald A. Chafetz

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PHILATELIC MORRIS CANAL

By Donald A. Chafetz, El Cajon, CA

PROLOGUE

I became interested in the Morris Canal when I lived in Randolph Township, Morris County. It was a passing interest since I was interested in any philatelic item related to Morris County. Although the Morris Canal never was a postal route or authorized to carry mail, there were numerous postcards showing the canal with postmarks of the towns along the canal. Through the years I have added other philatelic related material as I have learned more of the history of the canal. Although the canal passed into history in 1924, there are current attempts to keep the memory alive by the Morris Canal Society and communities creating green paths along the old canal paths. In the few places where a lock or ruins of an inclined plane are still to be seen, markers have been placed. Although the canal is gone, it is still remembered.

What follows is my very small attempt to show some of the highlights of the canal and its economic impact on the towns it touched via philately. I hope to expand the story with the creation of a display class exhibit.

PHILATELIC MORRIS CANAL

BACKGROUND

Fig. 1: George P. Macculloch [1]

The Morris Canal was the brain child of Morristown resident George P. Macculloch, local entrepreneur. The story is told that in 1822 he was inspired to build a canal while fishing at Lake Hopatcong. The Eire Canal had just been finished and he recognized the economic boom it brought to New York State. The northern section of New Jersey, in particular Morris County, was in need of an economic shock. During the Revolutionary War General George Washington had encamped in the area four times, due in part to its large iron ore deposits and the nearby forges that provided the weapons that the General needed to carry on the fight against the British. Unfortunately, by the 1820s, the woods needed to fire the forges were greatly depleted and forges were closing down. It was rather fortuitous that the neighboring state of Pennsylvania had anthracite coal, which could be used by the forges if it could be transported to them.

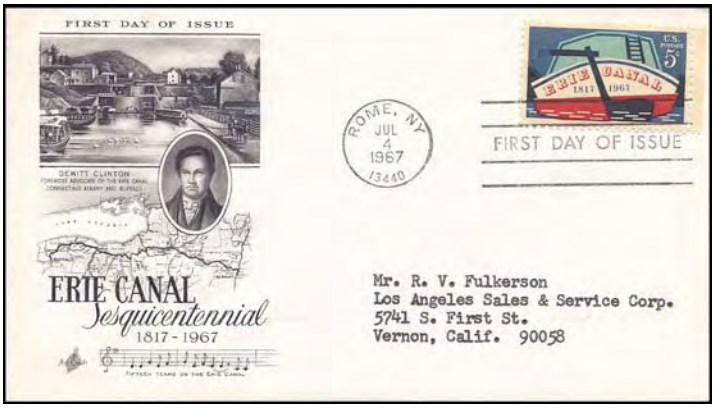


Fig. 2: Erie Canal First Day Cover, July 4 1967

Another problem was the poor state of the roads in the northern part of the state, which made it extremely difficult for farmers to move their products to market. The canal would aid the farmers immeasurably.

THE PIECES FIT

Considering all these factors, Macculloch concluded that a canal running from the Delaware River on the west to Newark on the east would revitalize the northern section of the state. Macculloch rallied similar-thinking men around his idea and convinced the New Jersey State Legislature to enact a law creating the Morris Canal & Banking Company.

The bill was signed on the last day of 1824. The construction of the canal began in 1825 and was open for business in 1831. Initially the canal was approximately 90 miles long. In 1836 the canal was extended to Jersey City so it would have direct access to the Hudson River and New York City.

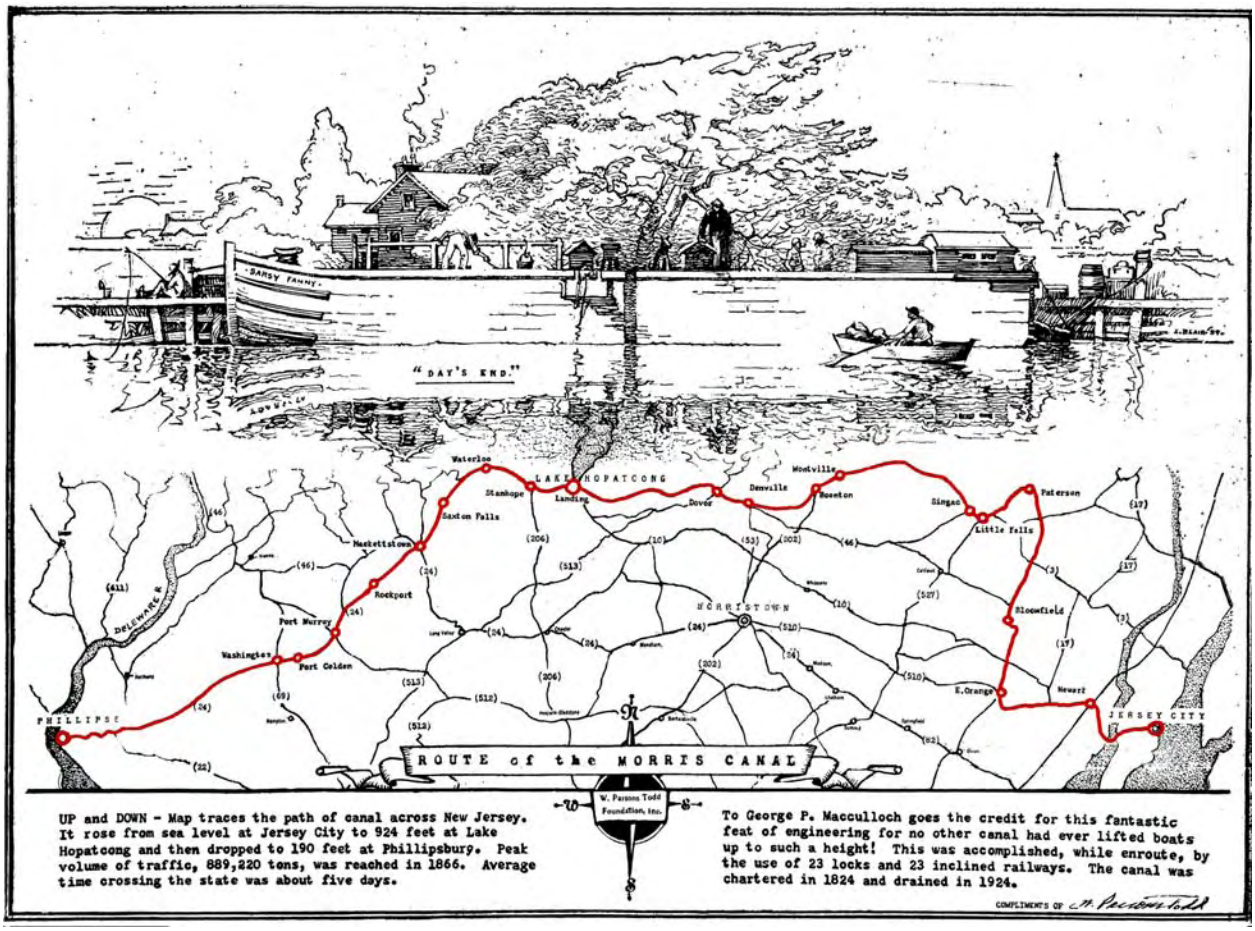


Fig. 3: The course across New Jersey is shown in red, from Phillipsburg on the Delaware River to Jersey City on the Hudson River. *Printed from engraved plate I own; it is illustrated in the booklet Macculloch Hall, A Family Album.*

The total length now was 106.41 miles - Delaware River to Hudson River. Through the years, the canal was widened and deepened to handle larger capacity boats so it could better compete with the railroads. It should be remembered that the canal was built by manual labor since there was no power equipment available at the time. It is estimated that about 2,000 men worked building the canal with a fair number being Irish immigrants.

HILL CLIMBER

What made the canal challenging was the fact that northern New Jersey is hilly and the canal had to climb these mountains. How to do it? This is where American ingenuity and engineering prowess comes to the forefront. Typically canals use locks to move from one elevation to the next. Basically, if the change is about 20 feet or less, then a lock is sufficient. Unfortunately, to climb some of these New Jersey hills, there were places where the change ranged between 35-100 feet. In these cases, there might be a need for five to six locks to achieve the move up or down. Instead it was decided to use inclined planes to move the canal boats up/down the mountains.

When the canal was finally finished, there were 23 inclined planes and 23 conventional lift locks. Starting at Jersey City which was at sea level, the canal climbed 914 feet to the summit in the Port Morris hills. From there it descended 760 feet to Phillipsburg on the Delaware River. Note that Phillipsburg is 154 feet above sea level.[2]

CANAL LIFE

The canal boats were pulled along the canal usually by a Jersey team: a light mule and a dark one. The trip from Phillipsburg on the western side of the state to Jersey City on the east coast would normally take 5 walking days. If the canal boat captain brought his family with him, they would live on the boat, since there was a small cabin where they could sleep and eat. The canal was operated from March or April to around mid-December, depending on the weather. In the winter time the canal would freeze and the boats would be idle. The canal day started around 5:00 am and traffic would be stopped around 9:00 pm. Sunday the canal was closed so people could rest and attend church.

IMPORTANT DATES AND FACTS

November 15, 1822	An act investigate the feasibility of the canal
December 31, 1824	Morris Canal and Banking Company chartered by the State of New Jersey
July 12, 1825	Construction starts near the present town of Ledgewood
November 4, 1831	First trip from Newark to Phillipsburg
1832	First full boating season
1836	Jersey City extension completed - 11.75 miles
1844	Company is reorganized - banking is dropped
1841 & 1845	Canal enlargements
1847 - 1860	Inclined planes rebuilt - Scotch turbines installed
1871	Canal leased by Lehigh Valley Railroad for 99 years
November 29, 1922	State of New Jersey takes over the canal
Spring, 1924	Canal drained
December 31, 1974	Charter ceases

Tonnage

1845	58,259 tons
1866 (maximum year)	899,220 tons
1856 - 1870 Coal picked up at Washington from DL&W railroad	
1857 (coal tonnage)	146,359 tons [3]

CANAL CLOSURE

The heyday for the canal was during the 1860s. By 1870, maintenance of the canal was a serious financial problem and the railroads were too much competition. The canal became more of a local transportation system. By 1900 the traffic on the canal had dwindled to a tiny stream and people began calling for the closure of the canal. During the next fifteen years, the State of New Jersey had three commissions investigate the feasibility of closing the canal and filling it in. Finally in 1924 the canal was drained and closure was a reality.

The Final Report of the Consulting and Directing Engineer, Cornelius C. Vermeule, Jr., dated June 29, 1929, has the following interesting statics:

Bridges removed, or remaining	259
New bridges	8
Locks dismantled or taken over by others	32
Planes dismantled or taken over by others	23
Drainage cuts	156
Large masonry culverts removed	5
Aqueducts removed	8
Dams and spillways built	15
Summary of Cost of Dismantling and Reconstruction:	$1,730,465.
The original cost to construction the canal in the 1830s was	$2,104,413.
Later enlargements of the 1840s cost	$1,700,000.

After 100 years, the Morris Canal finally passed into history.

THE JOURNEY BEGINS

The journey on the canal will be shown by the use of post cards, but supplemented by envelopes and other philatelic related items. The booklet *The Morris Canal On Post Cards Part Two* was published by the Garden State Post Card Club in October 2002. The listing includes the location, title of the card, publisher if known and the card number if present. I have not counted the number of cards listed, but estimate there are over 1400. I have only a very small sampling of cards which I have tried to obtain as used examples with a cancellation from the community near the canal pictured on the card. But, to complete the story, I do include mint cards.

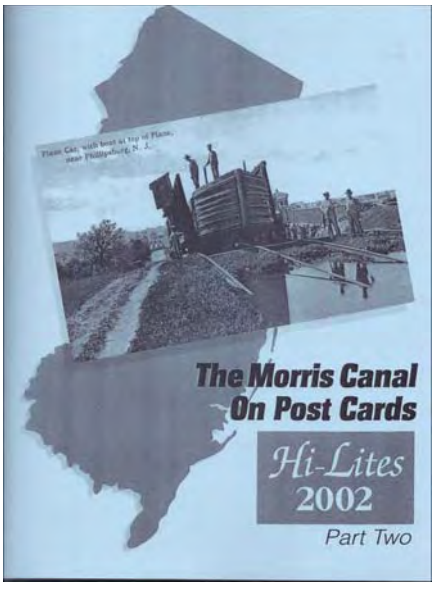


Fig. 4: GSPCC 2002 publication on Morris Canal post cards.[4]

Most of the cancels on the cards are the ones normally used in the post offices of the day. I have shown a few of the more unusual ones that I have found. The messages on the cards are either family related or seem to be from young gentlemen setting up dates to see young women. I have not seen any comments related to the canal or its operation.

The canal was not an authorized postal route so no mail was carried on the canal. But to complete the philatelic story, I have included business related items and some revenue stamps with Morris Canal cancellations. While I have other canal related items, I have not included them since they are not direct philatelic material but are appropriate for my display class exhibit.

Lake Hopatcong was the main water source for the canal. All locks and planes were numbered east or west from the lake. For instance plane 11W was west of the lake and the eleventh plane. Similarly, Lock 22E was the twenty-second lock east of the lake. The distances in miles are measured from the Delaware River.

Fig. 5: Panorama view of Mauck Chunk, Pa.
Coal was mined at the open pit anthracite mine on Summit Hill and transported from the summit by the "switchback" railroad. The coal was carried by canal boats on the Lehigh River to the Delaware River. *(Unused card.)*

Fig. 6: Morris Canal & Coal Chutes.
Anthracite coal chutes at the Delaware River at Phillipsburg, NJ.
(*Hand canceled, Beaver Run, NJ, October 20, 1913.)*

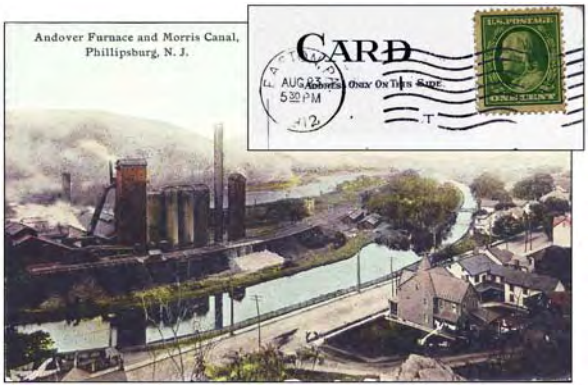


Fig. 7: Andover Furnace and Morris Canal, Phillipsburg.
Canal boats brought iron ore and coal to the furnace and in return carried the finished goods to markets. Delaware River in the background and Morris Canal in the foreground.
(International machine cancel Easton, PA, August 23, 1912.)

Fig. 8: Toll Collectors House, Phillipsburg, NJ.
Plane 11, the first "western" plane is in the distance. *(Columbia machine cancel, Easton, PA, January 16, 1909.)*

Fig. 9: Morris Canal Store and Stable. Behind the buildings is the Delaware River. Hill in distance is the southern extremity of Easton, PA.
(Machine cancel, Millville, NJ, June 28, 1920.)

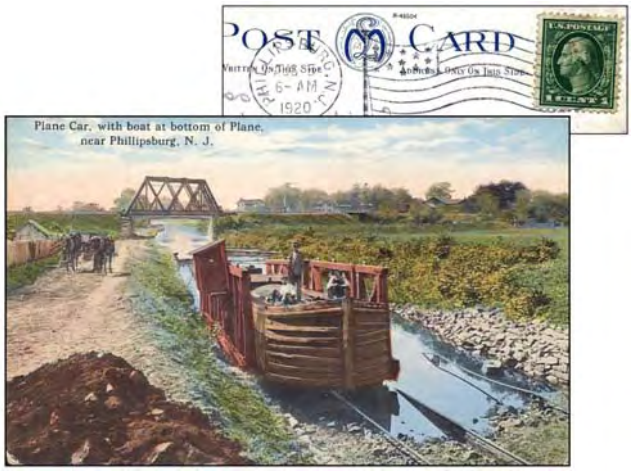


Fig. 10: Plane Car with Boat at bottom of Plane 11 near Phillipsburg, N.J. Note two mules on the tow path.
(*Flag Machine cancel, Phillipsburg, NJ, August 5, 1920.)*

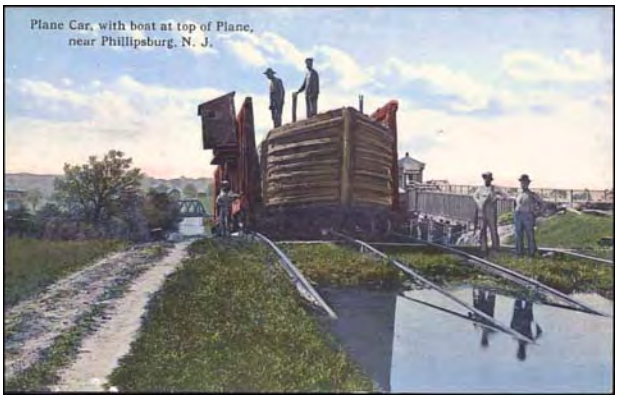


Fig. 11: Plane Car with Boat at top of Plane near Phillipsburg, NJ. The plane 11W (0.01 miles) lifted the boat 35 feet.
(Mint card.)

Fig. 12: View along Morris Canal showing Green Bridge, Phillipsburg, N.J. Lock 10W (2.10 miles) was located below the stone bridge.
(Machine cancel, Easton, PA, October 19, 1912.)

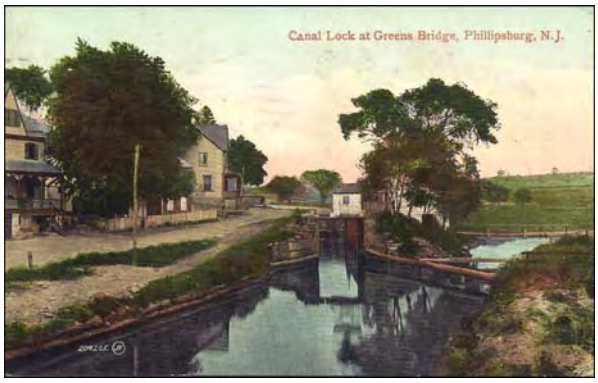


Fig. 13: Canal Lock at Greens Bridge, Phillipsburg, N.J. Locks 9W (2.34 miles) and 8W (2.55 miles) were located almost within sight of each other. The house in the center was a store and the building at the left edge was the Green's Bridge Hotel.
(Machine cancel, Easton, PA, October 19, 1912.)

Fig. 14: Looking up Plane No. 7. Morris Canal, Washington, N.J. Plane 7W (14.75 miles) lifted the boat 73 feet. The cupola building is the power house holding the water-powered turbine used to pull the canal boat up/down the incline. The large basin at the bottom of the plane was used to hold boats waiting to go up the plane. *(Hand cancel, 2nd class office, Washington, NJ, March 13, 1912.)*

Fig. 15: Canal Boats passing each other on Morris Canal, Hackettstown, NJ.
(Hand cancel, Hackettstown, NJ, July 21.)

Fig. 16: View on Morris Canal, Hackettstown, N.J.
Typical bridge over the canal. *(Hand cancel, Hackettstown, NJ, July 17, 1906, Brooklyn NY receiver July 17, 1906.)*

Fig. 17: Flood Gates, Lake Musconetcong, Stanhope, N.J. (30.64 miles). Lake Musconetcong was an additional source of water for the canal. *(Mint card.)*

Fig: 18: (at right) Map of Lake Hopatcong. Feeder canal and lock are in red in the lower left corner. *(Mint card.)*

Fig. 19: Plane 1 East on Morris Canal (39.90 miles). Long wooden structure leading into the powerhouse carried the water to operate the turbine to move the boat up/down the plane. (Card cropped to show view.) *(Indistinct postmark, Barr-Fyke received machine cancel Phillipsburg, July 27, 1907.)*

Fig. 20: The Sluice Way on the Canal, Boonton, NJ. Excess water being returned to the canal.
(Machine cancel, Boonton NJ, October 30, 1907; received Paterson, NJ, October 30, 1907 machine cancel.)

Fig. 21: Incline Plane 7E, Morris Canal, Boonton, N.J. (58.60 miles). The wooden structure on the rails is the carriage which held the canal boat as it moved on the plane. *(Machine cancel, Boonton, December 13, 1907, receiver cancel Manasquan, NJ December 1907.)*

Fig. 22: Passaic River at Little Falls, N.J. Aqueduct, span 80 feet, which carried the canal boats over the river. *(Mint card.)*

Fig. 23: Along the Morris Canal between Bayonne & Jersey City, N.J. Probably a local delivery boat. *(Machine cancel Jersey City, July 6, 1910.)*

Fig. 24: Greenville, Jersey City, View of Morris Canal. Dredging scow clearing canal. Hudson River in back-ground.
(Machine cancel, Jersey City, NJ February 15, 1908.)

RECREATIONAL USE OF THE CANAL

Fig. 25: View Along Morris Canal, Washington, N.J. *(Hand cancel, Washington NJ, July 30, 1907; Dover, NJ, October 30, 1907 flag cancel receiver.)*

Fig. 26: The Old Locks Morris Canal, Netcong-Stanhope, N.J. (Lock 2W, 36.00 mile). Two boys fishing at the lock.
(Hand cancel, Stanhope NJ, December 4, 1916.)

Fig. 27: Immersion Baptism, Morris Canal Newark NJ.
(Hand cancel, Montclair NJ, September 29, 1908; Sent to England, 2 cents postage.)

BUSINESS CORRESPONDENCE

The Morris Canal had no contract to carry mail so there are no canal postal markings. Instead are included some mail related to the canal activities and operations.

THE ULSTER IRON WORKS

In 1722, Dover was settled and immediately the process of iron production started. Jackson's Forge was established by John Jackson and located a short distance west of the Dover Iron Works at Park Heights Avenue near Hurd Park.

Fig. 28: Ulster Iron Works, Dover, N.J.
(Machine cancel, Dover NJ, October 8, 1923.)

In 1745, Joseph Shotwell, the son-in-law of Jackson, started the Quaker Iron Works along the Rockaway River in what is now downtown Dover. Here Shotwell dammed the river, creating the Mill Pond and processed iron until 1757 when Joseph Beaman took over the operations. Around 1792, Israel Canfield and Jacob Losey bought the plant and set up a major forge, nail factory, rolling mills and slitting mills. The Dover Rolling Mill was a profitable operation until the economic slump following the War of 1812. Being deeply in debt to New York bankers Henry McFarlan and Joseph Blackwell, Canfield and Losey abandoned the operations in 1817. McFarlan and Blackwell took over and re-named the company as the Dover Iron Works and produced much of the equipment and tools needed to dig and construct the Morris Canal. During this time, Dover grew from a small hamlet into a large village (incorporated in 1827) and eventually to a large industrial town by 1869.

Fig. 29: Canal Basin, Dover, N.J. (mill pond)
(Machine cancel, Dover NJ, October 8, 1923.)

In 1869, following the Civil War, the plant closed because business was very slow. In 1880, Judge Francis S. Lathrop reopened the plant under the name of the Dover Iron Company and repaired the buildings, made improvements and revived Dover's economic slump. In 1884, the Ulster Iron Works of Saugerties, New York moved their operations to the Dover plant to be near the canal and railroads.[5] In 1903, they purchased the plant and renamed it the Ulster Iron Works of Dover. In 1923, ground was broken for a new $100,000 factory, including a building for drilling hollow staybolts for trains and a warehouse for box making, packing and shipping. At its peak, the Ulster Iron Works employed 450 men. Ulster sold the works to J. A. Williams in 1935 and by 1950, the plant shut down for lack of business. In 1951, the main buildings of the works were torn down and the land cleared for the eventual construction of the Dover Shopping Center. For over 200 years, the Iron Works of Dover served the nation with some of the finest iron products and materials ever produced bearing the tag "Made in Dover."

WHARTON FURNACE

Historians record the fact that, by the middle of the nineteenth century, the United States had attained second place among the nations of the world in coal production. This enormous increase in the production of coal was coincident with unparalleled industrial expansion, and the latter was, in a large measure, dependent upon the former. Although anthracite stood first as the source of the nation's fuel a century ago, it has long since been displaced by bituminous coal, with which this country has been generously endowed. While in 1850 bituminous coal comprised but one-third of the total production, it had increased to one-half by the year 1870. It would increase to four-fifths by 1900, and to about seven-eighths by 1920.

Fig. 30: Wharton Furnaces, Wharton NJ. Plane 5 East was adjacent to the Wharton Furnace (47.00 miles). *(mint)*

Note on back of card: "This is the furnace which have not work for 5 years belong to the same company as the other mine & there is some more mines here not working & all the works is worth 16,000,000 dollars & only watch men are working this place is gone for work."

That fact might have spelled prosperity for many years to come for the Morris Canal. Sadly, however, virtually all of the nation's bituminous coal lies beyond the Appalachians, out of the canal's reach. Also beyond the Appalachians lay the Mesabi, Menominee, and Vermillion iron ore ranges, discovered after 1845. It took another canal, the Soo, to bring the ore out of these more remote regions. At almost the same moment, Henry Bessemer arrived in America from England to begin making his patented steel. A new era was already dawning, and the center of the steel industry had begun to move westward.

One of the casualties of the westward shift was Port Oram Furnace. Incorporated in 1868, the furnace did not operate successfully until late 1870 or early 1871. Then, having just gotten going, "after a series of troubles," the furnace was "blown out in consequence of the scarcity of coal." It was apparently started up again only to be idled about 1880. Joseph Wharton revived the Port Oram works, and the furnace was so successful that in 1902, the Town Council voted to honor Wharton by changing the town's name from Oram to Wharton. The Wharton Furnace enjoyed a surge of productivity during World War I, but eventually it was taken over by Replogle Steel Company. [6]

THE BOONTON IRON WORKS

Boonton Iron Works was founded about 1770 by Samuel Ogden, whose family acquired a 6-acre tract near Boonton along the Rockaway River. Nail rods and bar iron were manufactured by rolling and slitting mills which were built here. When the Morris Canal was built in 1830, the New Jersey Iron Company was organized. This company built a new plant costing $283,000 and imported skilled mechanics from England. Under Fuller & Lord (1852–1876) the enterprise expanded to include, along with ore and timber reserves, canal boats, furnaces, mills and auxiliary plants. The business slowly declined after 1881, until it closed in 1911.[7]

THE NEW JERSEY IRON COMPANY

The New Jersey Iron Company was incorporated by the State Legislature in 1829 for the purpose of manufacturing iron chain cables, wire, and other articles at Boonton, in the county of Morris, and in any of the counties through which the Morris Canal runs in the state.[8]

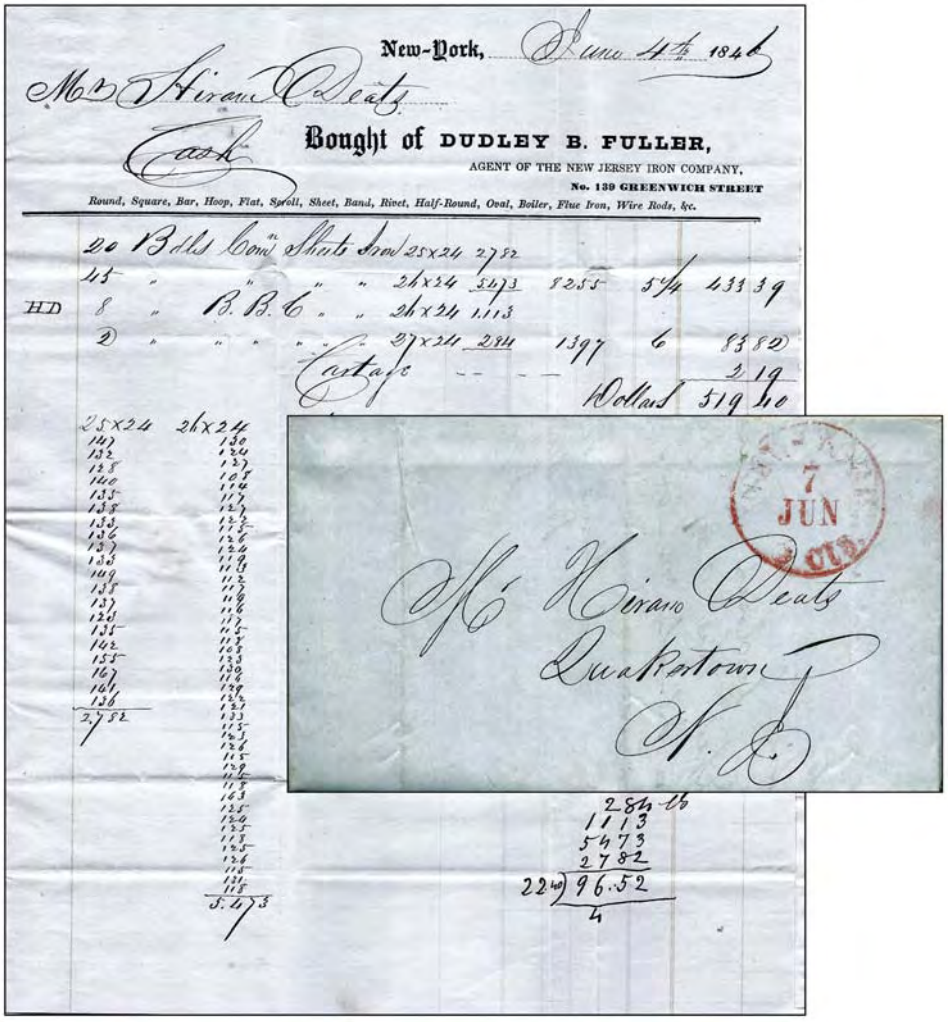


Fig. 31-32: Dudley B. Fuller Agent for New Jersey Iron Company. (Stampless bill head cover, June 7, 1846, New York cancel, 5 cents). Note inside indicates that sheet iron had been shipped.

Fig. 33: U60 envelope, Boonton Iron & Steel Co. *(Hand cancel Boonton, NJ November, 1869).*

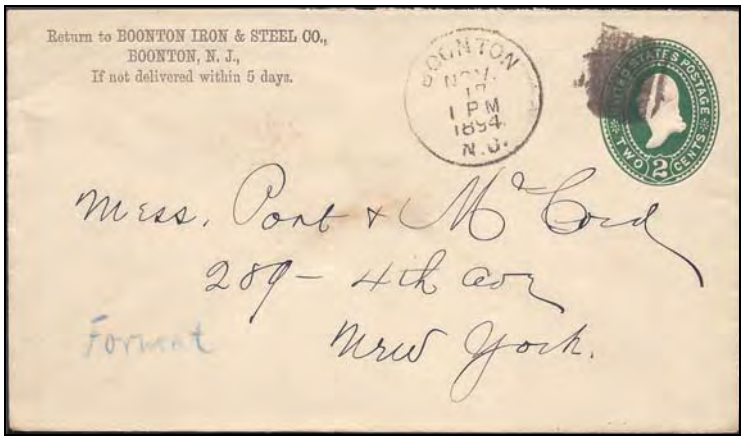
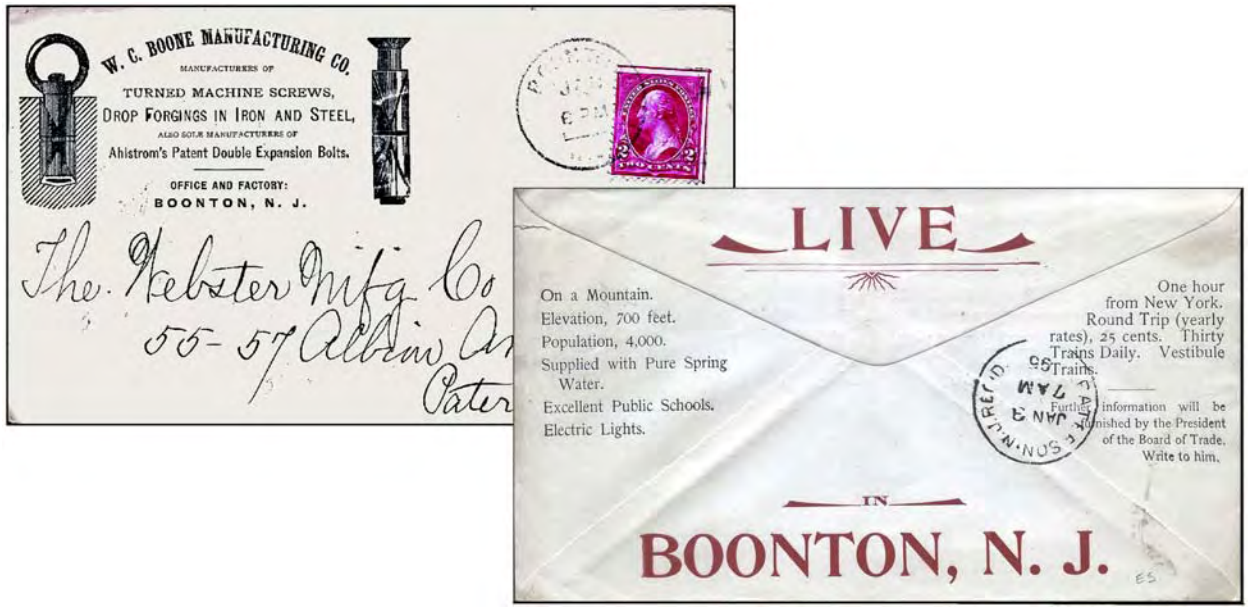
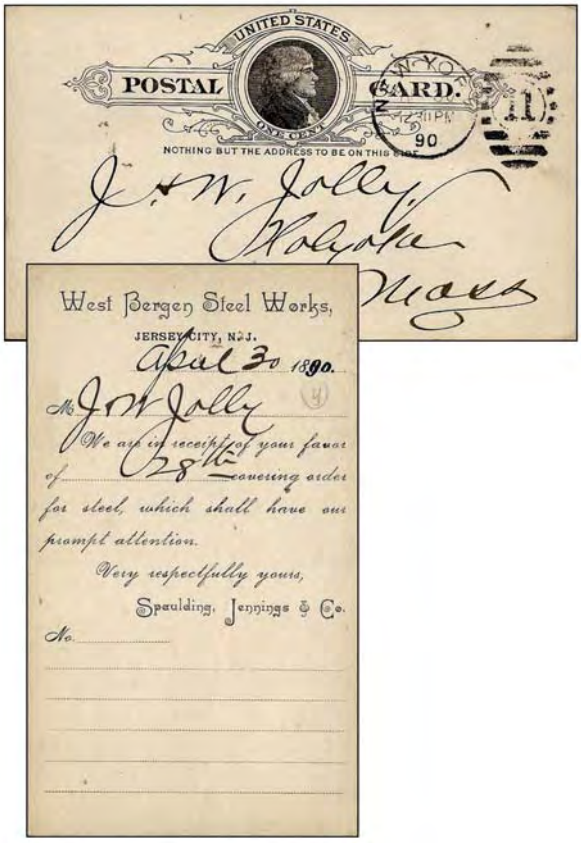


Fig. 34: U305 envelope, Boonton Iron & Steel Co.
(Hand cancel Boonton, NJ November 17, 1894; Back stamped P.O. N.Y November 17; forwarded November 18, 1894).



Figs. 35-36: W.C. Boone Manufacturing Co. *(Hand cancel Boonton NJ, January 2; backstamped Paterson, NJ receiver, January 3 1895.)*



Figures 37-38: West Bergen Steel Works, Jersey City
(Hand cancel New York April 30, 1890.)

West Bergen Steel Works, Spaulding, Jennings & Co., Jersey City, Hudson County. Built in 1880; 18 beating furnaces, 5 trains of rolls, (one 9, one 10, two 12, and one 18-inch,) 5 hammers, and 24 four-pot steel-melting holes; product, crucible cast steel; also, reroll Bessemer and open-hearth steel billets; annual capacity, 5,000 net tons. [9]

Bergen Steel Mills Destroyed; Rolling, Wire, and Bicycle Departments in Jersey City Burned -- The Loss Is About $110,000.
Jersey City, Dec. 21, -- The cold-steel rolling, steel-wire mill, and bicycle departments of the West Bergen Steel Works, in Communipaw Avenue, near the Hackensack River, were destroyed by fire to-night. The three departments were grouped in a frame building 50 by 150 feet and 28 feet high. (The New York Times, December 22, 1895.) [10]

The plant was located near the Morris Canal docks in Jersey City.

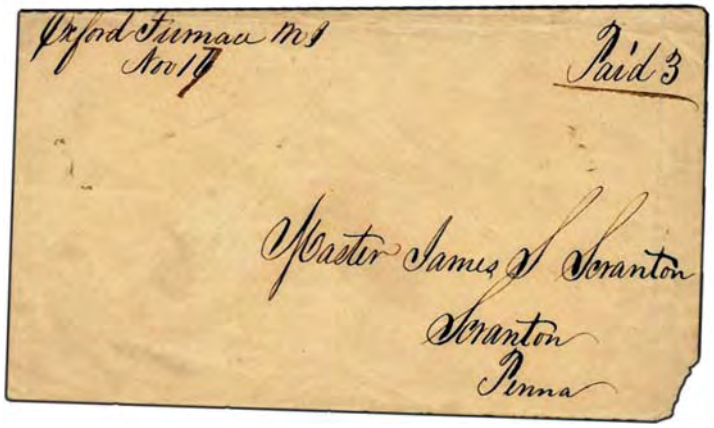


Fig. 39: Manuscript Oxford Furnace envelope sent between 1852 and 1854, Paid 3 cents.

Oxford Furnace was a furnace used for smelting iron located in Oxford Township, in Warren County, New Jersey. Built in 1741, it was the third furnace in colonial New Jersey and the first constructed at a site where iron ore was mined. Oxford Furnace operated the longest of any of the colonial furnaces, not being "blown out" until 1884. In 1835, it was the site of America's first successful use of the hot blast, in which preheated air was blown into the furnace, cutting production time.[11]

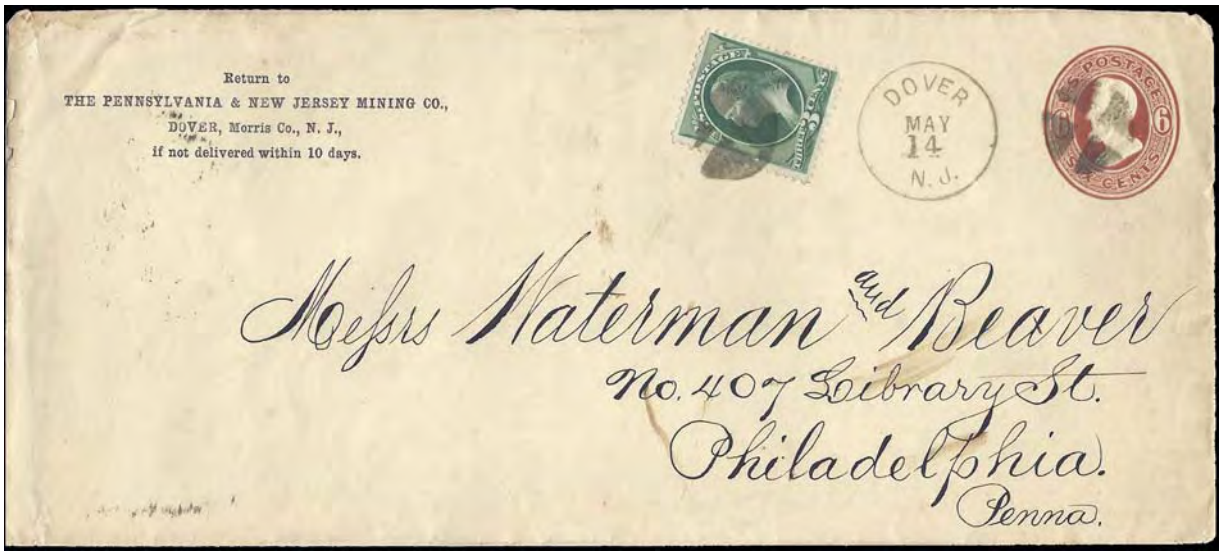


Fig. 40: The Pennsylvania & New Jersey Mining Co. Dover, NJ, May 14.
Probably mailed in the 1870's. Postage rate 3 cents/½ oz so triple weight letter. I could not find any information of the company.

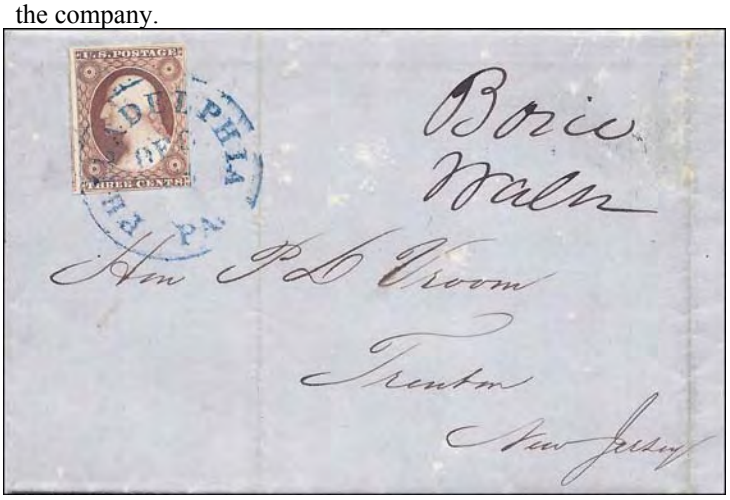
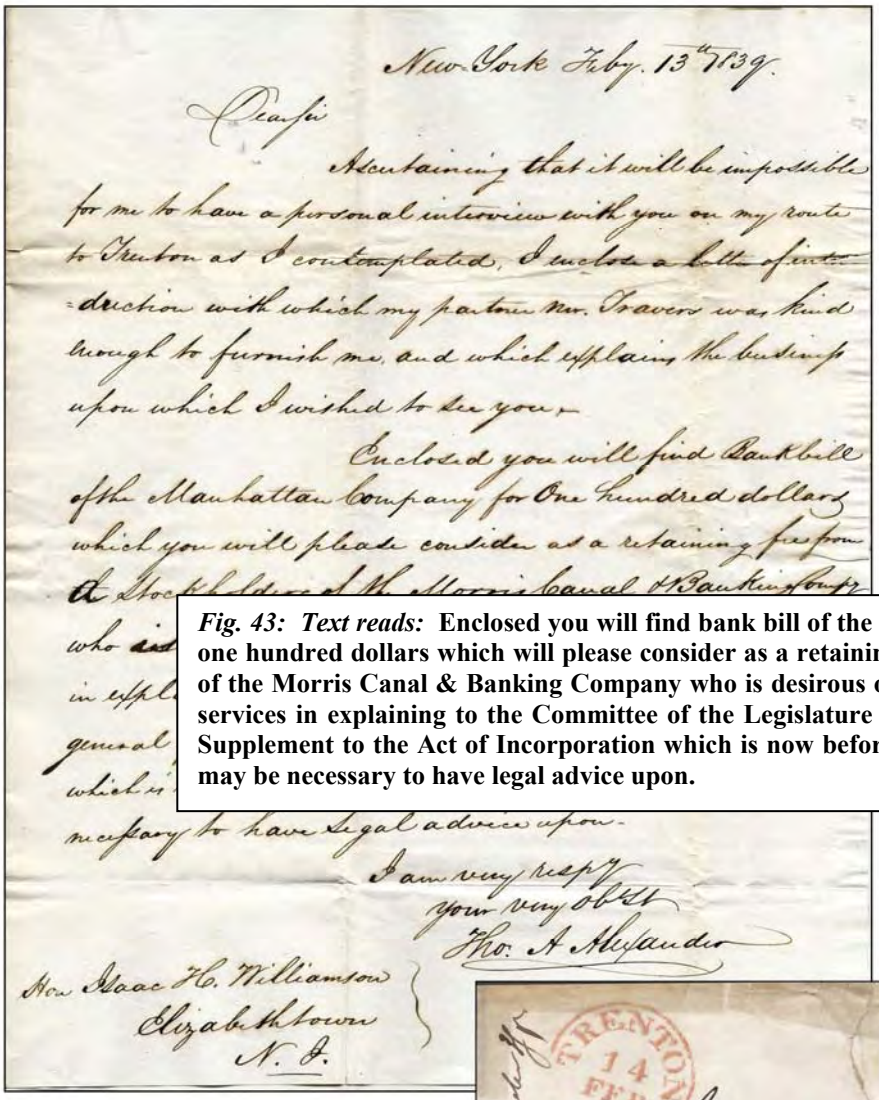


Fig. 41: Letter inquiring about progress on the Morris Canal case.
(Philadelphia, PA December 13, 1851)

Peter Vroom was a Governor of New Jersey, Member of Congress, Chief Justice of New Jersey Supreme Court and held many other political offices besides practicing law.

Fig. 42: Cachet of A. A. Griffing Iron Company, manufacturer of hot water heating apparatus, sole manufacturer of the Bundy patent direct & indirect radiators in Jersey City.
The cachet shows among other things a canal with a boat. The factory was located on Communipaw Avenue in Jersey City which was next to the Morris Canal. This is the only cover seen showing the Morris Canal.
(Hand cancel Jersey City April 15, 1884.)



New York Feby. 13th 1839.

Dear Sir

Ascertaining that it will be impossible for me to have a personal interview with you on my route to Trenton as I contemplated, I enclose a letter of introduction with which my partner Mr. Travers was kind enough to furnish me, and which explains the business upon which I wished to see you.

Enclosed you will find Bankbill of the Manhattan Company for One hundred dollars which you will please consider as a retaining fee from a Stockholder of the Morris Canal & Banking Company who is desirous of securing your valuable services in explaining to the Committee of the Legislature the general features of a Supplement to the Act of Incorporation which is now before that body and which it may be necessary to have legal advice upon.

I am very respy
your very obdt
Thos. A. Alexander

Hon Isaac H. Williamson
Elizabethtown
N. J.

Fig. 43: Text reads: Enclosed you will find bank bill of the Manhattan Company for one hundred dollars which will please consider as a retaining fee from a stockholder of the Morris Canal & Banking Company who is desirous of securing your valuable services in explaining to the Committee of the Legislature the general features of a Supplement to the Act of Incorporation which is now before that body and which it may be necessary to have legal advice upon.

Fig. 44: Stampless cover sent from Trenton to Elizabethtown, NJ, Feb 14, 1839, paid 30-80 miles, 10 cents single letters; included a letter of introduction and a bank note so postage 3 times single letter rate.

Figs. 45 & 46: Folded letter sent from Philadelphia, PA, May 27, 1853 to Maine.

Sales letter indicating Lehigh Coal is available from Jersey City. Coal is available "...during the season of Canal navigation." Inside letter states "...we have rented the extensive piers of the Morris Canal Company at Jersey City...for the purpose of landing and shipping Lehigh coal."

CONDITIONS

FOR THE

SALE AND SHIPMENT OF LEHIGH COAL.

SMITH & HAYES

Make the following Conditions and Stipulations, in regard to all orders for their Coal, viz:

Cargoes of Coal, for shipping, are sold, deliverable at Jersey City, North River, opposite New York City, on board of vessels, during the season of Canal navigation; and all contracts for the delivery of Coal, not executed during the current season of Canal navigation, shall expire with the close of said season.

All Coal, for which orders are given, must be taken by the purchasers, regularly, in full monthly proportions, during the season of Canal navigation; but no purchaser shall be entitled to more than a monthly proportion of his order, unless found consistent with our convenience to deliver it; and each Cargo is to be paid for as delivered.

Captains of vessels sent by purchasers for their Coal, must take their regular turn in loading, according to the time of their arrival, and when loaded, sign their Bills of Lading.

Every exertion will be used to give dispatch, but we will not be liable for demurrage, nor for any consequence resulting from unavoidable delay.

The Coal, when delivered on board of vessels, boats, or barges, is to be at the risk of the purchasers. Bills of Lading, or other regular evidence of shipment, to be proof of delivery, as regards both time and quantity.

We will, when requested by purchasers, exert, without charge therefor, our best efforts to procure vessels, boats or barges; but decline all responsibility in relation thereto, reserving, however, the right, if purchasers neglect to send vessels, boats, or barges, of shipping the Coal to them for their account, at their risk, at the current rate of freight, and in the full monthly proportions.

We will not be responsible for damages resulting from the non-delivery of Coal, if caused by combinations or strikes among miners, men, or laborers, or by breaches or other unavoidable accident in the mines, or in the canals or rail-road, or by other causes beyond our control.

Orders will not be binding, unless accepted in writing.

Messrs. SMITH & HAYES,
Jersey City.

Please deliver on board _____ *the quantity and description of Coal as stated below:*

		IN VESSELS.	IN BOATS.
Tons Lump, . Coal, made over . 5 in. round holes, . . .	@ $ 4.70	$	
do. Steamboat, do. do. through 5 in. do. . . .	@ $ 4.70	$	
do. Broken, do. do. over . 2¼ square holes, ...	@ $ 4.50	$	
do. Egg, . . do. do. through 2¼ do. and over 1¾, . .	@ $ 4.50	$	
do. Stove, . do. do. do. 1¾ do. do. 1, . .	@ $ 4.60	$	
do. Chestnut, do. do. do. 1 do. do. ¾, round,	@ $	$	
do. Pea and Dust, ...	@ $	$	

Shipped during June & July.

TERMS _____ *equal to Cash, from date of Bill of Lading or other proof of shipment.*

This order is subject to the conditions and stipulations above defined.

To be shipped to _____ *ft. of Water,* _____ *Bridges.*

ENDNOTES, Part 1:

[1] Foy, Sally Fairchild, Winterberg, Linda Z., Cunningham, John T; Dudley, Selena; Junior League of Morristown.; et al *Macculloch Hall, A Family Album,* booklet published by the Junior League of Morristown, ©1980, 32 pps.

[2] Morris Canal Locks and Planes, World's Greatest Canal Hill Climber at http://www.canalsocietynj.org/mcdata.htm (11/14/2013)

[3] National Canal Museum at http://www.canals.org/researchers/Canal_Profiles/United_States/Mid-Atlantic/Morris_Canal (11/14/2013)

[4] *Morris Canal on Post Cards*, Part 2, Garden State Post Card Club, October 2002. The GSPCC every year devotes an issue to a specialized listing with contributions from members; in 2002 their issue was devoted to the Morris Canal, updating their earlier edition in 1975. Published in Berkeley Heights, 2002 by the GSPCP.

[5] *Ye Old Tye News*, The Dover Area Historical Society, Vol. XXXVI, Issue 4, Fall 2005 discusses Ulster Hand Puddled Wrought Iron, Ulster Iron Works, Dover, NJ, Dover Area Historical Society, doverhistoricalsociety.com/files/2001-2500/d2260.pdf , p. 5. (11/15/2013)

[6] Kalata, Barbara N., *A Hundred Years, A Hundred Miles*, Morristown: Morris County Historical Society, (1983), p.508-9

[7] Wikipedia article on the Boonton Iron Works at http://en.wikipedia.org/wiki/Boonton_Iron_Works

[8] Ibid.

[9] The American Iron and Steel Association, *Directory of The Iron and Steel Works of the United States 1888*, , Philadelphia, PA 1888. Online at https://archive.org/details/directoryironan03instgoog (11/21/2013).

[10] The New York Times, December 22, 1895, at http://query.nytimes.com/gst/abstract.html?res=F00C16FA355911738DDDAB0A94DA415B8585F0D3)

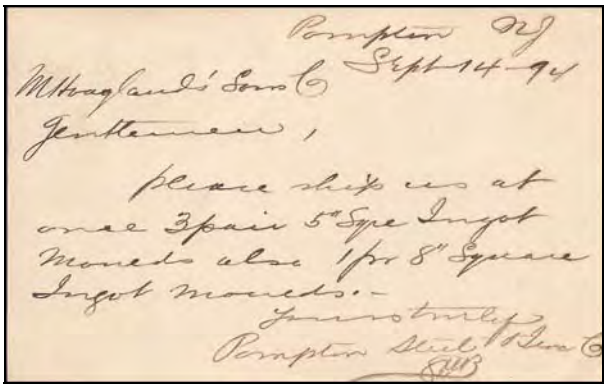
[11] Oxford Furnace article on Wikipedia at http://en.wikipedia.org/wiki/Oxford_Furnace,_New_Jersey

PHILATELIC MORRIS CANAL: Part 2

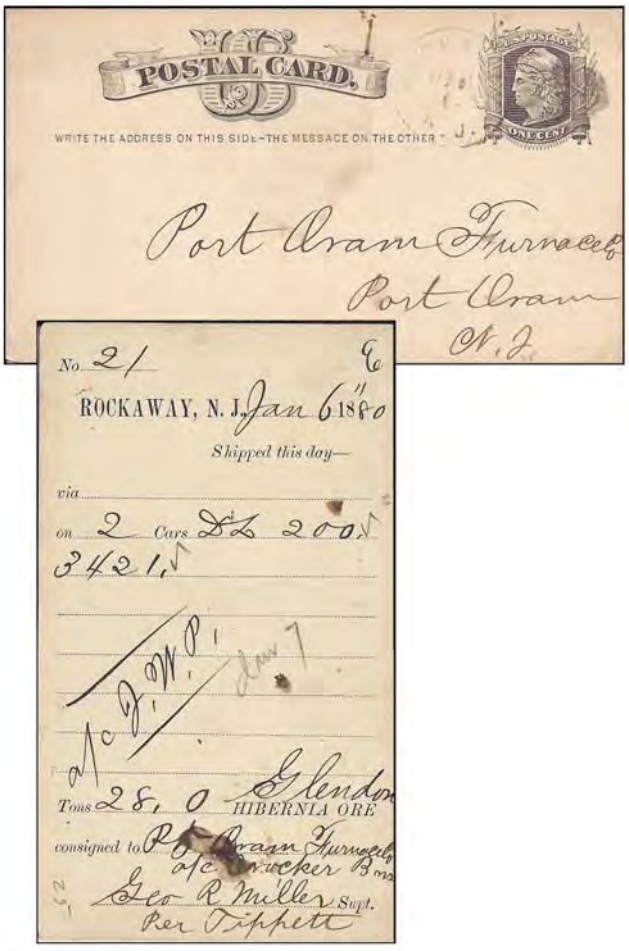
By Donald A. Chafetz

This continues an article begun in our last issue of NJPH, Vol. 41, No. 4, November 2013

Railroads Kill the Canal, but Steel& Iron and Mining Companies Continues



Figs. 47 & 48: Postal card UX12* Pompton Steel & Iron Company *requests shipment of ingots. At this point in time, the railroad had replaced the canal boats as haulers even thought this was a "local delivery." (Misshapen hand cancel Pompton NJ, September 14, 1894.)



Figs. 49 & 50: Postal card UX5 Shipping 28 tons of Hibernia Ore by 2 railroad cars. At this point in time, the railroad had replaced the canal boats as haulers even thought this was a "local delivery." (Hand cancel Rockaway NJ, January 6, 1880 to Port Oram Furnaces, Port Oram, NJ.)

The Taylor Iron & Steel Co. traces its roots to the Union Iron Works, established at what is now High Bridge, N.J., in 1742 by William Allen and Joseph Turner of Philadelphia. The works consisted of a charcoal blast furnace and a pre-existing forge. Robert Taylor, an Irish immigrant, became works manager in 1769 and purchased control in 1803. His grandson, Lewis H. Taylor, greatly enlarged the works after the Central Railroad of New Jersey was built past the site in 1852 and began the manufacture of railroad car and track fittings. The firm imported the first Nasmyth steam hammer into the U.S. in 1854.

From 1860 to 1868 the works were operated as the partnership of Taylor & Large, and for two months in 1868 as the Lahlatang Iron Works. The Taylor Iron Works was incorporated in 1868 and reorganized as the Taylor Iron & Steel Company in 1891.[1]

Fig. 51

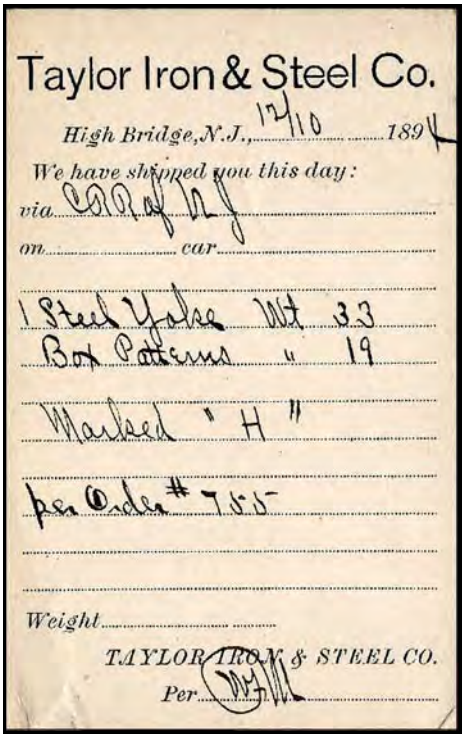


Fig. 52

Figs. 51 & 52 Taylor Iron & Steel form on postal card UX12 (Indistinct cancel, Rockaway receive cancel December 11, 1894.)

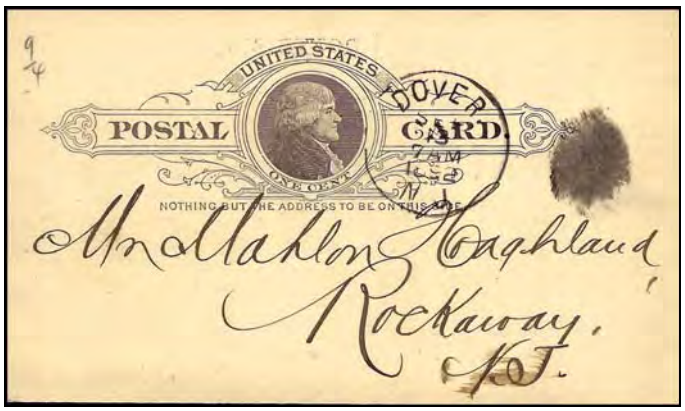


Fig. 53

Figs. 53 & 54: Postal card UX9 used by the Morris Co. Mach. & Iron Co. (Hand cancel Dover NJ, September 12, 1892.)

The Morris Co. Mach. & Iron Co. requests shipment of rusher plates and toggle bearings. "The company was organized in 1868 and erected a foundry and machine shop.... Much of its work is for the mines in the vicinity of Dover, building pumps, engines, air-compressors, etc."[2]

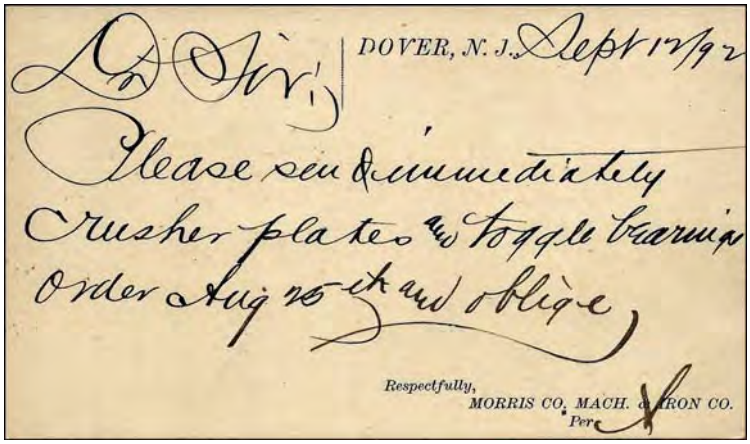


Fig. 54

Revenue Stamps

Fig. 55: Revenue stamp R15; Morris Canal & Banking Co., Sep, 19, 1868 (and with color removed to show cancel).

Fig. 56: Revenue stamp R48; Morris Canal & Banking Co., Apr 25, 1866 (and with color removed to show cancel).

KNOW ALL MEN BY THESE PRESENTS, That We the undersigned
for value received, have bargained, sold, assigned and transferred, and by these presents do bargain, sell, assign and
transfer unto
Twenty Eight Shares in the
Preferred Capital Stock of 1849, of the MORRIS CANAL AND BANKING COMPANY or 1844 standing in our name on the
Books of said Company. And we do hereby constitute and appoint Jno Rodgers Secretary
our true and lawful Attorney, irrevocably for us and in our name and stead, but to our use, to sell, assign
transfer and set over, all or any part of said Stock; and for that purpose to make and execute all the necessary
acts of assignment and transfer, and one or more persons to substitute with like full power, hereby ratifying
and confirming all that said Attorney or substitute or substitutes shall lawfully do by virtue hereof.
In Witness Whereof We hereunto set our hand and seal the 24th day of July
One Thousand Eight hundred and sixty Eight
Signed and Delivered in the Presence of
Charles Pauhus
Austin A Berge

Fig. 57: R44 25 cents Certificate Transfer 28 shares preferred Capital Stock of 1840 of the Morris Canal and Banking Company of 1844, July 24, 1868.

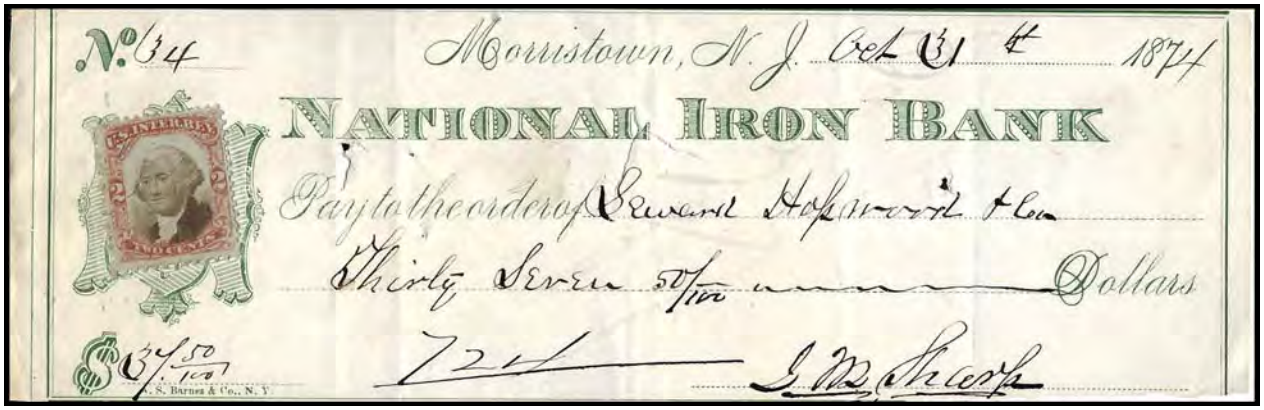


Fig. 58: Documentary Revenue Stamp, Third Issue R135

Morris County was doing a lot of business with the iron industry which was rapidly growing. A large amount of commerce was flowing through the county over the Morris Canal, the turnpikes and the recently completed railroad. In 1855 a group of citizens organized the "Iron Bank of Rockaway which took its name from the industry it was intended primarily to serve. three years it moved from Rockaway to Morristown. In 1865 the Iron Bank was re-charted as the "National Iron Bank."[3]

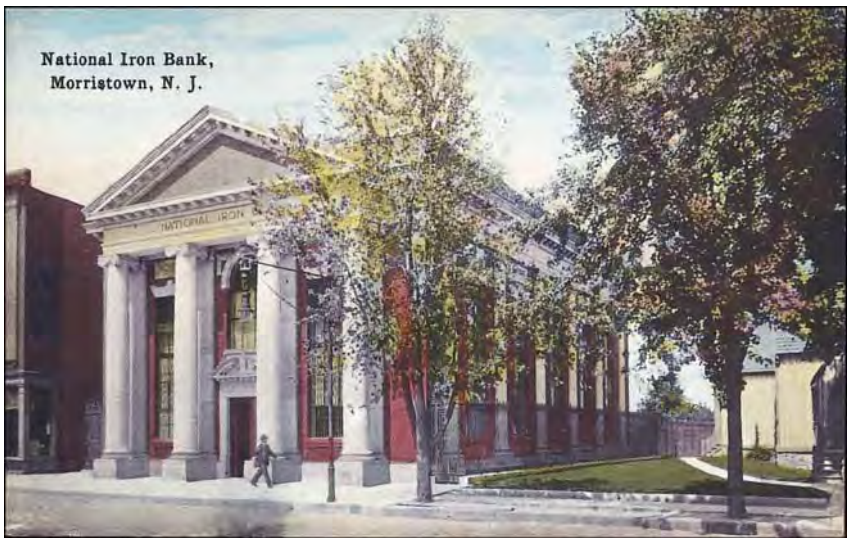


Fig. 59: National Iron Bank, Morristown, NJ (mint)

Miscellaneous Items

Fig. 60: Port Morris, Trans Mississippi 2 cents stamp (Hand cancel - December 1, 1893; Deficiency Address Supplied N,Y.P.O. handstamp, various cancels on the back.)

Fig. 61: Port Oram, 1869 3 cents stamp (Green double circle hand cancel September 18, 1869.)

Port Morris is a historic community in Roxbury Township, in Morris County, New Jersey, United States. Despite its name, Port Morris is in the hills of the Skylands Region, on the shores of Lake Musconetcong. Port Oram, also in Morris County and now Wharton, was another such "inland port."

In the 1820s, George P. Macculloch envisioned a canal that would transport Pennsylvania coal to New York City. The plan was to construct a canal from Phillipsburg, New Jersey at the confluence of the Delaware and Lehigh Rivers, near the coal fields, to Newark, Jersey City or New York City. The section of the Morris Canal was completed to Newark in 1831, and Port Morris become one of the major stops established along the route of the Canal. [4]

In 1831, the Morris Canal was completed from Newark to Phillipsburg, New Jersey across the Delaware River from the terminus of the Lehigh Canal. On the way, it passed through Boonton, Dover and Port Oram all connected with iron. On this route it tapped the Morris County ore fields and became a carrier for both ore and pig iron. Its main purpose, however, was as an extension of the Lehigh Canal to furnish a route for anthracite coal from the Pennsylvania mines to seaboard. Any local traffic was a gain to supplement the through anthracite freight and iron ore and its products soon became important sources of revenue. Sites on the canal were selected for docks and industry, including iron works.[5]

Iron brought the first white settlers and it was the iron forges that surrounded the lake that resulted in the need for the first dam, in the 1770s, which raised the level of the lake by six feet. There was a need for a lot of water for the Morris Canal so a second dam was constructed in 1820 as the canal was being built. The third and final dam came in 1840.

The canal itself was a quarter mile from Lake Hopatcong, but a feeder canal ran along Lakeside Boulevard and joined the main canal at Landing. A lock raised canal boats into the lake. The canal transported iron ore. There was a rich vein in what is now the Weldon Road area of the township, but the ore was brought out of the hills by horse and wagon.

William Wood had a steamboat at Wood's Port (later shortened to Woodport) that took the ore across the lake to the canal. As railroads became more sophisticated and when the country needed more and more iron for the Civil War, the mine owners wanted a railroad to serve their mines. The first railroad was constructed from Ogdensburg down the Weldon Road area to Nolan's Point, the deepest point in the lake. Huge steamboats carried the ore to the canal from 1866 to 1882 except for times when the canal was frozen.[6]

1866 – the Morris Canal connected twice with Jefferson, first at Woodport and then at Nolan's Point. Iron was transported from the Ogden (Edison) Mine in Sparta and other Jefferson Township mines to the shores of Lake Hopatcong at Woodport. Some of the other mines were Schofield, Dodge, Ford, and Weldon Mines.[7]

Fig. 62: UX1 Woodport (Hand cancel May 25, 1880; reverse Dover, NJ Transit cancel May 25.)

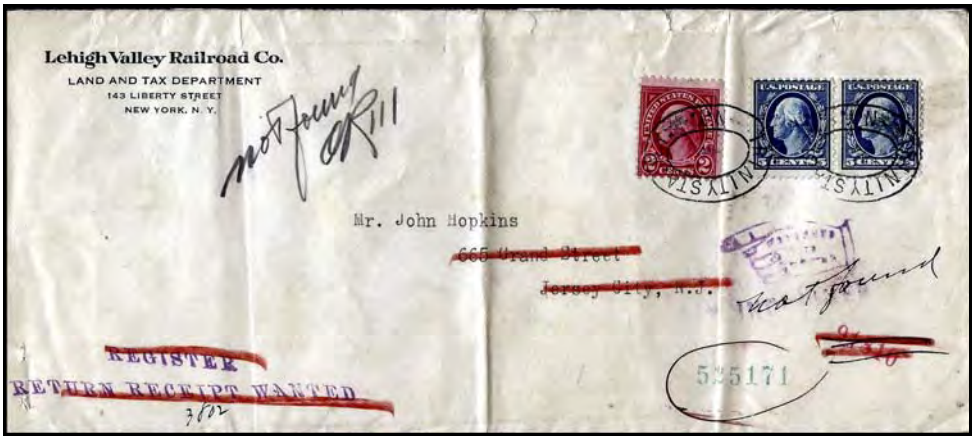
Railroads and the End

> *"On the 4th of May 1871 the Morris Canal Company made a perpetual lease of the canal and work to the Lehigh Valley Railroad Company, a Pennsylvania corporation that desired it as an outlet to tide water (at the Hudson River)."*[8]

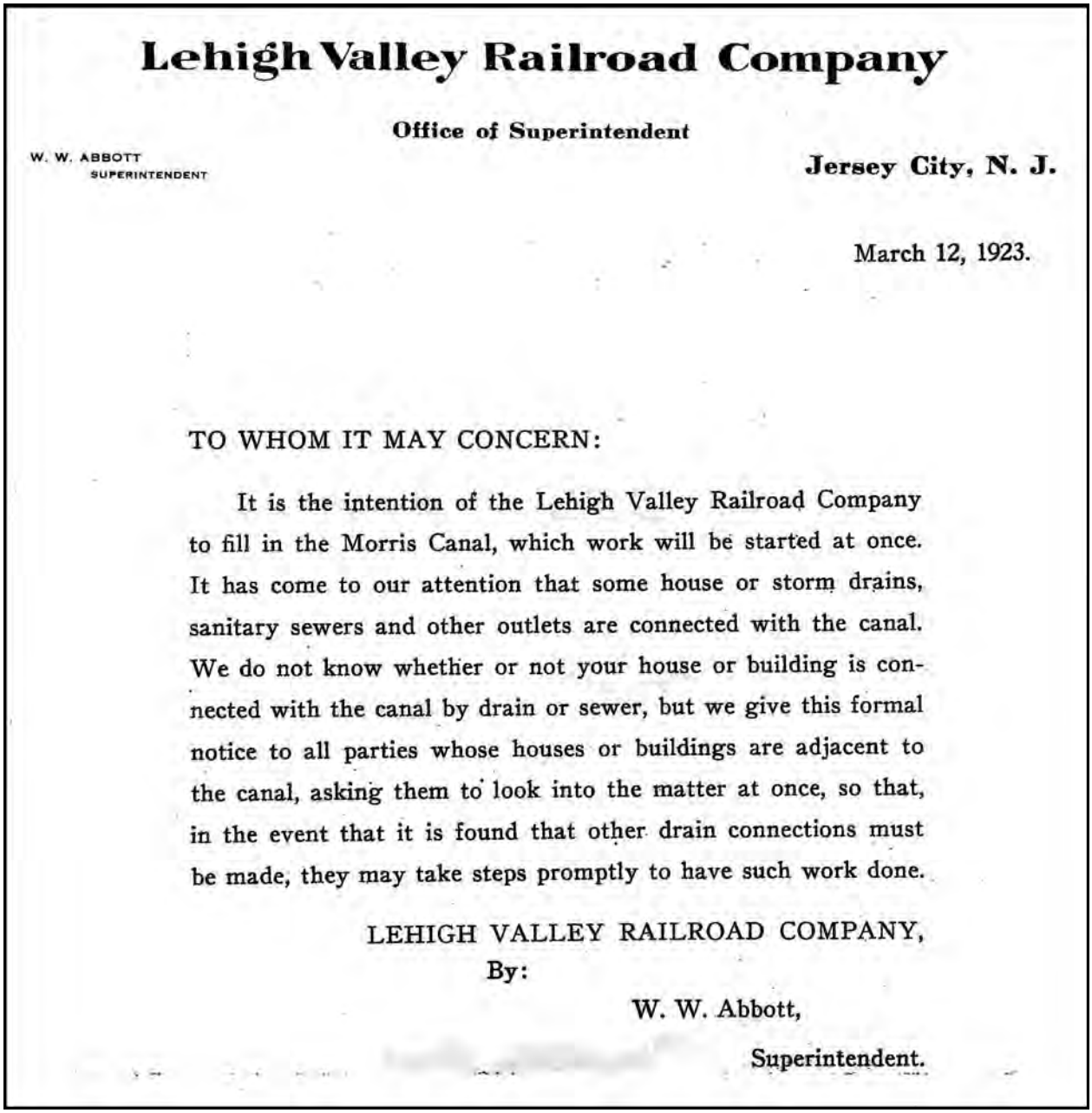
The most profitable period for the Morris Canal & Banking Company was during the 1860s. "Its tonnage (as appears by the reports to the stockholders) had increased from 58,259 tons in 1845, when only open part of the year, and 109,505 in 1846, to 707,572 in 1870. Its receipts for tolls and other sources in 1845 were $18,997.45; in 1846 $51,212.39; in 1870 $391,549.76."[9]

Through the years the canal boats had been enlarged so they could carry 70 tons of cargo whereas originally they only could handle 25 tons. The inclined plains were rebuilt to handle the large boats and then deepen and widened. Unfortunately this was not sufficient to overcome the advantage the railroads had. Whereas the canal boats took 5 days to travel from the Delaware River to the Hudson River, the railroads could carry a significantly large load the same distance in a day. By the end of the 1860's the canal had passed its peak and was in a significant decline. It managed to remain existence under 1923 but it was just a skeleton of itself.

Fig. 63: Bethlehem, Pa., September 7; stamp missing perforation on the left top side.



Figs. 64 & 65: Registered mail March 20, 1923 from New York City. The person could not be found so the letter returned to New York City on March 31, 1923. The letter was sent to home owners informing them of the impending filling in of the Morris Canal.



Lehigh Valley Railroad Company

Office of Superintendent

W. W. ABBOTT
SUPERINTENDENT

Jersey City, N. J.

March 12, 1923.

TO WHOM IT MAY CONCERN:

It is the intention of the Lehigh Valley Railroad Company to fill in the Morris Canal, which work will be started at once. It has come to our attention that some house or storm drains, sanitary sewers and other outlets are connected with the canal. We do not know whether or not your house or building is connected with the canal by drain or sewer, but we give this formal notice to all parties whose houses or buildings are adjacent to the canal, asking them to look into the matter at once, so that, in the event that it is found that other drain connections must be made, they may take steps promptly to have such work done.

LEHIGH VALLEY RAILROAD COMPANY,
By:
W. W. Abbott,
Superintendent.

Fig. 66: Letter informing home owners of impending work to fill in the Morris Canal.

Philatelic Covers

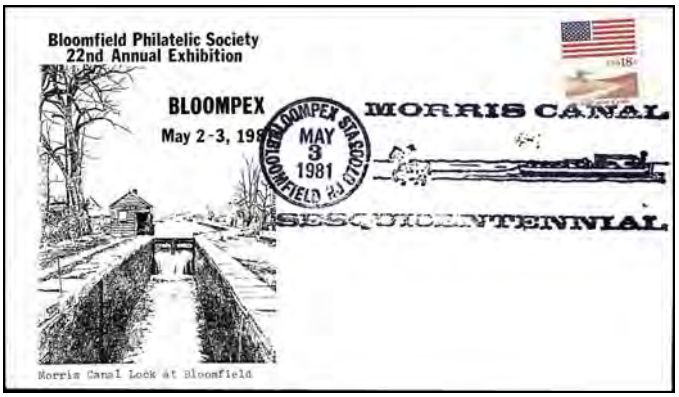


***Fig. 67: Morris Canal Lock at Bloomfield, Morris Canal Sesquicentennial* (Lock 15E 84.80 miles).**
(Hand slogan cancel, BLOOMPEX Sta, Bloomfield, NJ, May 3, 1981.)

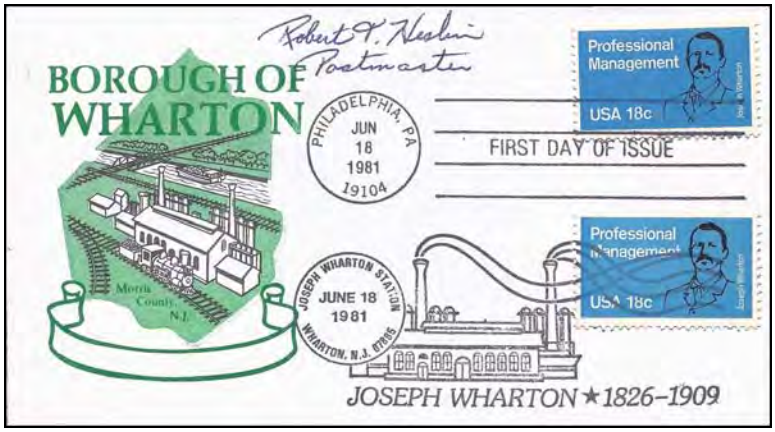


***Fig. 68: First Day Cover of Joseph Wharton Professional Stamp.* Wharton purchased the Port Oram Furnace Co, enlarged, modernized and operated the furnaces from 1877-1911. The area became known as Wharton Furnace and by petition of the citizens to the NJ Legislature changed the name of the Borough from Port Oram to Wharton on March 27, 1902).**
(Machine cancel Philadelphia, PA June 18, 1981; Joseph Wharton Station, Wharton, NJ June 18, 1981.)

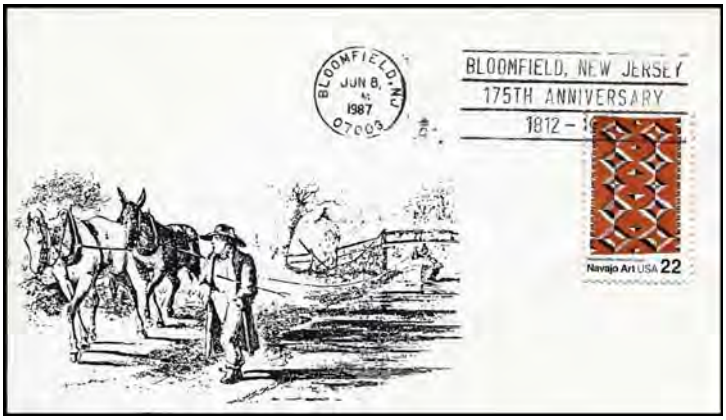


Fig. 69: Bloomfield 175th Anniversary.
Cachet: Mule driver leading mules pulling canal boat.
(Machine slogan cancel, Bloomfield, NJ, June 8, 1987.)

ENDNOTES, Part 2:

[1] Source: http://invention.smithsonian.org/resources/mind_repository_details.aspx?rep_id=205
[2] Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p.63
[3] Source: Historic Morris County, NJ 1739-1882, The First National Iron Bank booklet.
[4] Source: Wikipedia http://en.wikipedia.org/wiki/Port_Morris,_New_Jersey
[5] Source: Wikipedia http://en.wikipedia.org/wiki/Wharton,_New_Jersey).
[6] Source: http://jefferson.patch.com/groups/around-town/p/looking-back-the-history-of-lake-hopatcong).
[7] Source: http://www.nynjctbotany.org/njhltofc/jeffersontwn.html).
[8] Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p. 69).
[9] Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p. 69).