

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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JUN 27 1979

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DEC 11 1979

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Ohio and Erie Canal *Thematic Resource*

AND/OR COMMON

Ohio and Erie Canal District in the Cuyahoga Valley National
Recreation Area

2 LOCATION

STREET & NUMBER

NOT FOR PUBLICATION

CITY, TOWN *Valley View, Brecksville, Sagamore Hills* CONGRESSIONAL DISTRICT

Twp., Boston, Peninsula, Bath Twp. COUNTY OF

14, 22 & 23

STATE

Ohio

CODE

039

COUNTY

Cuyahoga (035) and Summit (153)

CODE

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

Thematic Group BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

Multiple ownership - See continuation sheet

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

*Cuyahoga County Administration / Summit County Building
Building Annex*

STREET & NUMBER

1219 Ontario

72 S. High Street

CITY, TOWN

Cleveland

/ Akron

*STATE
Ohio*

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Ohio Historic Inventory

DATE

February-May, 1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Ohio Historic Preservation Office, Ohio Historical Center

CITY, TOWN

Columbus

STATE
Ohio

7 DESCRIPTION

CONDITION

CHECK ONE

CHECK ONE

EXCELLENT

DETERIORATED

UNALTERED

ORIGINAL SITE

GOOD

RUINS

ALTERED

MOVED DATE _____

FAIR

UNEXPOSED

Condition varies from "ruins" to "good."

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This nomination consists of three sections of the Ohio and Erie Canal located in the largely rural Cuyahoga River Valley between Cleveland and Akron. The nominated canal district is located entirely within the new Cuyahoga Valley National Recreation Area, and stretches for a combined distance of approximately 16 miles. This nomination expands an earlier national historic landmark district that was limited to that section of the canal between Rockside Road and Lock No. 37 in Valley View. The extant physical features of the canal--the locks, aqueduct remnants, a canal widewater, and a historic tavern--are linked by the still-visible canal bed and towpath. Because the bed and towpath have been obliterated by modern construction in two places, this nomination takes the form of a thematic group.

Approximately twenty miles of the Ohio and Erie Canal right of way passes through the Cuyahoga Valley National Recreation Area. The relatively narrow valley, with its steep walls, has successfully retarded commercial and residential growth and this section of the canal--abandoned in 1913--lies practically undisturbed.

The northern portion of the canal, between Rockside Road and State Route 82, is filled with water and appears much as it would have 150 years ago. This section is leased by the State of Ohio to the U. S. Steel Company, which maintains the canal and uses the water in its operation of the American Steel and Wire plant in Cleveland. This section of the canal features a double wood frame building reputed to be a lock tender's house and inn (at Lock No. 38), an early grist mill (at Lock No. 37), and the Tinker's Creek Aqueduct. That portion of the canal located between Rockside Road and Lock No. 37, including the lock tender's house and grist mill, has been designated a National Historic Landmark.

South of Lock 37, the increasingly wooded valley narrows and is known as the "Pinery Narrows." Both the canal and its towpath are in an excellent state of preservation here. The hiker passes several small runs, or streams, emptying into the canal. Corn grows on the flood plain between the canal and the Cuyahoga River, and near Route 82 is a large twentieth-century feeder dam that maintains a constant supply of water in the canal. One passes beneath the twin concrete arches of the Brecksville-Northfield High Level Bridge (1930-1931). The low-level metal truss bridge that crosses the Cuyahoga River at Station Road (1882) is nearby.

The canal bed, or channel, south of Route 82 is dry or swampy in most places, but retains its original configuration. The chamber walls of Lock No. 35 ("Kittlewell Lock") stand intact. The canal passes several isolated houses, the towpath serving as an access road south from Station Road. South of these houses, the canal recedes into heavy

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1825-1854

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Ohio and Erie Canal, linking Lake Erie at Cleveland with the Ohio River at Portsmouth, was completed in 1832. This inland waterway, 309 miles in length and built at a cost of over four million dollars, laid the foundation for Ohio's industrial, commercial, and political development. One historian of Ohio's canals has written that "it cannot be denied that they were probably the greatest single impetus to the expansion and growth of Ohio."¹

Ohio, in 1820, was a state rich in natural resources but lacked a cheap and practical means of transporting its products to Eastern markets. The success of the Erie Canal in New York State prompted Ohio to consider a similar system of transportation. Ground was broken for the Ohio and Erie Canal on July 4, 1825. Exactly two years later the first section of the canal, between Cleveland and Akron, was opened to traffic.

Considering its age, portions of this first canal segment remain in a remarkable state of preservation. Part of it, in the village of Valley View, already has been designated a National Historic Landmark. Lock No. 28 ("Deep Lock") has been placed on the National Register of Historic Places, as have Lock No. 29 and the remnants of the Peninsula Aqueduct, which are included in the Peninsula Village Historic District. This enlarged district includes almost the entire length of canal between Locks No. 26 and 39. Also included are a general store and tavern historically associated with the canal; the site of a canal boat turning basin, or widewater; and the remnants of the Furnace Run Aqueduct.

The canal properties nominated here are all located within the boundaries of the new Cuyahoga Valley National Recreation Area. This nomination is intended to fulfill the historic preservation responsibilities of the National Park Service, and follows a comprehensive inventory of the historic resources of the Cuyahoga Valley conducted in 1976. Individual Ohio Historic Inventory forms for each structure in the nominated district are attached.

The Cuyahoga Valley section of the Ohio and Erie Canal possesses

¹ Chester E. Finn, "The Ohio Canals: Public Enterprise on the Frontier, The Ohio State Archaeological and Historical Quarterly 51 (January-March 1942):25.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Finn, Chester E. "The Ohio Canals: Public Enterprise on the Frontier." The Ohio State Archaeological and Historical Quarterly 51 (January-March 1942):1-40.

Map of the Ohio Canal, Book #1 (Cleveland South). Surveyed by D. C. Kennon, C.E., and approved by John Meyers, Chief Engineer, Board of Public Works of the State of Ohio. n.p., 1892.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 150

UTM NOT VERIFIED

QUADRANGLE NAME Cleveland South Northfield
 UTM REFERENCES Shaker Heights Peninsula

QUADRANGLE SCALE 1:24000

North	A	17	447500	4582420	B	17	452710	45170750	
		ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING
Middle	C	17	452850	4570000	D	17	453240	4567880	
South	E	17	453360	4567650	F	17	451280	4558860	
	G				H				

VERBAL BOUNDARY DESCRIPTION

North Section: Beginning at the intersection of Canal and Rockside Roads, proceed west along the southern edge of Rockside Road to a point 40 feet west of the canal. Then proceed south, parallel to the canal and at a

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	Ohio	CODE	039	COUNTY	Cuyahoga	CODE	035
STATE	Ohio	CODE	039	COUNTY	Summit	CODE	153

11 FORM PREPARED BY

NAME / TITLE Carol Poh Miller, Historic Preservation Consultant

ORGANIZATION under contract with the Ohio Historic Preservation Office, Ohio Historical Society DATE 20 November 1978

STREET & NUMBER 1260 Granger Avenue TELEPHONE 216/226-8236

CITY OR TOWN Cleveland STATE Ohio

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE [Signature]

TITLE Director, Ohio Historical Society DATE 6/4/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

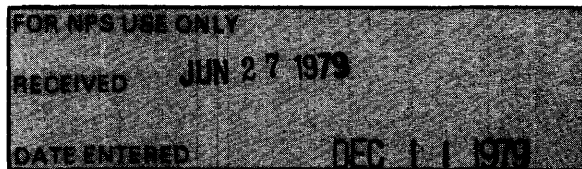
[Signature]
 KEEPER OF THE NATIONAL REGISTER

ATTEST: William H. Brashman
 CHIEF OF REGISTRATION

DATE 12-11-79

DATE 6-4-79

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Property Owners, Ohio and Erie Canal District:

✓ Ohio and Erie Canal properties - State of Ohio, Department of Public
Works, 65 S. Front Street, Columbus, Ohio

*Mr. John R. Daily, Director / Secretary
Wilson Mills, Ohio*

✓ Lock Tender's House and Inn - U. S. A. (National Park Service, U. S.
Department of the Interior)

*475 E. Wilson Ave. Rd
Wilson, OH 44313*

✓ Wilson Feed Mill - Wilson Feed Mill, Inc., Canal and Fitzwater Roads,
Valley View, Ohio 44125

✓ Jim Brown Tavern - Mr. and Mrs. Thomas A. Rodhe, 1538 Boston Mills
Road, Boston Mills, Ohio 44264

Item Number 6 -- continued

Ohio and Erie Canal - National Historic Landmark
Valley View, Ohio 2/28/75 Federal
Historic Sites Survey
Heritage Conservation and Recreation
Service
U. S. Department of the Interior
Washington, D. C.

Ohio and Erie Canal Deep Lock - National Register of Historic Places
Peninsula, Ohio 9/9/74 Federal

Peninsula Village Historic - National Register of Historic Places
District (Lock No. 29 and 8/23/74 Federal
Peninsula Aqueduct)
Peninsula, Ohio

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wooded growth for about one mile, although both canal and towpath can still be traced. Located in this section is a concrete structure that appears to have once been a spillway, probably dating from the canal rehabilitation work of 1905. Prior to reaching Highland Road there are several ponds, then Lock No. 34 ("Red Lock"), now covered with weedy growth and unfortunately the site of some dumping.

South of Highland Road is the Jaite Paper Mill (1905-1906), now a division of the Tecumseh Corrugated Box Company. The canal disappears for several hundred feet at the approach to the mill, then resumes immediately south of the mill building. Between the Jaite Mill and the village of Boston is a particularly well-preserved section of canal. The towpath is intact and the canal channel is easily discernible. The valley widens at this point. Horses graze to the east and farming is still conducted on the flood plain between the canal and the Cuyahoga River. In the distance is the small settlement of Jaite, a cluster of small, brightly painted wood frame worker's houses. Lock No. 33 ("Lost Lock") is located midway between the Jaite Mill and Boston.

Just north of Boston, adjacent to the old Boston cemetery, is Lock No. 32. Like all the locks on the canal between Cleveland and Akron, this one is faced with a coat of concrete, applied in 1905 in an attempt to preserve the stonework. The canal continues to Boston Mills Road, where it passes through the sleepy village of Boston. Here on the berm of the canal is a two-story wood frame building in the Federal style that is believed to have been Jim Brown's Tavern (1826). This unusually early commercial building, once a general store and hotel, features fine classical ornamentation, including a full pediment, a fan, and delicate pilasters dividing each bay. Unfortunately, the building is currently being "remodeled" as a private residence.¹ The towpath and canal bed disappear for a short distance south of Boston, until one passes beneath the twin bridges of Interstate 271. Here the valley narrows and the tracks of the B & O Railroad press close to the river. The Ohio Turnpike crosses high over the Cuyahoga Valley on its twin metal deck trusses.

South of the turnpike the canal resumes, making a broad loop to the

¹The National Park Service has photo-documented this building and plans to acquire and restore it for public use.

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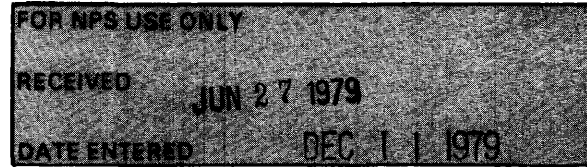
PAGE 3

east, then turning southwest. On the north side of this loop is a canal widewater known as "Stumpy Basin," a former turning basin for canal boats that today is prized by botanists for its numerous species of native plants. The canal channel, intermittently dry or swampy and largely overgrown--but still clearly visible--continues around the loop, then heads south again. The towpath here is worn with the tread of hikers. South of Stumpy Basin is Lock No. 31. Its remote location, accessible only on foot, gives credibility to its nickname, "Lonesome Lock." The remnants of what probably was a canal spillway can be seen nearby. Further south, one passes Lock No. 30 and its feeder dam, both in fair condition; the dam was built across the Cuyahoga River to raise the water level to a height sufficient to allow water to spill into, or "feed," the canal. North of the village of Peninsula, the Cuyahoga River makes a wide detour and comes back to within fifty feet of itself (hence the name "Peninsula"). Lock No. 29 and the cut stone remnants of the adjacent aqueduct that carried the canal across the river at this point can still be seen. These canal features are included on the National Register of Historic Places as part of the Peninsula Village Historic District.

The canal continues south of State Route 303 (Main Street) at Peninsula, now on the west side of the Cuyahoga River. The canal towpath here has been designated part of Ohio's Buckeye Trail. Between Peninsula and Ira Road in Bath Township--a stretch of some five miles--the canal channel is clearly visible, wet or dry according to the season of year. Much of the flood plain east of the canal is still farmed, and the winding Cuyahoga is alternately visible and hidden. "Deep Lock," Lock No. 28, is on the National Register of Historic Places, and has been designated a historic civil engineering landmark by the Ohio Council of the American Society of Civil Engineers. At Everett, once a canal stopover known as "Unionville," is Lock No. 27 ("Johnnycake Lock"), which is filled with water and features a wrought iron collar that probably once held the oak gate post of the lock. About one-quarter mile south of Everett the canal formerly crossed Furnace Run on an aqueduct, and its cut stone abutments are still visible. Continuing south, one reaches Lock No. 26 ("Pancake Lock"), now practically obscured by thickets. The towpath here serves as an access road to a private residence nearby. The road's exit on to Riverview Road at Ira Road marks the southern boundary of the Ohio and Erie Canal District.

Further description of individual canal features may be found on the Ohio Historic Inventory forms included with this nomination.

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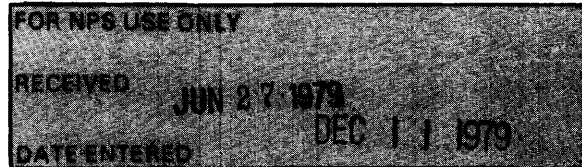
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Boundary Justification: This nomination consists of three sections of the Ohio and Erie Canal, beginning near Lock No. 39 at Rockside Road in Valley View (Cuyahoga County) and extending south to Ira Road near Lock No. 26 in Bath Township (Summit County). The nomination includes all extant physical features of the canal, as well as structures and sites historically related to the canal, located within the Cuyahoga Valley National Recreation Area. Since one of the lock walls of both Lock No. 24 and Lock No. 25 were removed in the 1930s for the construction of Riverview Road, they are not included in the district even though they are located within park boundaries.

The canal district nomination allows a 40-foot right of way on the towpath side of the canal (the east side of the canal north of Peninsula, the west side south of Peninsula); a 30-foot right of way is allowed on the opposite bank.

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exceptional significance as an illustration of local historical heritage. The towns of Valley View (formerly Independence Township), Brecksville, Boston, Peninsula, and the unincorporated village of Everett all owe their origin to the opening of the waterway that gave emigrants from the East reason to settle there. The Ohio and Erie Canal, with its locks, towpath and other physical features, is the major historic resource of the Cuyahoga Valley.

History

Construction of the Ohio and Erie Canal began in the northern division, in the sparsely settled Cuyahoga Valley. According to canal historian Harry Scheiber, this was done in order to "fulfill quickly one of the prime goals of the canal movement; the opening of a route from the interior to Lake Erie and the New York market." The Cleveland Herald of July 22, 1825, welcomed the "daily arrival of . . . hardy sons of Erin" who had finished their work on the Erie Canal. The Irish from New York State were joined by local farmers and laborers eager to supplement their incomes. By September 1825, more than two thousand men were employed on the construction of the Ohio and Erie Canal.²

Ohio's river systems dictated the general plan of the canals. In the north, the Cuyahoga River reached from Cleveland to Akron. A short portage then led to the Portage Lakes, a natural reservoir of water that could supply the canal. These factors, and the persuasiveness of canal commissioner Alfred Kelley, led to Cleveland's selection as the northern terminus despite the claims of rival towns. At a meeting held in May 1825, the Ohio Canal Commission decided that "'specifications as to the means of construction of the New York canals be adapted for the Ohio canals.'" Thus the main channels were to be twenty-six feet wide at the base, forty feet wide at the water line, and four feet deep. Like the Erie Canal, the Ohio canals were designed for navigation by boats towed by horses or mules on a towpath built along one side of the line.³

As the Ohio and Erie Canal entered the Cuyahoga Valley north of Akron (Greek for "high place") it descended rapidly to Lake Erie, dropping

²Harry N. Scheiber, Ohio Canal Era: A Case Study of Government and the Economy, 1820-1861 (Athens, O.: The Ohio University Press, 1969), p. 45.

³Ibid., p. 40.

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nearly four hundred feet in thirty-seven miles. The change in elevation required forty-two locks, of which fourteen are included in this nomination. Frank Wilcox has described their construction in his book, The Ohio Canals:

Lock walls were of stone, five feet thick at the bottom, and four feet at the top, with the slope buried on the outside. Buttresses twenty feet long were built opposite the upper gates and seventeen feet long opposite the lower gates; all were nine feet thick at the bottom and four feet thick at the water line. . . .

The floor of the lock, unless smooth, level rock was found, was composed of solid white oak, hewed square, one foot thick, and laid longitudinally. This base was covered with three-inch white oak or pine laid crosswise. . . . This flooring was carried throughout the whole chamber. All lock chambers were ninety feet long, fifteen to twenty feet wide and with a lift of ten feet. . . .⁴

In addition to locks, sluices were constructed at intervals to take care of surplus water in the canal, especially after a rainstorm. Concrete sluices, presumably re-built in 1905 when the canal was repaired, can be seen at Locks No. 37 and 38, and between Locks No. 34 and 35. Stone arch culverts were built to carry the canal and towpath over small streams; one such culvert can be seen along the towpath below Lock No. 33 at Jaite. When a considerable river had to be crossed, stone or iron aqueducts were built. The sandstone abutments of the Furnace Run and Peninsula Aqueducts can still be seen; the Tinker's Creek Aqueduct, in Valley View, is in somewhat better condition.⁵

Another common feature of the canal was the widewater, which frequently was the result of natural topography. According to Wilcox,

[A widewater] was often made by a high canal level backing up some minor stream into its ravine. . . . Such a condition often created a fine haven for turning boats, for laying them up for winter, or for taking on and discharging freight

⁴ed. William A. McGill ([Kent, O.]; Kent State University Press, 1969), p. 21.

⁵The canal structures along the Cuyahoga Valley section of the Ohio and Erie Canal appear on the Map of the Ohio Canal, Book #1 (Cleveland South), surveyed by D. C. Kennon, C.E., and approved by John Meyers, Chief Engineer, Board of Public Works of the State of Ohio (n.p., 1892).

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at local points. Widewaters became the origin of settle-
ments or groups of warehouses. . . . There were several
widewaters in the lower Cuyahoga along the east bank, one
above Boston⁶

The configuration of the widewater to which Wilcox refers, known as
"Stumpy Basin," can still be seen. It is a broad, flat basin in the
shape of an arc. The Map of the Ohio Canal (1892) indicates that there
were formerly two ice houses bordering the basin. Today this area is
used as an "outdoor classroom" by ecology classes at Kent State
University.

The northern section of the canal--thirty-seven miles long and the most
difficult and expensive part of the line to build--was completed
exactly two years after construction had begun. On July 4, 1827, the
first boat descended from Akron to Cleveland. One of the passengers,
Ohio Governor Allen Trimble, later recalled: "'The boat' was cheered
in her passage by thousands of our delighted fellow citizens who had
assembled from the adjacent country at different points on the canal
to witness the novel and interesting sight.'"⁷

The canal was in active operation from its completion until just
preceding the Civil War. The principal goods transported by canal
were wheat, corn, oats, coal, iron ore, pork, flour, lard, whiskey,
lumber and merchandise. The canal packets also accommodated short- and
long-distance travelers. By 1860, however, competition from the
railroads was intense. Tolls dwindled from more than \$190,000 in 1850
to only \$16,000 in 1861. By 1900, the canals were regarded as
"historical landmarks," according to Cleveland historian William Ganson
Rose, who wrote: "Picturesque sections in the Cuyahoga Valley became
sentimental reminders of tow-path days, when counterfeiters and 'bad
men' haunted hills and taverns, and Cleveland gained its commercial
start."⁸ The canals fell into disuse and decay. In 1904, the Ohio

⁶The Ohio Canals, p. 13.

⁷Quoted in Ohio State Archaeological and Historical Society,
History of the Ohio Canals: Their Construction, Cost, Use and Partial
Abandonment (Columbus, O.: Press of Fred J. Heer, 1905), p. 30.

⁸Cleveland: The Making of a City (Cleveland and New York: The
World Publishing Company, 1950), pp. 238-239, 607.

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Legislature passed an act appropriating funds for the reconstruction of the northern division of the Ohio and Erie Canal. The locks were repaired with concrete and the canal was used (largely for pleasure-boating) until 1913, when a flood brought the canal era to an end.

Aside from the direct benefits enjoyed by the State of Ohio from the canal--the revenue from tolls, leases of water power, and the rental of canal lands--Ohio gained innumerable indirect advantages. The value of land and products in the state increased tremendously. Thousands of new inhabitants chose to settle here. And the canal's influence on the development of agriculture, mining, commerce, and manufacturing cannot be measured.

The Ohio and Erie Canal had an important meaning, too, for local life and culture. Each lock became known locally by a name bestowed through association. "What is more suggestive than Lost Lock or Deep Lock?" Wilcox has written. Also located between Cleveland and Akron were "Red Lock" (No. 34), "Johnnycake Lock" (No. 27), "Pancake Lock" (No. 26, and "Lonesome Lock" (No. 31). Wilcox observes that

The canal lock with its sluice or spillway usually became the nucleus of a settlement made up of the house of the lock tender, his barns, sheds, and ice house, and, in many cases, a tavern and stables for the horses of travellers. Often a mill stood nearby, increasing the aggregation of structures which otherwise might not have arisen there.⁹

Included in this nomination are three buildings that historically were associated with the canal:

1) Several hundred feet south of Lock No. 32, in the village of Boston, is a building in the Federal style that is believed to be the Jim Brown Tavern, a hotel and tavern built in 1826 by the infamous counterfeiter of the Cuyahoga Valley. Perrin's History of Summit County notes that "in 1826, Jim Brown & William G. Taylor built a storeroom, and placed therein about \$1,500 worth of goods, which were sold to Watrous Mather in 1828. Brown then moved the store across the river and the canal to the east side, where it was fitted up for a

⁹The Ohio Canals, pp. 16, 22.

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tavern, of which he was landlord for many years."¹⁰ Early tax records are not available to confirm or deny this account, although the building does appear on the 1856 Map of Summit County.¹¹ The unusual rhomboid-shaped building is labeled "Edson's Store." Behind it is "Edson's Warehouse," no longer extant. Julius D. Edson was a major property owner in Boston, the map showing that he also owned a grist mill, sawmill, lathe factory, turning shop, cooper shop, and lumber yard. Perrin, in a biographical note about one "F. Wood" of Boston Township, notes that Wood "began his mercantile career at the age of 18, when he entered the store of Arthur Layton, at Boston Village, with whom he continued about three years, and, in the same store, with his successor, J. D. Edson, for over four years."¹² Thus, Arthur Layton may have been one of the proprietors of this building prior to Edson. The colorful Summit County historian, Samuel A. Lane, reports that Jim Brown disposed of his hotel to Henry Wadhams in the winter of 1837-1838.¹³ Whatever its history, the building is a rare example of a commercial structure in the Federal style in this vicinity.

2) Another building associated with the Ohio and Erie Canal is the reputed Lock Tender's House and Inn, located at Lock No. 38 on Canal Road in Valley View. This building was included as part of the Ohio and Erie Canal National Historic Landmark district. Subsequent research shows that this wood frame building in the Greek Revival style was built by I. L. Gleason in 1854.¹⁴ Crisfield Johnson, in his history of Cuyahoga County, notes that "I. L. Gleason and Edward M. Gleason were among the first to engage in the mercantile business in Independence

¹⁰William Henry Perrin, ed. (Chicago: Baskin & Battey, Historical Publishers, 1881), p. 542. The building actually stands on the west side of the canal (but east of the river).

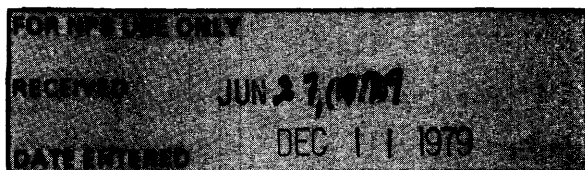
¹¹Map of Summit County, Ohio, from actual surveys by Hosea Paul, Civil Engineer & Surveyor, Cuyahoga Falls (Philadelphia: Matthews & Taintor, 1856).

¹²History of Summit County, p. 905.

¹³Fifty Years and Over in Akron and Summit County (Akron, O.: Beacon Job Department, 1892), p. 881.

¹⁴Cuyahoga County tax records at The Western Reserve Historical Society, Cleveland, Ohio, show that I. L. Gleason owned land on the "W S West Side of Canal at Lock 38." The value of this property (one acre) rose from \$15 in 1853 to \$630 in 1854, indicating the construction of a building.

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township, selling goods at the twelve-mile lock Lock No. 387.¹⁵ No documentation has been found to prove that this building served as a lock tender's house and inn for canal travelers, although this legend has been a part of local lore for years. The building was purchased about 1900 by Frank Gorris, who operated a blacksmith shop and dance hall there. He and his wife, Kate, also lived in the double building.¹⁶ An early photograph of the Gleason house and store is included with this nomination.

3) Also related to the operation of the Ohio and Erie Canal is Alexander's Mill (now Wilson's Mill), built in 1851. Cuyahoga County historian William R. Coates has written: "When the canal was built its excellent water power was utilized by A. Alexander, who built a gristmill on its banks in the township and ground grain for a large area . . . This was later operated by Clark Alexander, his son, who . . . served as county commissioner."¹⁷ The grist mill is included in the Ohio and Erie Canal National Historic Landmark district.

An Ohio Historic Inventory form for each structure in the proposed Ohio and Erie Canal District, including those already on the National Register, is attached. These forms were completed in 1976 as part of a comprehensive inventory of historic resources in the Cuyahoga Valley National Recreation Area.

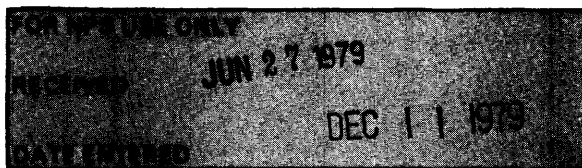
¹⁵History of Cuyahoga County, Ohio (Cleveland: D. W. Ensign & Co., 1879), p. 464.

¹⁶Interview with Gertie (Mrs. John) Votaw, 7069 Canal Road, Valley View, Ohio, 27 February 1978. Mrs. Votaw is the great-granddaughter of Frank and Kate Gorris.

¹⁷A History of Cuyahoga County and the City of Cleveland, 3 vols. (Chicago and New York: The American Historical Society, 1924), 1:92.

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Ohio State Archaeological and Historical Society. History of the Ohio
Canals: Their Construction, Cost, Use and Partial Abandonment.
Columbus, O.: Press of Fred J. Heer, 1905.

Scheiber, Harry N. Ohio Canal Era: A Case Study of Government and the
Economy, 1820-1861. Athens, O.: The Ohio University Press, 1969.

Wilcox, Frank. The Ohio Canals. Edited by William A. McGill. [Kent, O.]:
Kent State University Press, 1969.

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constant distance of 40 feet, to Highland Road in Northfield Township. Proceed east along the northern edge of Highland Road, to a point 30 feet east of the canal channel. Proceed north, parallel to the canal channel and at a constant distance of 30 feet, to Canal Road. Proceed north along the western edge of Canal Road to the point of origin.

Middle Section: Beginning at a point on the eastern edge of the service road (towpath) 500 feet south of the Jaite Mill, proceed due west for a distance of 40 feet. Then proceed south, parallel to the canal channel and at a constant distance of 40 feet, to Boston Mills Road in Boston Township. Proceed west, south, and east along the property line of the Jim Brown Tavern and continue east to a point 30 feet east of the canal channel. Then proceed north, parallel to the canal channel and at a constant distance of 30 feet, to a point 500 feet south of the Jaite Mill. Proceed west to the point of origin.

South Section: Beginning at a point on the western edge of the canal channel 200 feet south of the I-271 bridge over the Cuyahoga River Valley, proceed due west to a point 40 feet west of the canal channel. Then proceed south, parallel to the canal channel and at a constant distance of 40 feet, to Route 303 (Main Street) in Peninsula. Crossing this road, proceed south, parallel to the canal channel and at a constant distance of 30 feet, to Ira Road in Bath Township. Proceed east along the northern edge of Ira Road to a point 40 feet east of the canal channel. Proceed north, parallel to the canal channel and at a constant distance of 40 feet, to Route 303 in Peninsula. Crossing this road, proceed north, parallel to the canal channel and at a constant distance of 30 feet, to a point 200 feet south of the I-271 bridge over the Cuyahoga Valley. Proceed west to the point of origin.