

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

(Type all entries - complete applicable sections)

STATE:	Ohio
COUNTY:	Summit
FOR NPS USE ONLY	
ENTRY DATE	SEP 9 1974

1. NAME

COMMON:
Ohio and Erie Canal Deep Lock

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: S of Peninsula on Riverview Road

CITY OR TOWN: Peninsula vicinity
~~Boston Township~~

CONGRESSIONAL DISTRICT: 14 - John Seiberling

STATE: Ohio CODE: 039 COUNTY: Summit CODE: 153

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: State of Ohio Department of Public Works

STREET AND NUMBER: 65 S. Front Street

CITY OR TOWN: Columbus STATE: Ohio CODE: 039

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Summit County Building

STREET AND NUMBER: 72 South High Street

CITY OR TOWN: Akron STATE: Ohio CODE: 039

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

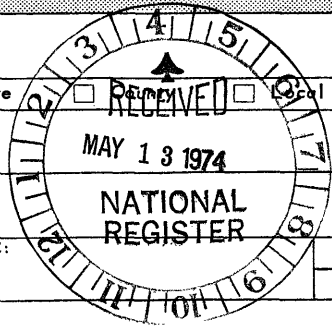
DATE OF SURVEY: Federal State

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS



STATE: Ohio

COUNTY: Summit

ENTRY NUMBER: 1014

DATE: SEP 9 1974

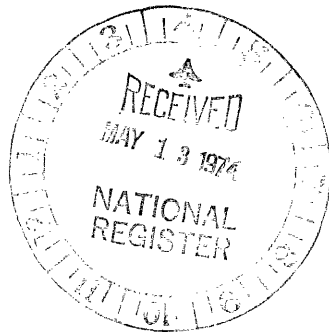
FOR NPS USE ONLY

7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This is a stone masonry canal lock structure. The channel is 90 feet long by 15 feet wide by 16 feet deep. The structure is essentially two parallel walls of cut stone construction. At the south end they are connected by the slightly concave low retaining wall of the upper channel. At the north or deep end, the walls flare outward to facilitate the approach of the boats. The gate post channels are clearly visible. Parts of the sandstone walls were faced with cement in 1907-1908, with the idea of preventing further weathering of the stone, but the old stonework walls are in good condition.



SEE INSTRUCTIONS

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3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1827

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

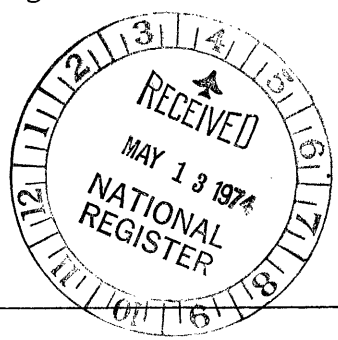
<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/>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

STATEMENT OF SIGNIFICANCE

The development of the canals was an event that made a significant contribution to the broad patterns of state and national history. This lock is the deepest one of the chain between Akron and Cleveland on the Ohio and Erie Canal. It was Lock number 28 of the Akron-Cleveland section, and was commonly called Deep Lock.

Discussions on the possibility of an Ohio-Erie Canal began in 1821-1822. Surveys at the Cuyahoga Portage began in 1825. In September of that year the feasibility of the route was determined, and work on the Cuyahoga Section was definitely in progress in the summer of 1826. In April, 1827, the Commission for Canals determined to complete the Akron - Cleveland line (36 miles with 42 locks) by June 1st. The first boat arrived in Cleveland from Akron on July 4, 1827. Deep Lock was thus part of a major transportation system in the 1830's and 1840's. The importance of the canals declined after the Civil War, and ceased to function for all practical purposes around 1900. The restoration of some locks with concrete in 1907 was ostensibly to make the canal serviceable for pleasure boating, but it was not long before it was completely abandoned.

Other canal remains between Peninsula and Akron are insignificant. The nearest canal remains have been included in another National Register nomination for Peninsula Village.



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Frank Wilcox, The Ohio Canals (Kent, Ohio, 1969), 17-21, 34-37, 93-95.

10. GEOGRAPHICAL DATA

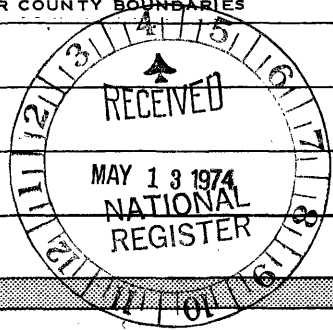
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 ' "	0 ' "		41° 13' 58"	81° 33' 09"	
NE	0 ' "	0 ' "				
SE	0 ' "	0 ' "				
SW	0 ' "	0 ' "				

17/453690
4564540
CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one

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: Eric Johannesen, Preservationist

ORGANIZATION: Western Reserve Historical Society DATE: October 1973

STREET AND NUMBER: 10825 East Boulevard

CITY OR TOWN: Cleveland STATE: Ohio CODE: 039

12. STATE LIAISON OFFICER CERTIFICATION

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: Daniel R. G. [Signature]

Title: Ohio Hist. Preserv. Off.

Date: 3 May 1974

NATIONAL REGISTER VERIFICATION

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

[Signature]
Director, Office of Archeology and Historic Preservation

Date: 9/19/74

ATTEST:

[Signature]
Keeper of The National Register

Date: 9-2-74

**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet)

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(Number all entries)

8. Amplification of Statement of Significance

There are no known ruins, either above or below ground, of buildings associated with the Deep Lock. It is unlikely that any are left underground, since the slope of the ground adjacent to the lock makes the site unsuitable for building construction.

The lock is known as the Deep Lock simply because it is the deepest on the canal. The topography of the land between Akron and Cleveland required 42 locks on the canal, and the depth of the Deep Lock gave the elevation required at that point. That is, it was made as deep as it had to be.