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LOCATION AND SETTING:

This canal lock structure is located midway of the Songo River as it flows south between Long Lake on the north and Sebago Lake on the south. This river area lies within the town of Naples, which is 27 miles northwest of Portland, 22 miles southwest of Lewiston and 20 miles east of the New Hampshire Border, in Cumberland County. The setting is rural. The Songo River is a slow moving stream which meanders south from Long Lake's Bay of Naples for six miles until it enters Sebago Lake, an overland distance of 1 3/4 miles.Crooked River joins the Songo downstream of the Songo Lock. Scenes along this Songo River are idyllic. The traveler, once oriented in Naples village, would proceed east on U.S. Rte. 302 for 3 miles. At this point he would proceed in a southwesterly direction on a side road for 12 miles arriving at the Songo Lock. CONSTRUCTION AND_MATERIALS:

This canal lock was built in 1830 originally of stone masonry with two wooden gates, each in two sections. The site of the lock was at a point m where the river width from Bank to bank was 80'. The builders at that site m first built an artificial island of stone masonry, filled with rubble, which was 170' long, 25' wide, and midway of the river. On the north side of this island and to the river bank a small dam with a flood gate was built. A second temporary dam was then made from the south side of the island to the south bank. The flood gate was opened on the first dam, the river water being diverted away from the construction area. The lock built of Stone masonry was 90' long and 26' wide with gates near each end. Water control valves were built into the masonry on the south side of the lock, controlled by wooden gates. Upon the completion of the lock system, the temporary dam was removed. The flood gate of the small dam closed and the river water theh ---passed through the lock. (See continuation sheet for a plan of the Old elle fin latere Songo Lock.

Ο This Songo Lock was rebuilt in 1911 by the Sebago Improvement Company Z who altered the original design by increasing the length of the lock between the gates to 110' and the width to 28'. Iron gates replaced the wooden gates S of the control valves of the lock. The stone masonry was then faced with concrete.

The Songo Lock is in constant use from late Spring through the fall. This Songo River, Sebago and Long Lake Region, enjoys a great summer tourist trade and the Songo Lock itself is a joy to the boat enthusiast. The Songo Lock is associated with and adjacent to Sebago Lake State Park, the largest in this state.

POTENTIAL THREAT: None

The Songo Lock is maintained by the State Park and Recreation Commissioh. During the tourist season attendants are on duty to assist boaters traveling along this historic and enjoyable river and lake system. The Songo Lock is in excellent condition. It has been time tested and no recorded flooding has ever done more than damage gates which are readily replaceable.

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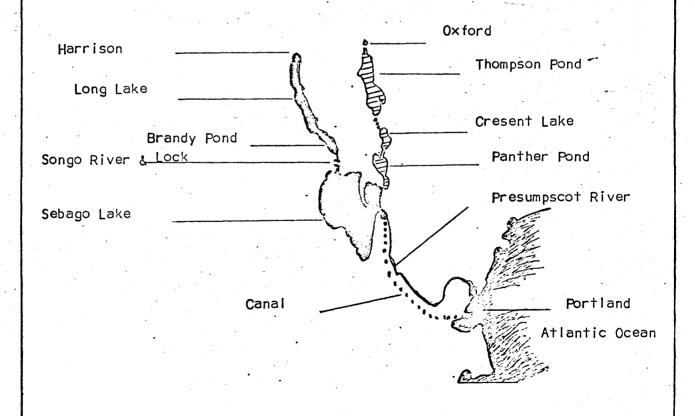
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Significance

The C & C continued to operate with this reduced traffic and increased overhead for another 20 years, but in 1870, the Portland and Ogdensburg Railroad was completed to Sebago Lake, paralleling the canal all the way from Portland. The canal had revolutionized transportation in 1830, but 40 years later, it could not compete with the railroad.

For the next few years the canal, while still intact, was used to carry floating logs to saw mills. In 1896 the S. D. Marren Paper Company purchased the water rights and the canal ceased to be. At a later point the lock was again sold to the Sebago Lake Improvement Company. THE SONGO LOCK:

This 1830 canal lock was rebuilt in 1911 by the Sebago Lake Improvement Company. This was done for water level control. However, this function did not exclude boating and for all these years river travel here has been continued and enjoyed. In 1959 the Sebago Lake Improvement Company deeded the Songo Lock property to the State of Maine. Some \$15,000 has been spent by the State Park and Recreation Commission in order to simplify the operation of the lock, so that today a boater can approach, enter, change the water level and pass through the Songo Lock with a physical effort reduced to a minimum. The Songo Lock is today a fitting reminder of the Cumberland and Oxford Canal and of an age in transportation that has past.



9. MAJOR	BIBLIOGRAPHICAL R	EFERENCES		en e		en de la companya de Na companya de la comp	
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