

Drawbridge, Lock, and House
Kingston, Middlesex County, New Jersey

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PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
District of New Jersey

Historic American Buildings Survey
Seymour Williams, A.I.A., District Officer
133 Central Avenue, Rahway, New Jersey

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Drawbridge, Lock, and House
Kingston, Middlesex County, New Jersey

Owner: State of New Jersey

Date of Erection: About 1834

Architect: Canvass White, Chief Engineer

Builder: Delaware and Raritan Canal Company

Present Condition: No longer in use

Materials of Construction:

DRAWBRIDGE:

Center counterbalanced bridge; frame
construction; hand operated

LOCK:

Cut stone faced with 2" random
width plank; upper and lower gates,
plank construction

HOUSE:

Two story structure
Foundation - stone
Exterior walls - stone, stuccoed
Interior walls - plaster
Inside brick chimneys
Roof - pitch

Historical Data:

As early as 1804 there was movement to build a canal to connect the Delaware and Raritan Rivers. At that time a law was passed by the legislature authorizing a private company to construct such a canal; however, nothing came of this, and it was not until 1816 that anything more was heard about constructing a canal. At

that time the commissioners appointed by the state to examine the route reported upon its feasibility. Again in 1823 the project was considered. It was not until February 4, 1830 that the company known as the Delaware and Raritan Canal Company was incorporated to construct a waterway between the two rivers with a canal feeder - this was completed in 1834. The entire work of construction was under the supervision of Canvass White as chief engineer. The eastern section was built under the superintendence of John Hopkins; the middle section by George Olmstead; the western section and lower part of the feeder by Edward A. Douglass, and the upper part of the feeder by Ashbel Welsh.

On the same day that the canal company was incorporated, the Camden and Amboy Railroad and Transportation Company was also brought into existence. They were rivals at the time, but in 1831 they were consolidated under the title of joint companies although separate organization was retained. In 1867 the canal passed into the hands of the United New Jersey Railroad and Canal Company by whom it was leased to the Pennsylvania Railroad.

The navigation was at its heaviest during the years 1872-73. It is reported that as many as eighty-three barges representing from eighty-eight to one hundred and eight tons each passed down the stream in one day during the year 1873.

Coal direct from the anthracite fields of Pennsylvania and stone from the various quarries on the Jersey side of the Delaware were towed down this waterway.

Bibliography:

Material from newspaper clippings contained in a scrap book compiled by Harry J. Podmore now in the Free Public Library at Trenton

"1834 - The D and R Canal is Built" Bordentown
Register, May 6, 1932

Material collected by Samuel Alper, Mercer
County Office

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Approved:

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