

PH0012670

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

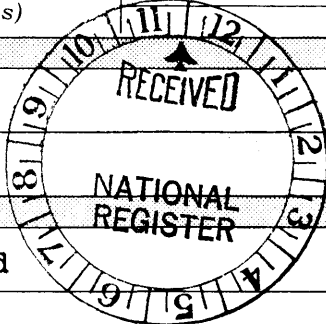
(Type all entries - complete applicable sections)

STATE:
Connecticut

COUNTY:
New Haven

FOR NPS USE ONLY

ENTRY NUMBER: _____ DATE: FEB 16 1973



1. NAME

COMMON: Farmington Canal Lock

AND/OR HISTORIC: _____

2. LOCATION

STREET AND NUMBER: 487 North Brooksvale Road

CITY OR TOWN: Cheshire

STATE: Connecticut CODE: 09 COUNTY: New Haven CODE: 009

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both <i>New municipal</i> <i>see County records</i>	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	<u>Abandoned</u>	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____

4. OWNER OF PROPERTY

OWNER'S NAME: Arthur Stanley

STREET AND NUMBER: 487 North Brooksvale Road

CITY OR TOWN: Cheshire STATE: Connecticut CODE: 09

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Town Hall

STREET AND NUMBER: 84 South Main Street

CITY OR TOWN: Cheshire STATE: Connecticut CODE: 09

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: _____

DATE OF SURVEY: _____ Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: _____

STREET AND NUMBER: _____

CITY OR TOWN: _____ STATE: _____ CODE: _____

SEE INSTRUCTIONS

STATE: Connecticut

COUNTY: New Haven

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

A century and a quarter after abandonment, this remnant of an impressive civil engineering work is remarkably well preserved and stands as a monument to the care and construction skill of its builders. The familiar red sandstone or brownstone of central Connecticut, squared into random-sized blocks, forms the walls of the canal lock and in general remains as firmly in place as when first laid. Pockets in the side walls near each end formerly housed the lock gates when these were opened to receive or discharge a canal boat. Since the gates were of wood, all trace of them has long since disappeared, as has the iron hardware on which they were hung. Studs or bolts, however, which once held the gate hinges can be seen protruding from the capstones of the sidewalls, and it is evidence of the quality of metal used in them that the threads are still in good enough condition to accept a nut of proper size.

The lock is about twelve feet in width, the same in depth, and is of a length between gate positions to accommodate the average eighty-five feet length of the old canal boats. Natural drainage keeps some water in it at all times of the year. Except for the missing gates, a century of weathering, and overgrowth of vegetation, the installation presents much of the appearance it must have had during the twenty years of its active life. On the east side stands the former lock-keeper's house, now the private residence of the property owner. Just north of the lock an earth fill has been placed in the canal for an access road to the house, but north of this the earth-banked canal itself extends for about three-tenths of a mile, containing water and showing on the west bank the old tow path, now an entrance road to the property.

Comparatively little of the masonry components of the Farmington Canal has escaped destruction by flood or by intentional demolition such as overtook the piers of the aqueduct over the Farmington River farther to the north in the town of Avon. These were demolished by the Corps of Engineers after the flood of 1955. The Cheshire lock is the best-preserved relic of the canal era in this State known at present to the Historical Commission. It is also an historical record of the principal cause of failure of the enterprize. At the south end a masonry arch spans the canal, built to accommodate a parallel railroad line. The stonework in this forms an interesting comparison and contrast to that of the canal, into which it is skillfully incorporated, and since it crosses the waterway at an angle, the skew construction of the arch proper is a notable achievement. The coming of the railroads rendered canal-building obsolete as a primary transportation method.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

Connecticut shared to some extent in the canal-building mania which swept over the country during the second quarter of the nineteenth century but, with one exception the projects were small in size, and none of them permanently benefited the cause of navigation.

Between 1822 and 1829 five canal companies were incorporated, four of which accomplished little, but the remaining one embarked upon such an extensive scheme for inland navigation that it deserves more than passing attention. The Farmington Canal Company, chartered in 1822, was authorized to accumulate capital sufficient to complete a waterway from New Haven northward to the Massachusetts line, in the town of Southwick, from which point a Massachusetts company was to extend the canal into Northampton. It was hoped that this waterway could afford cheap transportation facilities to the agricultural towns that were not within easy reach of the Connecticut River. The company was made subject to state control through a commission of six members, appointed by the legislature, with power to fix tolls and supervise the canal for the benefit of the general public. The necessary capital was raised largely by private subscription, although the assembly lent some assistance by diverting to the company's treasury several cash bonuses collected from newly incorporated banks. Farmington canal stock was also made exempt from taxation until the annual profits of the company exceeded six per cent of the outstanding capital. But tax exemption and the subsidies did not insure permanent success. Funds from the original sale of stock were exhausted in 1827, before any part of the canal was ready for operation, and to save the company from an early death, the subscribers who had not paid for their shares in full had to be forced, first by argument and then by threat of legal action, to fulfill their pledges. Finally in June, 1828, a section of the canal, extending from New Haven to Farmington, was opened to traffic. Inauguration ceremonies were held in the latter town; a freight barge was launched with appropriate speeches, while the spectators refreshed themselves with crackers and cheese, lemonade and wine.

The remaining sections of the canal were completed within a short time, and for seven or eight years the company enjoyed a fairly regular volume of business, the income from which averaged \$75,000 per annum, but expenses of maintenance were so heavy that there was no profit. The canal banks were injured by spring freshets, by heavy rains, and occasionally by the acts of malicious persons. In 1836 a financial reorganization took place, after which a new company, called the New Haven and Northampton, announced

SEE INSTRUCTIONS

JAN 23 1973

NATIONAL ARCHIVES

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Morse, Jarvis Means. A Neglected Period of Connecticut's History: 1818-1850.
 Yale University Press, New Haven. 1933.

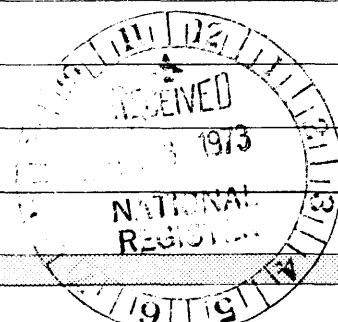
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds	
NW	41° 28' 41"	72° 55' 29"	0	'	"	
NE	41° 28' 41"	72° 55' 17"				
SE	41° 28' 27"	72° 55' 17"				
SW	41° 28' 27"	72° 55' 29"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **12**

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Herbert C. Darbee, Associate Director

ORGANIZATION: Connecticut Historical Commission DATE: January 16, 1973

STREET AND NUMBER: 59 South Prospect Street

CITY OR TOWN: Hartford STATE: Connecticut CODE: 09

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]

Title: State Liaison Officer

Date: 18 January, 1973

I hereby certify that this property is included in the National Register.

[Signature: Robert K. Utley]
 Chief, Office of Archeology and Historic Preservation

Date: 2/16/73

ATTEST: [Signature]
 Keeper of The National Register

Date: 2.14.73

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

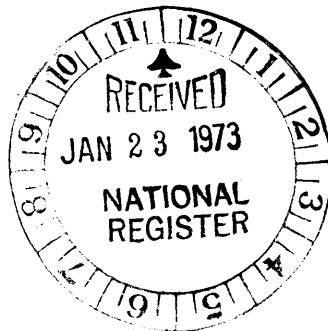
STATE	Connecticut	
COUNTY	New Haven	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE
		FEB 16 1973

(Number all entries)

#8 Significance

the sale of additional stock to the amount of \$300,000. The new shares were offered at a par value of twenty-five dollars, so that purchases could be made by investors of moderate means, but the project was doomed from the start by the advent of railroads. Canal traffic fell off almost daily until, in 1846, the company abandoned the old enterprise altogether, and secured a new charter which authorized the construction of a railroad along the route of the former waterway.

When the canal company ceased operations it had little to show for a total expenditure of nearly two million dollars; its property was heavily mortgaged and was, physically, of small value to any creditor, since who, inquired the Courant, wanted a mile of canal in payment of his debt? Tradition related that the company had paid but one dividend, and that on an occasion when some of the directors cut grass on the towpath and divided the hay! Yet to some inland towns, such as Bristol and Avon, the canal had brought facilities for transportation that were only slightly improved by the railways of later years. Even when the clumsy barges were taken away and the water was let out of the channel, the canal conferred upon its successor, the Northampton Railroad, two distinct benefits—a complete right-of-way, and graded banks which could be used as a roadbed, thus saving about a third of ordinary construction costs.



Mount Carmel, Conn.
Quadrangle

STATE OF CONNECTICUT
HIGHWAY DEPARTMENT

UNION CITY 4.5 MI. PROSPECT 0.8 MI. 57°30' 1.8 MI. TO CONN. 70 (SOUTHINGTON) 72°55'20" WATERE

