

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

# 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

Ohio and Erie Canal

AND/OR COMMON

Ohio and Erie Canal

## 2 LOCATION

STREET & NUMBER Located in the township of Valley View,  
Ohio. Adjacent Canal Road

NOT FOR PUBLICATION

CITY, TOWN

Valley View

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Ohio

CODE  
39

COUNTY  
Cuyahoga

CODE  
035

## 3 CLASSIFICATION

### CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

### OWNERSHIP

PUBLIC

PRIVATE

BOTH

### PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

### STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

### ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

### PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

## 4 OWNER OF PROPERTY

NAME

State of Ohio: Department of Public Works

STREET & NUMBER

65 South Front Street

CITY, TOWN

Columbus

VICINITY OF

STATE

Ohio

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Department of Public Works

STREET & NUMBER

65 South Front Street

CITY, TOWN

Columbus

STATE

Ohio

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Ohio Landmark Survey

DATE

1969

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Ohio Historical Society

CITY, TOWN

Columbus

STATE

Ohio

# 7 DESCRIPTION

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

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This section of the Ohio and Erie Canal located in the township of Valley View, Ohio is approximately 4 miles long and contains three locks, an aqueduct, and two structures all of which remain in relatively good repair.

There was two methods of numbering the locks. One system commenced at the northern terminus, Cleveland, the other at the southern end, Akron. (The latter of these two systems is the one referred to in this report.)

Both Locks 37 and 38 contain water and have gates which remain intact. Like most of the other locks, the original sandstone block construction was repaired with cement prior to 1905, though at certain locations a little of the original sandstone is visible. Lock 39 is in slightly less good shape. The southern gate stands intact while only the frame of the northern gate remains. The stability of the construction of the several locks, compounded with the presence of running water gives one the impression of a workable canal. The locks visited all appear to have the same general dimensions. These locks are approximately thirty feet in length with a depth of 8' to the water line. The depth of the water to the sills is not known.

The aqueduct over Tinkers Creek (about a mile south of Lock 38) was repaired in 1905 by replacing what had evidently been a wooden support for the wooden flume with metal supports. The original sandstone block columns still stand, however, as do the sandstone walls for containing the stream in its channel.

Located in the eastern side of Lock 37 is Wilson Mill. It is apparent that the mill was very much dependent on the canal not only to transport the grains to the mill but also to carry the finished product to its destination. The canal was likewise the source of power the mill used to grind the grain. The rustic character of the mill remains and the waterwheel is still present though it appears no longer functional.

A short distance north at Lock 38 is an old structure which was once a store as well as an inn for travelers. It is a two story building with clapboard siding. Little evidence is shown of major alterations in the exterior though it is apparent that modernization has taken place in side. During the operation of the canal this location was station for exchange of horses used to pull the barges on the canal.

### Boundary Information

The portion of the Ohio and Erie Canal considered a National Historic Landmark is located in the township of Valley View, Ohio. It consists of Locks 37, 38 and 39, an aqueduct across Tinkers Creek and two buildings integral to the history of the canal as well as the canal itself. Commencing at the intersection of Rockside Road and Canal Road, proceed south along the western edge of Canal Road to a point 50 feet south of Lock 37, thence west across the Ohio and Erie Canal to a point 40 feet from the western edge of the canal, thence north, maintaining this distance from the western edge of the canal to a point which intersects Rockside Road, thence east along the south side of Rockside Road to the point of origin.

# 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 type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1825-1860

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Ohio and Erie Canal which united Cleveland and Portsmouth was completed in 1832, 12 years before its sister canal, the Miami and Erie which linked Cincinnati and Toledo. These two state-built canals were the main lines of a 1000-mile State and privately-owned canal network that connected Lake Erie to the Ohio River and gave access to New York, Pennsylvania, and Indiana canals. This system brought rapid growth in population, industry, and commerce to Ohio.

One of the more interesting and better preserved parts of the canal is a 1.5 mile long section located in Valley View Village south of Cleveland. This section contains water and includes Locks 37, 38 and 39 the first two of which have gates that appear to be workable, and the aqueduct over Tinkers Creek. Two buildings dating from the period of canal use remain--a mile at Lock 37 and a house, once a combined store and inn, at Lock 38. Taken together these features illustrate the use of the Ohio and Erie Canal at a period in American history when canals were essential to the Nation's growth.

### History

The State of Ohio's canal system, one of the most extensive and successful ante bellum system in the Nation, spurred the rapid development of the State. Created in the decades between 1820 and 1845, the waterways stimulated the growth of population, establishment of towns and cities, expansion of trade and commerce, and a rise in land values. In considering population alone, 2,340,000 people lived in Ohio in 1860, a figure that strikingly contrasts with a population of 938,000 in 1830. Both the Miami and Erie Canal and the Ohio and Erie Canal contributed significantly to such growth.

Agitation for canals in Ohio had become very strong by the early 1820's. As a result, the State legislature approved of a commission on January 31, 1822, to survey various routes and supply estimates for the projected waterways. The Commission reported on its investigations in 1823. Regardless of the Commission's report, sectional pressures in Ohio by 1825 compelled the legislature to approve two major northsouth canals, one in the west and one in the east. On February 4, 1825, the legislators authorized the Board of Canal Commissioners to select a route for the western canal, the Miami and Erie, and a route for the eastern canal, the Ohio and Erie. After the action of the legislature, work soon began on both waterways.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Dunbar, Seymor, A History of Travel in America, (New York, 1937).  
 Harlow, Alvin F., Old Towpaths, (New York, 1926).  
 Meyer, Henry B., (ed.), History of Transportation in the United States Before 1860,  
 (Washington: 1917).  
 Randall, Emilius O. and Ryan, Daniel J., History of Ohio, (5 vols.: New York, 1912)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 24.5

UTM REFERENCES

A	1,7	4,4,7	2,0,0	4,5	8,2	4,6,0	B	1,7	4,4,7	9,2,0	4,5	8,2	4,2,0
	ZONE	EASTING		NORTHING				ZONE	EASTING		NORTHING		
C	1,7	4,5,0	6,2,0	4,5	7,8	2,0,0	D	1,7	4,4,7	4,8,0	4,5	7,8	2,2,0

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

Joseph S. Mendinghall, Historian

ORGANIZATION

National Park Service - Historic Sites Survey

DATE

2/28/75

STREET & NUMBER

1100 L Street, N.W.

TELEPHONE

CITY OR TOWN

Washington

STATE

D.C.

# 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.

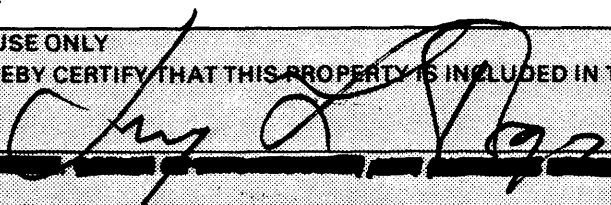
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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



DATE

9/30/83

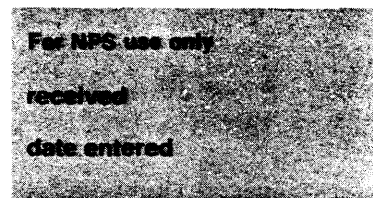
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet

1

Item number 8

Page 2

The Miami and Erie, the State's western canal, was commenced in the same month as the Ohio and Erie Canal. This western artery was the link between Cincinnati and Toledo. Even though the two projects were begun almost simultaneously the Ohio and Erie progressed at a much faster pace than its western sister. Numerous obstacles were faced on the Miami and Erie such as that section of the canal to merit landmark status, the "Deep Cut," located just below Spencerville, Ohio.

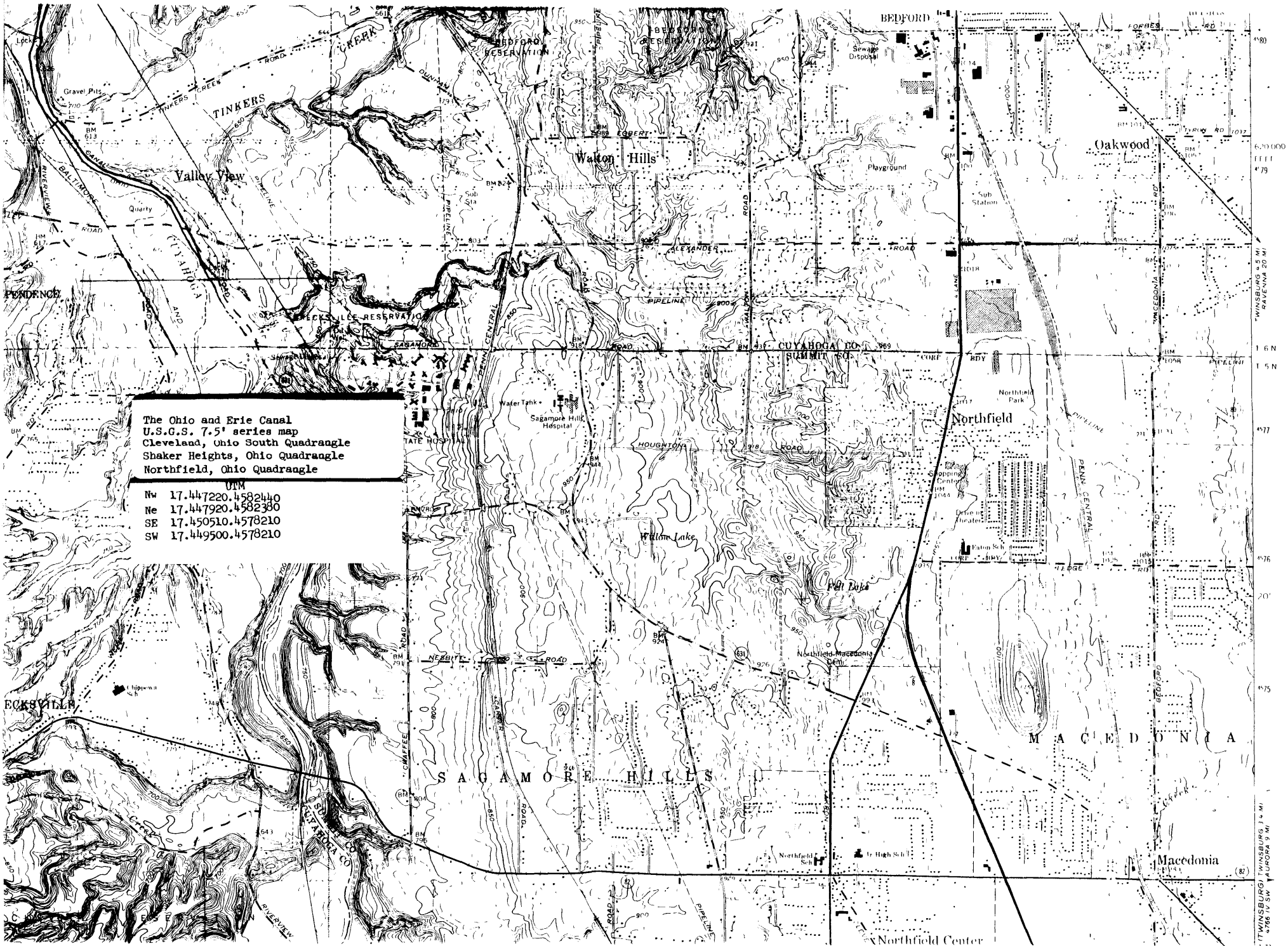
The Ohio and Erie Canal was completed about twelve years before the Miami and Erie. On July 4, 1825, Governor De Witt Clinton, of New York, who had zealously promoted the construction of the Erie Canal, turned the first earth for the Ohio and Erie. Work began near Lake Erie, and by December 1825, between 1,500 and 2,000 men were working on the section between Cleveland and Akron. Two years after Clinton had lifted the first dirt, this section had been completed. It was about 37 miles long, and included 41 locks and three aqueducts.

While canal boats used this completed section, laborers continued to push the waterway southward. By 1833, the Ohio and Erie had reached its southern terminus, Portsmouth on the Ohio River. The canal was 308 miles long, had 146 locks and 14 aqueducts, and cost \$7,904,971.

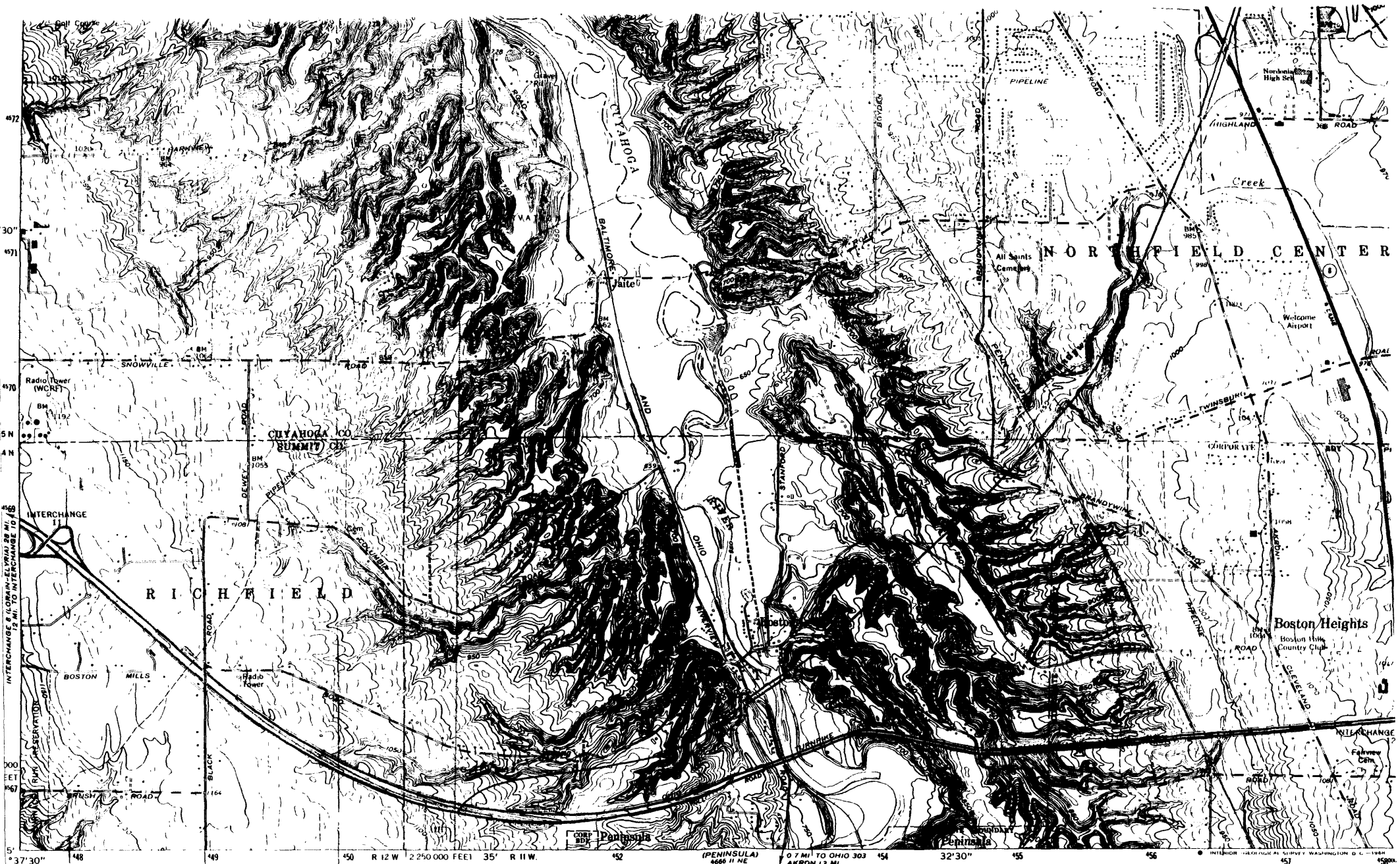
The Ohio and Erie and the Miami and Erie Canals served as the State's primary means of commercial transportation until the construction of a network of railroads. The peak year for both canals occurred in 1851, when the eastern one collected \$432,711 in tolls and the western, \$351,897. Heavy traffic continued on the canals until about 1857, but by 1861 railroad completion had greatly reduced their use. In that year, moreover, Ohio leased both canals, another indication that their most useful days had come to an end. The waterways remained used until the twentieth century, but with far less significance to the State's economy.

The Ohio and Erie Canal  
U.S.G.S. 7.5' series map  
Cleveland, Ohio South Quadrangle  
Shaker Heights, Ohio Quadrangle  
Northfield, Ohio Quadrangle

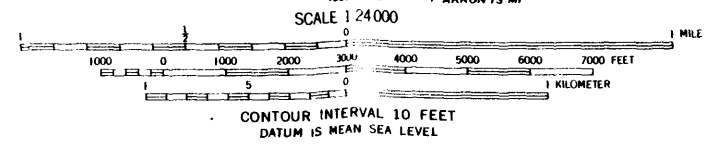
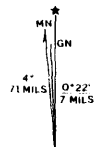
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Ne 17.447920.4582300  
SE 17.450510.4578210  
SW 17.449500.4578210



TWINSBURG TWINSBURG 74 MI  
4786 14 SW 4 UOPRA 9 MI



Mapped, edited, and published by the Geological Survey  
 Revised in cooperation with State of Ohio agencies  
 Control by USGS, USC&GS, and Cleveland Regional Geodetic Survey  
 Topography by photogrammetric methods from aerial photographs  
 taken 1949, and by Cleveland Regional Geodetic Survey. Field checked 1953  
 Revised from aerial photographs taken 1962. Field checked 1963  
 Polyconic projection. 1927 North American datum  
 10,000 foot grid based on Ohio coordinate system, north zone  
 1000-meter Universal Transverse Mercator grid ticks.



ROAD CLASSIFICATION  
 Heavy duty ——— Light duty - - - - -  
 Medium duty ——— Unimproved dirt - - - - -  
 ( ) Interstate Route ( ) State Route

