

PH0672564

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY	
RECEIVED	JAN 27 1976
DATE ENTERED	MAY 28 1976

**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

Wm **Southern Terminal of the Susquehanna and Tidewater Canal**

AND/OR COMMON

The Lock House or the Commons

2 LOCATION

STREET & NUMBER

and the Susquehanna

North of Erie Street between Conestee Street/ NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Havre de Grace

VICINITY OF

First

STATE

CODE

COUNTY

CODE

Maryland

24

Harford

025

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

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

Susquehanna Power Company

STREET & NUMBER

1000 Chestnut Street

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania 19105

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Harford County Courthouse

STREET & NUMBER

Courtland and Main Streets

CITY, TOWN

Bel Air

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Southern Terminal of the Susquehanna and Tidewater Canal is located along the western bank of the Susquehanna River at the northern end of Havre de Grace, Maryland, north of Erie Street. Still standing at the site are the Lock Master's House, the canal's outlet lock, and the foundations of a bulkhead wharf along the river side of the lock. Most of the structures built to serve various aspects of the canal's operations are no longer standing, but the locations of warehouses, stables and several other buildings, including a broom factory, are shown on old city maps. The foundations and cellar hole of a hotel or boarding house for boatmen remains.

The hotel or boarding house, built west of the Lock House on Conestee Street, was of red brick and measured 30'-6" by 75'-0". Its stone foundations are largely intact, but brick rubble is present in the cellar hole as well as around the outside of the foundations. Two large cut granite steps remain. The hotel was reportedly destroyed by fire.

The Lock Master's House or Lock House, built of red brick and standing about forty feet southwest of the land wall of the lock, has been little altered since its construction and is in fair condition. The Lock House yard was separated from the canal outlet by a wooden fence. This five bay house had two principal elevations, the northeast which faces the river and the southwest. The northeast elevation had, at one time, a one-story porch along its entire length similar to that now on the southwest. The southwestern porch, however, is not original. Built of brick laid in common bond, the Lock House has a large, corbelled brick cornice which incorporates a saw tooth design. The hipped roof has a very low pitch.

The Lock House has four entrances--two located near the corners of each of the principal elevations. The foundations suggest that there were two centrally located bulkhead doors to the basement along the southwest wall. Now there is no basement since the site is only about five feet above mean high tide, and successive floods have filled it to grade level.

The first floor is of four rooms, only two of which were heated by a fireplace. One central chimney serves both. There is a boxed stair to the second floor in both of the southwestern rooms. The one in the southern corner is original and enters into a small hall on the second floor. Initially, it went to the basement. The stair in the western corner is narrower and judged to be an addition due to a change in moldings. On the second floor, there are five rooms in addition to the stair hall. However, none of these was heated. Most interior partitions are of staggered and overlapping boards one inch thick. Sawn lath and plaster covers the board partitions and ceiling.

(See Continuation Sheet No. 1)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED JAN 27 1976

DATE ENTERED MAY 28 1976

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

Southern Terminal
of the Susquehanna
and Tidewater Canal,

CONTINUATION SHEET Harford Co. ITEM NUMBER 7 PAGE 1

The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals. Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings of plywood, linoleum rugs and similar materials. Window openings are splayed inside and their trim, as well as all other openings, is not elaborate.

The canal's towpath was formed by enclosing a strip of the Susquehanna River with walls of large, rough-hewn granite blocks topped by finer material. Cut granite forms the walls of the locks. Showing fine workmanship, the stone blocks were laid without mortar, the top course being tied together by U-shaped iron rods inserted into holes drilled into the granite. As a result, the waterway, forming the western bank of the river for a distance of approximately three and one-half miles from Lapidum to Havre de Grace, easily achieved independence of tidal fluctuations and currents. Though the engineering involved was not inventive, it is unusual. Within this site the towpath is clearly visible since it still maintains its original level and width in most places. However, trees now line its sides.

The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the locations of these gates. It is probable that the sills are well preserved and that most of the iron fittings for the gates can be found, thus enabling their design to be determined. Though the outlet lock walls remain, they are in need of repair since some of the stone blocks have been dislodged from the upper courses. There is a marble tablet set into the outlet lock wall on the river side. It has the following inscription:

BUILT

for the Tide Water Canal Company by
CROSSET & SPAHR, A.D. 1839

Under the Direction of
EDWARD F. GAY ... Chief Engineer
J. A. SHEAFF .. Resident Engineer
G. B. HITCHCOCK. Assistant Eigieneer

(See Continuation Sheet No. 2)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED JAN 27 1976

DATE ENTERED MAY 28 1976

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

Southern Terminal
of the Susquehanna
and Tidewater

CONTINUATION SHEET Canal, Harford Canal NUMBER 7 PAGE 2

JAMES HEPBURN, PRESIDENT

DIRECTORS

E. COLEMAN	HUGH BOYLE
JOHN C. BOYD	WM. G. HARRISON
J.M. HALDERMAN	J.W. PATTERSON
SIMON CAMERON	WM. BOSE
JOS. TODHUNTER	JOHN MC KIM, JR.
SIMON GRATZ	JAMES CHESTON

Y. B. PALMER, TREASURER

The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and top layer of earth to provide a site for warehouses. Some of the foundation of the bulkhead can be seen near the river bank when the water level is low.

Originally there was a canal boat basin adjoining the outlet lock. Located just north of the Lock Master's House, it was fed by a creek, Lily Run. Much of the outline of the canal boat basin and the foundations of the tow path across Lily Run can still be seen. From the outlet lock at Havre de Grace to Lapidum, visible remains of the canal are intermittent. While the outlet lock at Lapidum on the Tidewater (Maryland) portion of the canal has apparently been removed, lock 8 there is reasonably well preserved. The canal between locks 8 and 7 at Rock Run is capable of carrying water. At Rock Run a canal bridge still exists, and the S&T is in good condition in the vicinity of the Grist Mill where it receives water from the mill's tail race. Lock 7 is somewhat intact.

An access railroad built by the Conowingo Power Company from the Penn Central Railroad at Havre de Grace to the Conowingo Dam follows the course of the canal. In most places, the tracks were laid on the tow path.

Locks 5 through 1 of the Tidewater Section and lock 19 of the Susquehanna (Pennsylvania) Section are covered by waters of the Susquehanna Dam. Lock 17 was destroyed by construction related to the atomic power plant at Peach Bottom. Lock 14 was reportedly destroyed by ice gorges. Construction in conjunction with the dam

(See Continuation Sheet No. 3)

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 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 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Susquehanna and Tidewater Canal was chartered by Pennsylvania and Maryland in 1835. Construction began in 1836, and the canal was opened at the end of 1839. It became an integral part of the canal system which served New York, Pennsylvania, New Jersey, Delaware, and Maryland. At its northern end, the S&T made contact with the central division of the Pennsylvania canal at Wrightsville. Forty-five miles down the Susquehanna, the S&T provided access to the port of Havre de Grace and the Chesapeake Bay.

This canal, when it was built, extended the capabilities of shipping through the Havre de Grace port. Having been a port since 1695, when the General Assembly gave Messrs. Young and York the exclusive right to operate a ferry across the Susquehanna River from Stocket's Town (Havre de Grace), the town was one of the important shipping points for the Chesapeake Bay area by the early nineteenth century. Thus, the S&T was built to facilitate shipment of goods both up and down river. Only log rafts could be taken down the Susquehanna because of rapids. At the southern terminal, some freight was transferred to or from the railroad on bay boats. However, much of it remained on the canal boats which were towed to Baltimore or to the Chesapeake and Delaware Canal to go to Wilmington and Philadelphia.

The S&T Canal, as was the case with most other canals, was unable to meet railroad competition and fell into disuse. Much of the canal has been obliterated. However, at Havre de Grace the physical features are unusually well preserved and are accessible to the public. Even though operation of the lower portion ceased about 1900, this canal, as part of the larger network of such waterways, played a significant role in the economic development of the mid-Atlantic states. Outlet locks which discharge directly into tidewater as do those at Havre de Grace are rare. Thus, this site which contains the southern terminus of the waterway as well as the lockmaster's house, represents an important aspect of this canal system.

The City of Havre de Grace is turning this site into a park. The proposed restoration of the Lock House, the locks as well as removal of the sediment now filling the canal boat basin would prove to be a valuable educational asset.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Motz, Chris. Archaeologist. 715 N. Stokes St., Havre de Grace, Md.
Mr. Motz has been actively involved with the research for this nomination form.

Smeltzer, Gerald. Canals Along the Lower Susquehanna (1796 to 1900)
The Historical Society of York County, 250 E. Market St., York, Pennsylvania, 1963. (See Continuation Sheet No. 3)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY *approximately 33 acres*
UTM REFERENCES

*Uelsovich
3300*

A	18	40	5	6	60	4	3	7	8	9	2	0	B	18	40	6	0	4	0	4	3	7	0	1	5	0
	ZONE	EASTING			NORTHING				ZONE	EASTING			NORTHING													
C	18	40	6	1	80	4	3	7	8	4	0	D	18	40	6	0	0	0	4	3	7	8	6	1	80	
	ZONE	EASTING			NORTHING				ZONE	EASTING			NORTHING													

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: George J. Andreve, Architectural Historian DATE: August, 1975 sh
 ORGANIZATION: Maryland Historical Trust TELEPHONE: 267-1438
 STREET & NUMBER: 21 State Circle, Shaw House
 CITY OR TOWN: Annapolis STATE: Maryland 21401

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: John N. Pearce DATE: 1/21/76
 TITLE: SHPO

FOR NPS USE ONLY

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

Acting [Signature] DATE: 8/28/76
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST: [Signature] DATE: 5/26/76
 KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	JAN 27 1976
DATE ENTERED	MAY 28 1976

Southern Terminal
of the Susquehanna
and Tidewater

CONTINUATION SHEET Canal, Harford CO. ITEM NUMBER 7, 9 PAGE 3

at McCall's Ferry destroyed lock 11, but portions of the canal's retaining wall nearby are said to be still standing. While lock 9 is believed covered by dam waters, lock 7 is in fair condition, but locks 6 through 3 are submerged. Lock 2 is visible as are portions of the canal in that vicinity.

No. 9 Major Bibliographical References

Wright, C. Milton. Our Harford Heritage, A History of Harford County, Maryland. No publisher given, 1967.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

FOR NPS USE ONLY

RECEIVED JAN 27 1976

DATE ENTERED

MAY 28 1976

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Southern Terminal of the Susquehenna & Tidewater Canal

AND/OR COMMON

~~The Lock House or the Commons~~

2 LOCATION

CITY, TOWN _____ VICINITY OF _____ COUNTY _____ STATE _____
Havre de Grace Harford Maryland

3 PHOTO REFERENCE

PHOTO CREDIT Chris Metz DATE OF PHOTO 8/75

NEGATIVE FILED AT

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO.

Drawing showing route of the canal through Maryland & Pennsylvania

