Form 10-300 (July 1969) UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE NATIONAL PARK SERVICE NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM (Type all entries - complete applicable sections) (Common: George's River Canal (Common: George's River Canal (Common: General Knox Canal) (Common: Street AND NUMBER: Upper Falls, Georges River in Warren to Union Town Line, extending thence to City or town:					PHOD	04329					
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Pre-Columbian	☐ 16th Century	18th Century	20th Century
15th Century	17th Century	[X] 19th Century	
SPECIFIC DATE(S) (If Applicable	le and Known) Constr	ucted 1846	
AREAS OF SIGNIFICANCE (Che	eck One or More as Appropria	nte)	
Abor iginal	Education	Political	📋 Urban Planning
Prehistoric	Engineering	Religion/Phi-	X Other (Specify)
🔲 Historic	🔲 Industry	losophy	Transportation
Agriculture	Invention	Science	
Architecture	Landscape	Sculpture	
Art	Architecture	🔲 Social/Human- 🏑	
🔀 Commerce	Literature	itarian	<u>, 35</u>
Communications	Military	Theater	A TO INC
Conservation	Music	Transportation	
TATEMENT OF SIGNIFICANCE	· · · · · · · · · · · · · · · · · · ·		
Canals for navigation			
development of the	valley. Without	roads. the rivers	served to connect the
seaports with the u	acountry sources	of local industry	. Georges River was
early used for acces	ss lottine rich IO falla	rest in its waters	snea, and mills were
built at its lower :			
To enable him to mov	ve lumber, Charle	s Barrett of Hope	secured a charter from
the Massachusetts Ge	eneral Court Marci	h 9, 1793"to ei	rect locks and open a
navigation from uppe	er part of Barret	tstown, so called.	in the County of
Lincoln, with the se	ea, through Georg	es River, so-calle	ed " with power of
eminent domain to 1	build bridge for	ob inver, bowcarre	are ere within hower or
		the contrant and a	A the multiple and
enthemined tollar	Juliu briuges for	the convenience of	of the public, and
authorized tolls of	1 shilling 6 pen	ce/Ton or per 1,00	of the public, and NO board feet of timbe:
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INVENTORY - NOMINATION FORM (Continuation Sheet) FOR NPS USE ONLY ENTRY NUMBER TO -3-18-00244 (Number all entries) Continuation of Statement of Significance in the Thomaston RECORDER during the mid-1640's were filled with demands for cheap freight rates, with optimism over prospective cargoes and profits, and calls for action. Estimates of construction under \$50,000 were published in 1845 for locks and canals twenty-eight miles upstream from tidewater, and dividends were confidently predicted. Citizens meetings in Valley towns appointed committees to secure subscriptions, to collect funds, to build the Canal. The Legislature of Maine enacted Chapter 334, approved July 2, 1846, author- izing Georges Canal Company to build from tide water to Stevens Pond in Liberty capitalized at not more than \$100,000 in \$50 shares. Locks were to be of wood, all wood and iron work to be furnished by the Company at the sites. Earthwork excavation and embankment was estimated at 53,000 cubic yards. No rock excava- tion was required. The RECORDER closed October 1, 1846, drawing a curtain over the activities of such great concern in the Valley during construction of its Canal. The Canal was opened in the spring of 1847 with traffic between Quantabacook Pond above Searsmont and tidewater at the Lower Falls in Marren. Georges River departed from usual canal practice is using no horses or mules on the towpath. Boats were poled by men in shallow water, and provided with sails to be used in crossing the ponds. Maintenace costs for the wooden locks and for repairing washouts by the turbulent Georges River consumed the earnings from tolls. The Canal was not a financial success, and shifting of trade and population caused a decline in its traffic. Unlike other canals, the Georges River was not replaced with suden- ness by the railroad, which was not built from Warren Station on the Knox & Lincoln RR to Union until 1892. Freshets washed out embankments in Searsmont and Appleton, and traffic was continued only t		NATIONAL REGISTER OF HISTORIC PLACES		
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