

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Ohio & Erie Canal Southern Descent Historic District (Discontiguous)

Other names/site number: N/A

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Multiple (see section 7)

City or town: Ashville, Baltimore, Circleville, Groveport, Lockbourne, Rushtown, West Portsmouth State: Ohio County: Fairfield, Franklin, Pickaway, Scioto

Not For Publication: n/a Vicinity: n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

Barbara Powers DSHPO for Inventory & Registration January 31, 2019

Signature of certifying official>Title:

Date

State Historic Preservation Office, Ohio History Connection

State or Federal agency/bureau or Tribal Government

Ohio & Erie Canal Southern Descent Historic
District

Fairfield, Franklin,
Pickaway & Scioto, Ohio
County and State

Name of Property

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

Category of Property

(Check only **one** box.)

Building(s)

District

Site

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Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>13</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>14</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register none

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/Water Related

Current Functions

(Enter categories from instructions.)

Vacant/Not in Use

7. Description

Architectural Classification

(Enter categories from instructions.)

Other:

Canal locks, inlet, piers, abutment and prism

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Materials: (enter categories from instructions.)

Principal exterior materials of the property: stone

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

This discontiguous historic district covers a distance of approximately 100 miles of the Ohio and Erie Canal, within which are fourteen discrete features in Fairfield, Franklin, Pickaway, and Scioto counties. They include ten lift locks, one guard lock, an aqueduct abutment and piers, a feeder inlet, and a section of watered canal prism; there are no non-contributing resources. All are in their original locations; the locks, aqueduct abutment, and feeder inlet are almost entirely intact and were built of dry-laid sandstone. Some iron hardware survives, as does a significant length of watered canal prism. The locks are between 110 and 120 feet in length, and the aqueduct abutment once supported a wood trough approximately 430 feet long. The feeder inlet's walls are approximately twelve feet high and 23 feet apart. The watered prism is just over two-and-quarter miles long. Several features display distinctive examples of workmanship, and all are in rural settings. Some are in open settings in public parks, while others are surrounded by trees and brush. Although all these features have endured more than a century of disuse, along with some deterioration and vandalism, some have been carefully restored or stabilized, and all retain a sufficient level of all seven aspects of integrity to communicate their significance as part of Ohio's first cross-state bulk transport system, and to illustrate the engineering and construction expertise that enabled the O&E Canal to operate for more than eight decades.

Narrative Description

Overview

The Ohio and Erie (O&E) Canal was completed in stages between 1827 and 1832. Connecting the Lake Erie port of Cleveland in Cuyahoga County with the Ohio River port of Portsmouth in Scioto County, the canal followed a sinuous 308-mile route laid out, as was the case with any canal, to minimize the effects of topography, maximize the availability of water supply, and, not least, respond to political and economic pressures regarding which communities would be located on it.

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Also known as simply the Ohio Canal, this waterway touched thirteen Ohio counties, serving many smaller communities and the cities of Cleveland, Akron, Massillon, Coshocton, Newark, Chillicothe, and Portsmouth. (**Figure #1**) Five branch canals connected with the Ohio and Erie: the Pennsylvania and Ohio and the Sandy and Beaver, both of which ran eastward to connect with the Pennsylvania canal system; the Muskingum Improvement (NR 07000025) and the Hocking, both of which ran into southeastern Ohio (the Muskingum, a canalization of the river of that name, is still in operation); and the Walhonding, a short canal that ran northwest toward the center of the state. In addition, a twelve-mile navigable branch, the Columbus Feeder, served the state capital and was an important source of water for the main canal.¹

The Erie Canal, built between 1817 and 1825 by the State of New York, inspired other would-be canal states to get going on “The Work of the Age.” Ohio took that challenge, launching the O&E with a ground-breaking ceremony on July 4 (a popular date for initiating important projects), 1825. Governor DeWitt Clinton of New York, “father” of the Erie Canal, was in attendance; the location was at Lock 1 on the north end of the Licking Summit (NR #73001493, 5/24/73), the site today identified by part of the lock wall and some historical markers along State Route 79 in the community of Heath. The canal actually was built from north to south, with the Cleveland-Akron section completed in 1827; Akron-Massillon in 1828; Massillon-Dover in 1829; Dover-Newark in 1830; Newark-Chillicothe in 1831; and Chillicothe-Portsmouth in 1832. The O&E’s 146 locks overcame a total of 1,206 feet of rise and fall. In addition, the canal had 56 guard locks, 14 aqueducts, 153 stone culverts, 50 wood culverts, six feeder dams, eight dams to cross streams, and 12 toll collectors’ offices.² The canal had several levels, the longest measuring 17 miles. It was a “summit” canal that drew its water primarily from areas at the highest elevations on the route. There were two summits, the Portage at Akron in Summit County and the Licking near Newark in Licking County. Reservoirs today known as the Portage Lakes and Buckeye Lake, respectively, were primary water sources, supplemented at lower elevations by the several feeders.

Ohio and Erie Canal Southern Descent

The nominated canal segment extends approximately 100 miles through the counties of Fairfield, Franklin, Pickaway, Ross, Pike, and Scioto. It is a portion of the O&E known as the Southern Descent – the southern third of the canal that ran steadily “downhill” from the Licking Summit to the Ohio River. The discontiguous features included in the district are located in or close to both incorporated and unincorporated cities and villages. In order from the north end of the district, they include Baltimore in Fairfield County; Groveport and Lockbourne in Franklin County; Millport/Ashville and Circleville in Pickaway County; and Rushtown and Union Mills/West Portsmouth in Scioto County. The series of locks at Lockville in Fairfield County are already listed in the National Register (#74001480, 9/10/74).

¹ Richard Sisson, Christian Zacher, and Andrew Cayton, eds., “Ohio Canals,” *The American Midwest* (Bloomington: Indiana University Press, 2007), 1380.

² Information from historical markers at Licking Summit, Heath, Licking County; and West Portsmouth, Scioto County.

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This nomination includes fourteen canal features: ten navigation locks, one guard lock, an aqueduct abutment and piers, walls of a feeder inlet, and a section of watered canal prism. It does not include all surviving features in the six counties none, for example, has been included from Ross or Pike counties, because all those features either have been destroyed or have an extremely low level of integrity. However, the discontiguous nature of the nomination will permit future amendments to add features as research and field work identify, document them, and assess their historic integrity.

Most of the nominated canal segment is along or close to the Scioto River, one of Ohio's longest and the valley of which, in this part of Ohio, is generally wide, flat, and gently sloping to the south until it joins the Ohio River west of Portsmouth. The canal entered the Scioto Valley from the east just after leaving the village of Lockbourne (the junction with the Columbus Feeder) in far southern Franklin County. The canal stayed on the river's east side until it crossed to the west at Circleville on an aqueduct just over 430 feet long. From this point to the Portsmouth area the canal ran along the west side of the river. On the Southern Descent, 55 locks lowered the canal just over 400 feet from the Licking Summit to the Ohio River.

The features documented in this nomination include nearly all the engineering components essential to a canal, and a study of them can lead to a comprehensive understanding of the engineering design, construction, and operation of a typical 19th century American canal. The features are described below in order from north to south; a review of the following definitions may be helpful.

Canal Terminology

Aqueduct: A specialized type of bridge that carried a canal over an obstruction such as a creek, river, or deep valley. Usually carried on stone abutments and piers, the aqueduct typically had a wood plank-lined trunk or trough with a braced-frame exterior supporting structure. Water in the trunk typically did not exceed the canal's minimum four-foot depth, in order to limit the load on the structure.

Balance Beam: A wood beam atop each lock gate, used to open the gate manually; mounted at an angle so the portion closest to the heel post was about waist height, to facilitate moving the gate.

Breast Wall: A masonry wall between the ends of the lock walls at the upstream end of the lock. The breast wall's height was about equal to the lift of the lock, with the wall's top at the level of the bottom of the upstream canal prism. With the lock filled, boats passed over the breast wall into the lock chamber before being lowered to the next level.

Capstones/Coping: The top stones along the sides and ends of a lock, usually wider than the stones below them to provide a walking surface for canal boat crews and others.

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Chamber: The portion of a lock between the gates, within which the water level changed between adjacent higher and lower canal levels.

Change Bridge: A bridge over a canal that permitted the horse or mule team pulling a boat to stay on the towpath when it changed from one side of the canal to the other.

Cramp: A piece of staple- or U-shaped iron, about a foot long with “legs” about six inches long, inserted into holes in adjacent coping stones to hold them in place.

Culvert: A stone or wood structure designed to carry a creek or stream beneath the canal prism. (No example is included in this nomination.)

Feeder: An additional canal, sometimes navigable, that drew water from a river, creek, or reservoir to supply water to the main canal.

Gates: Paired wood doors, pivoted at the downstream end of pockets or gate recesses in the walls of a lock; their ends met at a mitre to form a seal against water either on the upstream side of the lock or as the water rose in the chamber.

Goose Neck: The assembly that held a lock gate’s heel post in place in the pocket of a lock. Included were curved iron bars set into recesses carved into the capstone, an iron strap encircling the heel post; and an iron key connecting the strap to the iron bars. Those bars were held in the carved recesses by nut-and-bolt assemblies in which the bolts were set in holes drilled in the capstone.

Guard Lock: A specialized lock located at the point where a river, creek, feeder, or slackwater pool admitted water into the canal prism. Its purpose was to prevent floodwaters from inundating the canal. Some guard locks had a single set of mitered gates that worked the same way as the gates of lift locks; and others had two such gates.

Heel Post: The portion of the lock gate held in place at the top by the goose neck and at the bottom by a projecting lug; the heel post was at the pivot point, set in the downstream corner of the pocket. This formed the “hinge” that permitted the gate to open and close.

Level: A length of canal in which the elevation did not change; as a result there were no locks on a level, enabling boats on a long level to move steadily at the four-mile-per-hour maximum speed. The longest level on the Southern Descent was 17 miles, located between Circleville and Chillicothe.

Lift Lock/Navigation Lock: A structure of stone or wood designed to allow the raising or lowering of canal boats between higher and lower levels of the canal. On the O&E Canal, locks were built of sandstone, and the chamber in which water could rise or fall varied in size but typically was about 15 by 90 feet.

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Mitre Sill/Lock Sill: A triangular or V-shaped wood or stone projection a foot or more in height, located on a lock's floor at its downstream end. The lower/downstream lock gates rested against the sill when the lock was filled, helping to form a tight seal against leaking water.

Pocket/Gate Recess: An inset in the wall of a lock into which a lock gate fit when fully opened; this protected the gate against damage from passing boats. Some locks lacked the quoin (see below) at the upstream end of the upstream pocket.

Prism: The ditch or channel of the canal. Standard minimum widths for the Ohio canals were 26 feet at the bottom of the prism and 40 feet at the top, with a minimum depth of four feet. Any of these might be exceeded at various points such as basins or wide spots along hillsides. A lining, typically of clay, served as waterproofing to keep water from leaking out.

Quoin: The “short” face of the pocket or gate recess in the lock wall. The upstream one, if the lock had it, was a “square” quoin, while the downstream one could be either “square” or “hollow.” The latter had a curved surface that allowed a round heel post to fit snugly into the quoin.

Regulating Channel: A portion of the canal that bypassed a lock on the side opposite the towpath; it ended at the tumble, the “waterfall” that determined the level of water in both the regulating channel and in the lock when it was filled with water.

Slackwater Pool: A body of relatively calm water in the area upstream of a dam. Sometimes used instead of an aqueduct to permit boats to cross a creek or river; a bridge or a floating towpath accommodated the tow animals and their driver.

Sluice/Wicket Valve: A wood or metal panel set in an opening near the bottom of each half of a lock gate. Iron rods attached to the valves extended up through holes in the timber gate frames and ended in levers above the balance beams that enabled turning of the valves to admit water to an empty lock chamber or drain water from a full one.

Station Number: A linear distance measurement system used in engineering, surveying, and other fields; it expresses distances in the number of feet from a starting point designated as “Station 0+00.” A point 1,146 feet from the starting point, for example, would be noted as “Station 11+46.”

Towpath: The “roadway” along one side of a canal, typically only wide enough for draft animals (usually horses or mules) to walk single file. Elevation of the towpath was a minimum of two feet above the level of the water. Change bridges permitted moving the towpath from one side of the canal to the other. A wood towpath ran along one side of an aqueduct, while slackwater pools could be crossed by a bridge or, more rarely, a floating towpath.

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Tumble/Spillway: The “waterfall” located parallel to or perpendicular to a lock chamber, usually adjacent to the downstream end of the lock. The level of the lip of the tumble determined the level of water in the regulating channel and in a filled lock.

Watered: A reference to a section of canal still containing water. The depth and width of the canal may not necessarily be as originally built, but the appearance of a watered section typically is close enough to the original that one viewing it can understand how the canal looked historically.

Weir: An outlet at the side of the canal that drained away excess water in order to keep the water at a desired level and avoid washing over the berms within which the canal was confined. (No example is included in this nomination.)³

Lock Construction and Operation

The lift locks were the most numerous and among the most complicated of the O&E Canal’s features. Their function was to raise and lower boats to compensate for changes in grade of the adjacent ground level, and their basic principles had been worked out in Europe and Britain by the early 18th century. Locks on all the Ohio canals were similar in design but varied somewhat in details and dimensions. Each lock was constructed on a foundation of closely-spaced heavy squared timbers between which clay puddling was placed. The timbers were perpendicular to the axis of the lock and then floored with heavy wood planks. This provided a solid foundation upon which the lock walls and associated features such as the tumble were built. The internal portions of the walls typically were built of large stone rubble, while the visible exterior stone was always dressed and finished, often with hammered margins or beveled top edges. The dry-laid finish stones were carefully dressed to seal out water as much as possible; the wood lock floor and the supporting timbers were intended to remain constantly wet to avoid dry rot; but the puddling helped to avoid too much water loss through the floor. Dimensions varied, but typical lock chamber measurements were not less than about 15 by 90 feet. (**Figure #2**)

Lock operation was entirely by gravity and human effort. A boat traveling upstream – seeking to be raised in a lock – would be admitted through the lower gate with the lock chamber empty – that is, at the lower level of the canal. The locktender or a boat crew member would push on the balance beams to open both halves of the gate and then close them after the boat was secured in the chamber. At the upper gate, against which the water in the upper level of the canal was pushing, the wicket valve handles would be turned to open them and admit water to the chamber (the water moved only by gravity and was not pumped). When the chamber was full, the pressure against the gate was relieved and it could be opened to permit the boat to proceed. The opposite procedure was followed for boats headed downstream. Canal rules provided that the boat arriving first at a lock was first to be locked through, even if the chamber was empty and had to be filled to accommodate that boat.

³ Information drawn in part from Joseph T. Hannibal, *Geology Along the Towpath: Stones of the Ohio & Erie and Miami & Erie Canals* (Cleveland: The Cleveland Museum of Natural History, n.d.), n.p.

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Description of Features

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Feature #1

Name: Lock 8, Bibler's Lock

Location: Southeast of Village of Baltimore water plant, off Basil Western Road, Baltimore vicinity, Liberty Township, Fairfield County, OH 43105.

Setting: Wooded rural area, with a sloping hill on the north. Although trees are growing close to the sides of the lock, the area around it for several yards has been cleared of brush and undergrowth (**Photo 1**).

Condition: Fair; some erosion and displacement of wall stones; some missing coping; partial collapse in middle of south wall. Tumble is visible but most of its stones have been displaced and some are missing. Curved stone walls at lower end of the lock show early signs of foundation failure.

Description: Named for an adjacent 19th century landowner, Lock 8 (**Figure #3**) was built about 1831 and has a northeast-to-southwest orientation, with the downstream direction to the southwest. The lock has been filled in or silted up to about three feet below the coping (**Photos 2, 3**) but the local topography suggests that the lift here was in the eight- to nine-foot range typical of most locks on this part of the canal. Several staple-shaped iron cramps, each nearly a foot long, remain in place where they were driven into coping stones to hold them together. The tumble, which was a continuation of the lock's stonework, is unusual in being parallel rather than perpendicular to the flow of the canal (**Photo 4**). The lock has distinctive curved walls at its lower end (**Photo 5**), and there is evidence of similar stonework at the upper end, though several stones are missing. The curved channels in the coping stones, into which were set the iron bars that were part of the goose neck, are clearly visible, although none of the bars remain in place. Several threaded bolts, still firmly embedded in the coping, remain in these channels (**Photo 6**); the bars were each held in place by four bolts. There is some water flow through the lock; this fact and the depth of the infill appears to provide adequate moisture to avoid major deterioration of the wood timber foundation. (**Figure #4**) The lock is in the watershed of Little Walnut Creek, a tributary of the Scioto River.

Feature #2

Name: Lock 22

Location: Blacklick Park, east end of Blacklick Street, Groveport, Franklin County, OH 43125.

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Setting: Grassy lawn around lock; easy foot access to rural parkland surrounded by woods (**Photo 7**); overhead power line; walking path about 50 feet to the north on a former interurban right-of-way and about 200 feet to the north is a lightly-used freight railroad track.

Condition: Good except for lower/downstream end, where tumble has partially collapsed and some stones are missing from end walls.

Description: Lock 22, also located in the Little Walnut Creek watershed, dates from 1831 and is of sandstone construction typical of O&E Canal locks. Its orientation is east-west, with the upstream end on the east and the towpath along the south side of the lock. Overall length of the lock is 117 feet, with a chamber width of 16 feet and a length of approximately 90 feet. The lift was ten feet.⁴ The chamber walls are straight, with some deterioration of individual stones, and some coping stones are missing (**Photos 8, 9**). No wood elements from the gates survive. The curved capstone insets for the iron bars of the goose neck are clearly visible, but none of the bars remain in place (**Photo 10**). At the upper gate the outer (non-hinged) ends of each gate leaf was exposed and not protected by the inset of the pocket; this same condition occurs at other nominated locks. The lock is well cared for and has been partially filled with gravel; this enables visitors to walk through the lock and permits water to percolate down to protect the wood foundation. Water flow over the tumble was parallel to the chamber; the tumble is deteriorated (**Photo 11**). While the canal prism has been largely filled, the change in elevation between the upper and lower ends of the lock is apparent. (**Figure #5**)

Feature #3

Name: Lock 26

Location: West side of Canal Road, Hamilton Township, Franklin County, approximately 0.7 mile northeast of the village of Lockbourne.

Setting: Approximately 25 feet west of the pavement of Canal Road; grassy lawn around and in lock; dense brush and railroad track immediately west of lock; overhead power lines along Canal Road.

Condition: Good.

Description: Locks 23 through 30 were built to lower the O&E Canal to the level of Big Walnut Creek; this enabled the Columbus Feeder to join the main canal on the west side of the village of Lockbourne in far southern Franklin County. Locks 23 through 27 were on a straight alignment, a little to the east of a north-south orientation, northeast of the village. Locks 28, 29, and 30 were on an east-west orientation across the north side of the village. Today only locks 26 and 27 remain northeast of the village, while locks 29 and 30 remain in the village.

⁴ Information drawn from historical marker adjacent to Lock 22.

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Locks 26 and 27 were constructed between 1829 and 1831. They are approximately 2,300 feet apart; the canal's flow was downstream from Lock 26 to Lock 27. The towpath was along the east side of the canal. Lock 26 is well preserved; the walls of the chamber are plumb, with only a few missing stones (**Photos 12, 13, 14, 15**). Several iron cramps remain in place on the coping stones (**Photo 16**), although some of those stones have shifted or are missing where the cramps have been removed. All of the coping stones have a beveled edge, an example of variations often found along the canal as the result of different contractors building the various sections of the canal. The iron bars of the goose necks are missing, but some of their retaining bolts are in place in the carved channels. One bolt in particular is in its original lead setting; this was a common treatment that relieved the pressure resulting from the bolt's rusting over time; the soft lead avoided cracking of the stone that would otherwise result from the pressure. The chamber has been partially filled; about seven feet of the lock wall is visible. The tumble is parallel to the lower end of the lock and is largely intact with only a few stones missing (**Photo 17**). At the lower end, young trees are growing between coping stones and close to the lock walls and the tumble.

Feature #4

Name: Lock 27

Location: West side of Canal Road, Hamilton Township, Franklin County, approximately 0.25 mile northeast of the village of Lockbourne.

Setting: Approximately 35 feet west of the pavement of Canal Road; grassy lawn on east side of lock small stream flowing through lock; dense brush and railroad track immediately west of lock; overhead power lines along Canal Road, with one pole set just off east side of lock near its lower/downstream end (**Photos 18, 19**).

Condition: Good.

Description: The canal prism between locks 26 and 27 is visible and is partially watered at Lock 27; the prism between locks 26 and 27, which totals just under a half-mile in length, is included in the nomination. Lock 27 is about 120 feet long and 16 feet wide, with a chamber of about 90 feet. The chamber walls are plumb, and nearly all of the coping stones are in place (**Photos 20, 21**). Lock 27 is similar to Lock 26, except that its upper gates' mitre ends lack the protection of a full recess in the lock wall (**Photo 22**) – in contrast, for example, to the design of Lock 22. On the west wall, vegetation growth is beginning to displace some of the coping. There is no evidence of iron cramps having been used on the coping. The tumble is largely obscured by heavy brush but appears to be intact. The iron bars of the goose necks are missing, but the stub ends of several of the retaining bolts remain in place. The coping stones have a rounded edge rather than the beveled seen at Lock 26, and the curved insets for the iron bars at the gates are visible (**Photo 23**).

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Name: Lock 29

Location: Along the north edge of the village of Lockbourne, Hamilton Township, Franklin County, OH 43137.

Setting: Brushy, overgrown area with large trees near downstream end of lock (**Photo 24**).

Condition: Good/Fair.

Description: A little below Lock 27, the canal made a sharp turn to the southwest to enter the northeast corner of the village of Lockbourne. Lock 28 was immediately after this turn but was destroyed during construction of a railroad embankment around 1930. Lock 29, completed in 1831 along with Lock 30, is about 400 feet west of the former location of Lock 28.

Because it was the junction point of the navigable Columbus Feeder with the O&E Canal, Lockbourne was busy in the middle of the 19th century. The village was on a bluff, with the canal below it on the north and the towpath along the south side of the canal. Beyond the canal was Big Walnut Creek, known in the mid-19th century as the Gahanna River. The canal ran northeast to southwest and had two basins where boats could dock. The North Basin was between locks 28 and 29. It was in the form of a large rectangle, with a distillery, a corn crib, a grocery, a warehouse, and other commercial activities extending from east of Lock 29 to west of the North Basin.⁵ Because of railroad embankment construction and other ground disruption in the area, none of this remains in place except the lock itself. Lock 30 and the West Basin are described below.

Lock 29 has experienced some deterioration but is largely intact. The chamber is roughly half-filled with infill or silt (**Photos 25, 26, 27**). The lock was about 110 feet long, with a chamber between 15 and 16 feet wide and about 90 feet long; the chamber walls are plumb but discolored from a growth of lichen. Some coping stones have been dislodged or are missing, but most remain in place; tree growth had lifted several stones out of place in the north wall near the lower gate, but the tree itself has been removed (**Photo 28**). Cramps appear not to have been used in the coping stones, and all other iron elements have been removed. The tumble on the north side appears intact but is hard to see due to underbrush growth (**Photo 29**). In addition, a large tree stump projects from the downstream lock wall between the chamber and the tumble. It has dislodged some of the stones in the wall and may have caused loss of one stone next to the tumble (**Photo 30**).

Feature #6

Name: Lock 30

⁵ _____, *Ohio and Erie Canal (Lockbourne to Lockville) and the Columbus Feeder*. (The Canal Society of Ohio, 2017), 22.

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Location: North edge of the village of Lockbourne, Hamilton Township, Franklin County, at intersection of Denny and Canal streets.

Setting: Grassy lawn area in a public park. Brushy wooded area to north, rise of ground on south, with homes and businesses of Lockbourne on top of rise.

Condition: Good/Fair.

Description: Completed in 1831, Lock 30 was along the hypotenuse of a flat area of land shaped like a right triangle. This parcel was bounded by the canal on the north and by two linked side channels called the West Basin. Denny Street descended the hill from the south to cross the south leg of the basin and thereby connect the village and the canal. The basin consisted of the flat land bounded by the canal and the two channels (today almost entirely filled in) and provided a large dock area for shipping activities and was also the location of the locktender's house and a hominy mill.⁶ No evidence of these facilities is visible, and the land once bounded by the canal and basin is now a public park. Many boats simply passed through Lockbourne without receiving or delivering cargo, but there also was local traffic – goods coming into or being shipped from Lockbourne – and cargoes being transferred to or from boats on the Columbus Feeder. The towpath was along the south/east side of the canal and crossed the basin's east leg on a bridge; it then crossed the change bridge just below Lock 30 to the north/west side, as noted below in the description of Feature #7.

Lock 30 is in a condition similar to that of Lock 29 but with less lichen growth. Its chamber is about half-filled with infill or silt and has dimensions similar to those of Lock 29 (**Photos 31, 32**). Coping stones are almost all in place and appear never to have had cramps, but some on the north wall have been lifted out of alignment by tree growth (**Photos 31, 33**). The upstream gate is in a partial pocket, as at Lock 27 (**Photo 34**). The tumble is intact on the north side at the downstream end of the lock and has an unusual setback from the lower lock face. Perpendicular to it is a stone abutment from the change bridge that crossed the lock (**Photo 35**). All iron components of the lock have been removed.

Feature #7

Name: Big Walnut Creek Guard Lock, Columbus Feeder

Location: Just north of Rowe Road, Lockbourne, Hamilton Township, Franklin County, about 100 feet east of east bank of Big Walnut Creek.

Setting: Wooded area, set back from east bank of creek; historic mapping shows this lock on the east bank, but changes in the creek's course have moved and narrowed it. Surrounding land subject to periodic flooding.

⁶ Ibid., 22.

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Condition: Western/upstream portion: good; eastern/downstream portion: poor.

Description: The Columbus Feeder Canal was begun in Columbus in 1827 and opened in the fall of 1831; it carried boats until 1904.⁷ It was navigable and permitted both Scioto River and Big Walnut Creek water to enter the main canal at Lockbourne. The feeder entered the O&E about 400 feet downstream from Lock 30. Because the feeder had to cross Big Walnut Creek in order to reach the main canal, several structures were necessary. On the west side of the creek was Lock 2 of the feeder; it and Lock 1 about eight miles to the north were necessary to overcome the 14-foot difference in elevation between the Scioto River at Columbus and the O&E at Lockbourne. In order to create a slackwater pool at the same elevation as the lower end of Lock 2 (which also was the elevation of the main canal), a dam known as the State Dam was built some distance below the point where the feeder joined the creek. To enable tow animals to cross the creek, either a floating towpath or a bridge was built on the upstream side of the crossing (historians today disagree on what this structure was, and there are no remains that could provide an answer). On the east side of the creek this guard lock prevented floods in the creek from backing up into the canal. Between the guard lock and the main canal there was a footbridge over the feeder. If a boat was turning right/south into the main canal, the footbridge enabled the team and its driver to cross the feeder and stay on the towpath along the west side of the main canal. If a boat was turning east/north up the main canal the towpath led to the change bridge located just below Lock 30.⁸ (**Figure #6**)

The guard lock was constructed of sandstone in much the same way as the navigation locks. However, rather than a continuous structure with upper and lower gates, it was built in two parts about 20 feet long and 60 feet apart, each of which contained a single solid gate (with no wicket valves) that was left open during normal operation but could be closed to block floodwaters from entering the canal; twin earth berms formed the prism between the two. The western (upstream/upper) portion of the lock is well preserved, with nearly all of its stones in place (**Photos 36, 37, 38, 39**). The coping stones have beveled edges, a detail the eastern (downstream/lower) portion lacks (**Photo 40**). Neither portion appears to have had iron cramps in the coping stones, and no other iron elements remain in place. The wood plank floor of the western portion is partially exposed. It provides visual information about how locks were constructed and was well-moistened when examined, but it could be in danger of drying out and allowing rotting of the foundation to begin. The eastern (downstream/lower) portion of the lock is in poor condition (**Photo 41**); most of its north wall is intact (**Photo 42**), but about half of the south wall has collapsed (**Photo 43**). A narrow section of the unwatered prism is visible east of the lower portion of the guard lock (**Photo 44**).

Feature #8

Name: Lock 2, Columbus Feeder

⁷ Information drawn from historical marker adjacent to Lock 30 in Lockbourne.

⁸ David A. Meyer, *Life Along the Ohio Canal in the Scioto Valley* (Canal Winchester, Ohio: Canal Winchester Area Historical Society, 2007), 2-2.

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Location: Just north of Rowe Road, Hamilton Township, Franklin County, about 80 feet west of west bank of Big Walnut Creek, Lockbourne vicinity.

Setting: Wooded area on west bank of creek, less subject to periodic flooding than east bank due to higher elevation of bank.

Condition: Fair.

Description: Lock 2 of the Columbus Feeder is an anomaly as a navigation lock. Its masonry is of standard construction seen elsewhere, and its width and length are typical of the O&E's locks. However, the lock walls between the gates – the walls of the chamber – were not built of stone. Instead there are mounded earth berms to either side forming a prism (**Photos 45, 46**) and making Lock 2 essentially a duplicate of the guard lock across Big Walnut Creek, despite the different functions of the two. Lock 2 was one of several of this type on the canal system but operated just as the all-stone locks did.⁹ The masonry of both parts of the lock is in fair condition, with some dislocation of stones but with walls and coping stones largely in place. Some stones show erosion and delamination that can occur in sandstone over long periods of time (**Photos 47, 48, 49**). On the coping stones at the heel post locations the curved channels that held the iron bars of the goose neck are visible, but no bars or retaining bolts survive. The gates had unprotected mitre ends, a condition seen in some of the locks already discussed.

Feature #9

Name: Lock 31

Location: South of farmhouse on the Terry Reed Farm, 2477 State Route 316, Ashville vicinity, Harrison Township, Pickaway County, OH.

Setting: Low, damp wooded area approximately 125 yards south of farmhouse.

Condition: Good/Fair.

Description: Lock 31, which was completed in 1831, was about a half-mile south of a small unincorporated village called Millport that today consists of a church and a few houses. The lock was on a northwest-southeast alignment and had an adjacent triangular basin with the apex about 165 feet north of the lock; the towpath was along the south/west side of the lock, which was of typical dimensions: about 120 feet long, with a 15-foot by roughly 90-foot chamber. The lift was around eight feet (**Photos 50, 51**), sufficient head to power the adjacent Foresman's Mill, the millrace for which drew water from the basin; the mill was just northeast of the lock's tumble.¹⁰ Today there are no visible remains of the basin, millrace, or the mill.

⁹ Telephone interview with David A. Meyer, canal historian, June 16, 2018.

¹⁰ _____ . *Ohio & Erie Canal Millport to Chillicothe* (Canal Society of Ohio, 1987), 2-5.

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Lock 31 is unusual because it has only a small amount of earth or silt infill. As a result, the breast wall at the upstream end of the lock is visible and is in good condition (**Photos 52, 53, 54**). The chamber walls are somewhat out of plumb, suggesting a foundation problem, but they are in good condition, with only a few wall and coping stones missing. The coping stones in the breast wall and on the lock walls have beveled edges. The tumble, which is on the north/east side of the lock, is intact as well, but at that location and elsewhere there has been some erosion of individual sandstone blocks (**Photo 55**). The low, swampy setting of the lock appears to result in water collecting in the chamber, which should slow deterioration of the foundation.

Lock 31 has one additional feature not found on any of the other locks discussed in this nomination: at the upstream gate pocket on the north/east side of the lock, one of the curved iron bars that supported the gate remains in place, including three sets of the nuts and bolts securing the bar to the slot cut into the coping stone (**Photo 56**). The curved iron bar, hand-forged, is in the shape of an L, with a rectangular hole in the vertical part through which an iron strap was wrapped around the gate heel post and then threaded through the hole in the other curved iron bar. That strap was held in place by metal “keys.” This component of Lock 31 provides a clear picture of the construction and operation of canal lock gates.

Feature #10

Name: Scioto River Aqueduct Abutment and Piers

Location: East and west banks of river and in riverbed, approximately 650 feet downstream from U.S. Route 22 highway bridge.

Setting: Riverbank subject to flooding; railroad embankment immediately east of east abutment in wooded area with heavy undergrowth.

Condition: Fair.

Description: This was the only crossing of the Scioto River on the O&E’s Southern Descent. It took just over three years, from July of 1828 to September of 1831, to build this structure. The remaining components of the aqueduct consist of the east abutment and the bases of the four piers, one on the current west riverbank and three visible in the river at low water stage.

Between its abutments the aqueduct had four piers and five spans. Span length varied between 81 and 89 feet, with a total length of about 430 feet. At the west end, lock 32 was integrated into the structure of the abutment, with the locktender’s house on the north side of the canal, as was the towpath. The trunk was of wood construction, a heavy arched timber truss system with planks lining the trough. (**Figures #7, 8**)

The east abutment is largely intact but has some deterioration (**Photos 57, 58, 59**). Both abutments were built right at the river’s edge and had curved wingwalls that in high water would tend to force the river’s flow toward its center and away from the abutments. Both wingwalls of

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the east abutment are in place, but some stones have been removed or have fallen away in two locations, revealing the rubble stone interior construction.

Based on the configuration of the trough's inset in the east abutment (**Photo 60**), the water in the trough was between four and five feet deep.¹¹ The exterior was sided, with continuous openings to admit light, and the structure had a gable roof. It was in fact a covered bridge that held water and carried canal boats. Its ends were finished in Greek Revival-inspired pediments and pilasters. After the canal closed the aqueduct survived for several years but succumbed to fire in 1915.

An unusual element of the east abutment is river stage measurement numbers cut into the coping stones of the north wingwall (**Photo 61**). When these were done is not known. The lowest number marks the nine-foot level, with three one-inch markings below it, placing the current lowest stone course at a stage of eight feet, nine inches. It is not known whether siltation may have covered up lower stage numbers. The highest mark is at 20 feet, a point that would have been at the underside of the aqueduct's trough.

Stones in the wingwalls are unusual in being rock-faced with hammered margins, and also in being cut to the radius of the wingwall's curve (**Photo 62**); this exemplifies the high level of craftsmanship that could sometimes be found in the canal's stone structures. For an unknown reason, the outer end of the north wingwall is faced with smooth stone. The copings of the wingwalls are stepped; the smooth-faced coping stones project about two inches out from the face stones below.

Today there is no sign of the west abutment, the lock or the locktender's house, significant ground disruption having occurred at that location. The flat base of the westernmost pier remains in place (**Photo 63**) but, because the river today is only about 360 feet wide (70 feet narrower than when the canal was operating), that structure is on the western bank and not in the river as it was originally. It sits a little above normal river level.

Feature #11

Name: Circleville Feeder Inlet

Location: West bank of Scioto River in Canal Park; park is on east side of Canal Road, approximately one-half mile south of U.S. Route 22; Circleville vicinity, Wayne Township, Pickaway County, OH.

Setting: Public park with interpretive signage, unpaved paths, parking lot, and pavilion. Low, grassy area between Canal Road and feeder inlet; inlet is set into a raised berm along the river's west bank.

Condition: Good.

¹¹ Information drawn from Ohio Department of Natural Resources canal plats at <http://realestate.ohiodnr.gov/canal-lands-program/canal-maps>.

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Description: The Circleville Feeder was non-navigable and drew water from the Scioto River. Locks 33 and 34 were just above the point where the feeder entered the canal. Their purpose, together with Lock 32 back at the downstream end of the Scioto River Aqueduct, was to lower the canal prism to the level of the river and the adjacent rural land. No sign of locks 33 and 34 remains visible.

The existing inlet dates from 1859 and was a replacement of on original wood structure. The 1859 inlet had two straight stone walls set 23 feet apart (**Photo 64**). The masonry work was similar to that of the various locks on the canal, consisting of dry-laid smooth-faced sandstone blocks with stepped stone copings (**Photos 65, 66**). A straight wingwall perpendicular to the inlet's walls extended downstream for 48 feet; the “state dam” (later removed at an unknown date) that diverted water into the feeder abutted this wingwall. There was no upstream wingwall. Notches in the inlet's copings held beams that would have been planked to create a bridge across the inlet (**Photo 67**), presumably to provide access to a mechanism controlling the flow of water into the feeder. The feeder turned south at the west end of the inlet and ran parallel to and about 200 feet east of the canal for about 1,000 feet; it then turned sharply to the right (west) to enter the canal.¹²

Today the inlet's walls and the downstream wingwall are intact. Coping stones were held in place by iron cramps in lead settings; several remain in place (**Photos 68, 69**). No evidence of wood beams or flooring remains, and the opening from the river was infilled with a thick concrete wall at an unknown date, preventing the river from entering the former feeder. The area between the feeder's walls is watered, possibly due to leakage through the concrete infill, but this also could be the result simply of collected rainwater. Construction of the concrete wall caused removal of any evidence of a control mechanism. The channel of the feeder has been altered by later ground disruption and is not clearly visible, although it can be discerned in satellite imagery. The canal prism in this area has been largely obliterated but becomes quite apparent at the point where the feeder entered it.

Feature #12

Name: Watered Prism

Location: Between O&E Canal Station 3397+50 and Station 3522+00 (2.36 miles), east side of Canal Road (County Road 100), Circleville vicinity to Westfall vicinity, Wayne Township, Pickaway County, OH. Starting point is at former Pennsylvania Railroad bridge site; end point is across from former Hoffman's Pond, at feature known locally as the “WPA Dam.”

Setting: Rural farm country along two-lane paved Canal Road; mature trees along both sides of canal, with grassy berm on west side and, in some locations, brush and undergrowth along east side; along other parts of east side are open farm fields.

¹² Ibid.

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Description: This watered section of the O&E Canal was placed in operation in 1831; it extends 2.36 miles, beginning at the point where the Circleville Feeder entered the canal and ending at a low dam locally called the "WPA Dam," a feature apparently built in the 1930s, long after the canal ceased operation and the reason for which currently is not known. This canal segment is not supplied by the feeder; a creek or run that drains nearby farm fields to the west crosses under Canal Road and empties into the canal a little below the junction with the feeder.

This segment of the O&E Canal has two curving sections just below the beginning point and then two long straight runs connected by a curve. In one location a conveyor belt of recent date, which serves a nearby gravel pit, crosses over the prism through a covered bridge-like structure (**Photo 70**). However, the rural setting and placid water strongly suggest how the canal looked when it was in operation (**Photo 71**). The depth along this segment is not known, but its width is approximately the same as the 40-foot historical minimum. In a few locations modern culverts have been laid in the canal and earth fill placed around them to enable vehicles to cross the canal into farm fields on the east side (**Photo 72**). In one area about 160 feet long and just below one of the culverts, the canal has silted up but still has water flowing through it (**Photos 73, 74**). Otherwise the prism is intact until it reaches the WPA Dam (**Photos 75, 76, 77**). Below that point the prism contains water but is heavily silted and does not retain the historical appearance of the stretch above that dam; milestone 241 (from Cleveland) is in this area, of which a photo is included (**Photo 78**) for informational purposes; it is not included in the nomination because of the low integrity level of the prism at this point.

Feature #13

Name: Lock 48

Location: East side of Ohio Route 104 0.2 mile north of intersection with McDermott-Pond Creek Road, Rushtown vicinity, Rush Township, Scioto County, OH.

Setting: Public park adjacent to east side of Ohio Route 104. Brush and undergrowth, large trees to north, south and east of lock. Paved sidewalk leading to public viewing area behind pipe railing; wood footbridge across chamber near upstream end of lock.

Condition: Good.

Description: Lock 48, placed in service late in 1832 along with Lock 50 and others downstream, was part of a series of locks that lowered the canal to the level of the Ohio and Scioto rivers at the city of Portsmouth. It was of standard construction, built of cut sandstone, about 120 feet in length and with a chamber 15 by about 90 feet. The water flow over the tumble ran parallel to and on the west side of the chamber (**Photo 79**). The lock walls are intact and have suffered very little deterioration. The walls are plumb, and the chamber is filled to a depth of three to four feet, with a flow of water through it (**Photos 80, 81**). The regulating channel has been mostly infilled,

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and the tumble is partially intact; several courses of stone have been removed from it such that its top stone course is lower than the adjacent downstream lock walls (**Photos 82, 83, 84**). The tumble has a feature not found at other locks included in this nomination: deep notches in the stones at either side of the tumble (**Photo 85**), which appear to have been used to slide in horizontal planks to vary the level of water used to power a mill that once stood just below the lock. Its headrace diverged from the upper end of the regulating channel. Today there is no visible evidence of the headrace or the mill.

Feature #14

Name: Lock 50, Union Mills

Location: East side of State Route 104, West Portsmouth, Scioto County, Ohio 45663

Setting: Closely bounded by the embankment of a four-lane highway on the east; and on the west by an earth embankment, a two-lane state highway, and various modern commercial land uses.

Condition: Fair/Poor.

Description: Lock 50 was at the upper/upstream end of a complex that included three locks, a mill, a basin, and a drydock, located seven miles below Rushtown in what today is the village of West Portsmouth. Locks 50, 51, and 52 were along an eastward curve of the canal; Union Mill, a grist mill, was on the west side of the canal between Locks 51 and 52; and the basin and drydock were just below the mill. Today's State Route 104 on the west side of the canal was then known as the Galena Pike and was flanked by a general store, a cooperage, a distillery, stables, a blacksmith shop, a post office, and the locktender's house. Of all these, only Lock 50, which began operation on December 1, 1832, survives (**Photo 86**); there is no evidence of any of the other canal features due to extensive highway embankment-building and roadside commercial development through this area.¹³ The chamber was approximately 15 by 90 feet, and the towpath was along the east side. Locks 50 and 51 did not have regulating channels and tumbles. Instead, a headrace paralleled these locks to provide water power to the grist mill. It had both a tumble or dam that controlled the water level and a tailrace that dropped the water to the next level of the canal after powering the mill's machinery. (**Figures #9, 10**)

The headrace has been covered by a later earth embankment and, as noted, there is no visible evidence of the mill or its tailrace, nor of any of the canal, basin, or drydock. Portions of Lock 50's walls have collapsed; however, all but one or two of the coping stones, which are curved at the downstream end, remain in place (**Photos 87, 88, 89**). Distinctive features of Lock 50 include hollow quoins in both pockets (**Photo 90**); curved coping stones at the downstream end of the lock; and, on the east/towpath side, numerous grooves in the coping caused by the repeated rubbing of towropes as boats passed through the lock (**Photo 91**). These simple marks are a

¹³ Information from historical marker adjacent to Lock 50.

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dramatic reminder of the slow but steady process by which the Ohio and Erie Canal transported the state's agricultural and industrial production to new and distant places.

Integrity

It is obvious, and not really surprising, that a century and more of disuse, abuse, and neglect have resulted in partial loss of and some damage to the fourteen features of the Ohio and Erie Canal documented in this nomination. Regardless of this fact, the features comprising the historic district retain historic integrity to communicate their significance 1) as components of Ohio's first statewide transportation network, an integrated system of canals that spurred major economic development in the early decades of Ohio statehood; and 2) as examples of the technology of Midwestern canal transportation – evidence of the skills of both those who engineered the canal and those who built it. These features are the physical components that enable us to understand how the canal was designed and built, and how it operated reliably and efficiently day after day and year after year.

The O&E Canal features' integrity of **location** is plainly apparent: none has been moved from its original site. Even in cases where, for example, a tumble or a lock wall has collapsed, a viewer still would be able to trace the precise original location and extent of each canal feature based on surviving materials still in their original places and in their original spatial relationships.

The fourteen features' integrity of **design** is equally apparent and equally high. Perishable lock elements such as the wood gates are long gone, and easily-removed elements such as the goose necks are almost entirely missing, but it is still possible to "read" a lock – the gate pockets, the channels and bolts for the curved iron bars – and understand the technology of gate and canal operation. Similarly, the wood trough of the aqueduct at Circleville is gone, but the inset in the east abutment into which the trough was set tells a viewer how large the trough was and how it was integrated with the abutment. The surviving locks' walls, their tumbles, the Scioto River Inlet, the watered prism below Circleville, and even the grooves cut into the coping at Lock 50 by the tow ropes all are evidence of the canal's original design and enable a viewer to understand its technology and operation.

The **settings** of most of the features remain rural, as they were originally. Even locks 29 and 30 at Lockbourne were outside the village proper. It certainly is true that considerable tree and brush growth over time have altered the settings of some features, but in no case has urban or even intensive rural development caused a major change in their integrity of setting. It can be argued that the four-lane highway parallel to Lock 50 represents a significant change, but even in this case the placement of the lock below two embankments provides some visual insulation from that and other later development.

The fourteen canal features have a high level of integrity of both **materials** and **workmanship**. As noted, wood elements (other than the foundation beams and floors) have not survived, and iron elements are almost entirely gone, but the heavy masonry units of which the locks, the aqueduct abutment, and the river inlet were constructed all are original. Some masonry has

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disappeared and some has fallen down, but the great majority of it remains in place and as built/repaired during the period of canal operation. In addition, the earth berms of the watered canal prism remain in place. Introduction of later materials has been minimal; the only significant instance is the concrete barrier in the river inlet below Circleville.

A high level of workmanship is apparent in all of the contributing features in the historic district. The tightness of the joints between the dry-laid stones of the locks and other structures indicates the particular care with which they were worked by the masons; the presence of details such as hammered margins and beveled edges indicates a high level of pride and skill on the part of the masons; and the curved stones of the Scioto River Aqueduct's wingwalls document the high level of skill that went into creating this structure. In addition, the surviving iron bar at Lock 31 exemplifies the level of work and skill that went into creating – by hand – these critical pieces of canal hardware.

The fourteen canal features' integrity of **feeling** is communicated by several of the factors discussed above: their rural locations; their largely intact condition; their physical form and materials; and the ability they give us to understand and envision how they worked in concert in a unique form of transportation technology. The placid character of the watered prism below Circleville, in particular, enables a viewer to imagine and understand the experience of canal travel. All of these factors strongly evoke a sense of the past that can be appreciated with few intrusions by elements of the present.

All of these aspects of integrity combine to give the Ohio and Erie Canal Southern Descent Historic District a strong quality of **association** with Ohio's "canal era," an important time that spurred the state's economic development and its upward movement to become one of the nation's most important industrial regions; and with an early industrial period, when features such as these were engineered, designed, built, and operated with nothing more than hand tools, human effort, and animal power.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1827-1911

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The discontiguous Ohio and Erie Canal Southern Descent Historic District is being nominated to the National Register for state significance under Criteria A and C. The Period of Significance is 1827 to 1911, extending from the year construction began to the year its southern end was abandoned and the canal ceased to be the lake-to-river artery of its original design. Under Criterion A the district is significant in the area of transportation for its role as part of Ohio's first cross-state bulk transportation system, the beginning of a statewide network that reached a thousand miles in length and in the pre-Civil War period was critical to opening the state's interior to economic development and to creating a market economy that could trade efficiently with other states and with foreign markets. Under Criterion C, the district is significant in the area of engineering because it encompasses well-preserved examples of structures critical to canal operation – locks, an aqueduct abutment, a guard lock, a feeder, and a watered prism.

Preservation and study of these features can lead to both an understanding and appreciation of the engineering and construction expertise they embody, and an understanding of how the canal, entirely hand-built and animal-powered, operated with no significant changes in its technology over a period of eight decades.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Context

The three southernmost states of the “Old Northwest” – Ohio, Indiana, and Illinois – were admitted to the Union in 1803, 1816, and 1818, respectively. Sharing topographic features such as relatively flat to gently rolling northern areas with abundant arable land, and hillier southern regions that proved to be rich in coal and other mineral products, they held great promise for economic development. Once the native tribes were defeated or moved out, and after the American victory in the War of 1812, these lands seemed ripe for exploitation.

The problem was transportation. Water routes on the Mississippi and Ohio rivers and on lakes Michigan and Erie provided early access to both domestic and foreign markets, but mostly for communities directly on or close to those routes. Lack of good transportation to and from the states’ interiors meant that much of their economic potential remained dormant.

Privately-built toll roads – turnpikes – went some of the way toward solving this problem, as did some public roadways such as the National Road once it extended beyond the Ohio River in the 1830s. Even with these improvements, however, land transportation in this period was limited by

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the reality of horse-and-wagon technology: only a limited amount of cargo could be hauled by animal power, and only a limited number of animals could be hitched to the vehicles of the time. The result was high haulage costs that ate up the value of the cargo except for travel over fairly short distances; and this left much of the interior regions at a subsistence level of development, with only small local trading areas lacking access to larger markets.¹⁴

The “Internal Improvements” movement of this period attempted to solve the problem by using public funds to build transportation networks. Ohio, Indiana, and Illinois proposed varying combinations of surface roads, railroads, and canals, and by the early 1830s the latter two had begun work on several such projects, including some eventually successful canals. The disastrous Panic of 1837, however, stalled the work and came close to financially breaking those states. Ohio, by contrast, fared better by focusing only on canal construction.

Canal technology was well known at the time. England had several hundred miles of canals by the early 19th century, and some American canals had been built in New England. Those were fairly short in length, however, and the idea of a long cross-country canal – one spanning an entire state – seemed to many citizens and politicians to be impossible until the State of New York undertook the Erie Canal to connect the Hudson River with Lake Erie. Building it was full of challenges, but upon completion in 1825 the canal both worked as proposed and generated sufficient revenue to pay the original cost of the work, debt interest, and ongoing maintenance costs. The salubrious effect of this massive “internal improvement” upon New York’s economic development was dramatic.¹⁵

Ohio’s Canals

Other states were, of course, watching. Talk of state-built canals was in the wind in Ohio just after the War of 1812 and got more serious once New York showed the way. Ohio did some studies and discussed possible routes, and there were years of back-and-forth arguments between pro- and con- canal constituencies. Much of the debate was over public funding; most Ohioans recognized the benefit canals could bring, but it took time to understand that only the state had the financial horsepower actually to do the work. For the pro-canal forces, leadership was critical, and they were fortunate to have two of the state’s governors on their side – Thomas Worthington, who served between 1814 and 1818, and Ethan Allen Brown, who served from 1818 to 1822. With the Erie Canal as a model and guide Ohio established a board of canal commissioners in 1822 to evaluate the feasibility of building an Ohio canal and then to oversee the construction. James Geddes, a self-taught surveyor who did early location work for the Erie Canal, worked on Ohio’s project as well; this lent the undertaking a reassuring level of professionalism.¹⁶

¹⁴ Jeffrey Darbee, *Indianapolis Union and Belt Railroads* (Bloomington: Indiana University Press, 2017), 9-

¹⁵ Peter L. Bernstein, *Wedding of the Waters* (New York City: W.W. Norton & Company, 2005) 181-182.

¹⁶ David A. Simmons, “Bringing the Canals to Ohio,” *Timeline* 31, no. 3 (July-September 2014), 27-31.

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Early proposals for a diagonal canal that would cut across the state from Cleveland to Cincinnati proved unrealistic due to high land elevations in the central region. When the General Assembly in 1825 accepted the commissioners' plans for the first steps creating a canal system, it was for two canals: for western Ohio a useful if short canal of about 66 miles between Cincinnati and Dayton, called the Miami Canal for the river it followed for much of its length; and for the eastern region a colossal 308-mile ditch – the Ohio Canal, also called the Ohio and Erie Canal, to run between Cleveland on Lake Erie and Portsmouth on the Ohio River.¹⁷ This was the kernel of a state canal system that would reach a thousand miles in length. The canals hosted both freight boats and passenger-carrying ones called “packets,” but the former were far greater in number than the latter, and the economic importance of the canals always was as arteries to carry freight.

The Ohio and Erie Canal

After the July 4, 1825, groundbreaking at Lock 1 at the north end of the Licking Summit, work on the O&E Canal began in earnest in two locations – on the Cleveland-Akron section and on the Licking Summit, at the south end of which a deep cut in a height of land, requiring a long construction period, would have to be made. (**Figures 11, 12, 13**) Ohio was fortunate that, through a combination of a good economy, skillful financiers, and receptive bond purchasers, funds for canal construction came in at a reasonably steady flow. There were disease outbreaks, floods, labor shortages, financial disruptions, and political disputes that sometimes slowed or stopped progress, but through it all the canal work went on, reaching farther and farther across the state. The section between Cleveland and Akron opened for navigation in 1827; between Akron and Massillon in 1828; between Massillon and Dover in 1829; between Dover and Newark in 1830; between Newark and Chillicothe in 1831; and all the way to Portsmouth in 1832. Additional finishing-up work took until 1834, but even when partial sections opened, such as Cleveland to Akron, boats began to move and Ohio's economy began to be transformed.¹⁸

The O&E Canal's final cost was \$4.3 million (nearly \$14,000 a mile), a third more than estimates. Part of the overrun was caused by the problems such as those cited above -- floods, changes in plans, disease outbreaks, and a general increase in labor and material costs, among others -- but part also was due to the high quality of the original construction, which generally avoided more cheaply built but far less durable wood components in favor of much more permanent stone construction (although even some of that required later replacement because the behavior in water of the sandstone used in construction often was unpredictable).

This first of the canals built by the State of Ohio worked a transportation revolution in the Buckeye State. Within another two decades this 308-mile waterway was followed by additional canal construction: the other cross-state canal, the Miami and Erie, which was an extension of the Miami Canal to Toledo on Lake Erie; several connections to canals in Indiana and Pennsylvania; a canal in the Hocking River Valley; and improvement of the Muskingum River with locks and dams to permit regular navigation (Muskingum River Navigation Historic

¹⁷ Harry N. Scheiber, *Ohio Canal Era* (Athens: The Ohio University Press, 1969), 18, 36-38.

¹⁸ Ibid., 53, 54.

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District, NR07000025). Canal transportation, with the Ohio and Erie leading the way, enabled the state to move beyond its largely localized economy and become part of a growing national one that in only a few more decades would see Ohio rise to the top ranks of economic power in the post-Civil War United States.

Ohio and Erie Canal Southern Descent Historic District

Inspired by New York's Erie Canal, the State of Ohio built the Ohio and Erie Canal over a period of seven years between Cleveland on Lake Erie and Portsmouth on the Ohio River. The first of two cross-state canals, it was Ohio's pioneering effort in the era of "Internal Improvements" and led to an eventual thousand-mile canal system in the Buckeye State. Completed in 1832, the Ohio and Erie operated for nearly eight decades. It was both a major economic stimulus and a notable achievement in canal engineering in the region it served and was a major stimulus to Ohio's evolution as a first-rank agricultural and industrial state.

The canal ran generally south from Cleveland to Dover in Tuscarawas County, and then southwest to Lockbourne in Franklin County. Beyond that point it entered the valley of the Scioto River and followed it south to a terminus at Portsmouth.

The northern portion of the Ohio and Erie Canal served the more industrialized part of Ohio, passing through cities such as Akron and Canton. This region saw the construction of railroads, the canal's nemesis, as early as the 1840s and was blanketed by rail lines by the 1870s, spurring major industrial development. By contrast, the southern portion of the canal served smaller communities and more rural counties; while coal mining was a major industry in some parts of the region, its economic base was primarily agricultural. The Scioto Valley would not see its first railroad until the 1870s, leaving the canal as the region's primary transportation mode for two decades longer than farther north.

Today remains of the Ohio and Erie Canal are in varying states of preservation. Roughly half of its lift locks have been destroyed or have lost their integrity, but the Akron Cascade Locks (NR 92001627) survive, as does the flight of locks at Lockville in Fairfield County (Lockville Canal Locks, NR 74001480). Much of the canal has been preserved in the Cuyahoga Valley National Park, where the towpath has become a public trail. Many miles of the prism have been obliterated, but at Canal Fulton in Stark County and Coshocton in Coshocton County visitors can ride on original segments of watered prism in horse-drawn reproduction boats. Roscoe Village at Coshocton (NR 73001403) has several canal-related buildings, including a large warehouse adjacent to a portion of the prism. The 1825 groundbreaking site of the canal (NR 73001493), at Heath in Licking County, is important as the canal's starting point, but only one wall of the lock at that location is in place. Some of the canal's features representing significant engineering achievements remain intact, including the Licking Reservoir (today Buckeye Lake) and, just downstream from it, the Deep Cut through a high ridge.

This nomination of the Ohio and Erie Canal Southern Descent Historic District covers multiple features in multiple communities to provide a greater regional understanding of the canal, and

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particularly of this segment of it. The nomination illustrates the state-level economic significance of the entire Ohio and Erie Canal, and also the significance of this portion of it as an economic stimulus and as an embodiment of the engineering and construction skills essential to meeting the challenges of pushing a canal through the near-wilderness of central and southern Ohio.

The discontiguous historic district documented here covers a hundred-mile segment of the Ohio and Erie Canal that was completed between Newark and Portsmouth in 1832, with some work continuing into 1834. The district begins on the north at Lock 8 near the village of Baltimore, a little south of the Licking Summit, and extends southward through Fairfield, Franklin, Pickaway, Ross, Pike, and Scioto counties, terminating at Lock 50 in the village of West Portsmouth.

This was a “downhill” section of the canal in which each of the more than 50 lift locks lowered southbound boats a cumulative drop of about 400 feet; this reflected the general downward slope of the land between the center of the state and the Ohio River.

Although construction and operation of canals was well understood by the early 19th century and the Erie Canal provided an excellent working model, canals were an imperfect technology. Boats could not move more than about four miles an hour, to avoid erosion of the earthen banks of the prism; the winter freeze-up stopped all traffic; burrowing creatures caused leaks; floods washed out the prism; droughts lowered water levels and slowed or stopped traffic; and wood elements such as lock gates needed constant maintenance.

Even so, the O&E (as well as Ohio’s other canals) immediately attracted business and more than fulfilled its purpose; the economic stimulus it was expected to provide proved quite real: the O&E “ . . . did play an impressive role in the development of central Ohio and the northern canal region. Together with the surge in population came the anticipated increase in land values, reflecting both agriculture’s new profitability and the rising total acreage of land in cultivation.”¹⁹ Scheiber goes on to describe the growth of cities, the prominence of commerce and industry, and the rapid increase in urban property valuations in the central and northern parts of Ohio along the canal in the late 1830s, which continued for many more years. He points out that the southern portion lagged in these indicators due to several issues such as the type of land ownership and agricultural tenancy in the area and the lower availability of water power due to a topography different from that farther north. Similar benefits, though, even if less in breadth and value, did accrue along the Southern Descent and are discussed below under Criterion A.

Criterion A: Economic Impact of the Canal

People living on or near Ohio’s two natural waterways – the Ohio River and Lake Erie – had always had relatively easy water access to both other riverside and coastal parts of Ohio and to other states and even foreign markets. The huge reduction in transportation cost provided by the canal was what enabled interior regions to enjoy similar benefits. Shipment of goods between the East Coast and Ohio by road in the pre-canal era, for example, was around \$125 a ton; that went

¹⁹ Ibid., 198.

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down to \$25 a ton once canal transportation was available.²⁰ The reason was simple physics: a team of horses or mules might haul a cargo weighing about a ton on the roads of the day, but the same team on the canal could haul as much as 40 tons. It was a two-way traffic, too, in which Ohio's primarily agricultural and mineral products flowed out of the state and a huge range of manufactured products flowed in, boosting commercial activity and helping greatly to diversify the Ohio economy.

Data from records of Ohio's Canal Commission and Board of Public Works showing receipt of canal-shipped commodities received at both Cleveland and Portsmouth illustrate, at least to some extent, the disparity in development between the northern and southern regions of Ohio, but they also show the huge impact of the canal in stimulating production. At Cleveland, for example, receipts of bushels of wheat between 1836 and 1851 went from 464,000 to 2,529,000 (all figures are rounded), while at Portsmouth they went from 43,000 to 403,000 (note that even though Portsmouth handled much less wheat, Cleveland's increase of 545% was far eclipsed by Portsmouth's 935%). Barrels of flour at Cleveland went from 167,000 to 645,000, at Portsmouth from 32,000 to 49,000. "Merchandise," not further defined, went from 14,839,000 pounds to 10,847,000 at Cleveland, and from 7,220,000 pounds to 2,604,000 at Portsmouth (the declines are not explained but likely were because production of merchandise of all kinds had risen in Ohio as the economy developed, lessening the need to bring it in from elsewhere).²¹ Cleveland and Portsmouth were, of course, transshipment points where most of the arriving canal cargoes were loaded onto other vessels for onward movement, and products arriving on those vessels were sent inland by canal. The data included several other commodities, including pork and bacon, with both increases and declines over the cited time period, but the import is clear: the O&E Canal did its job; it put in place the building blocks supporting the vibrant and growing Ohio economy that would follow.

The stimulus to agricultural, mineral product, and manufacturing development was so great and so strengthened and diversified the Ohio economy that the next new transportation technology – the railroad – could easily build upon that economic base. And build it did. Railroad talk as early as the 1820s turned to action in the 1830s, even as the state was pushing the O&E to completion and the Miami and Erie and others were taking shape. The first small rail lines began construction in the late 1830s, and by 1851, just about the time the statewide canal system was approaching completion, there were two cross-state rail lines connecting Lake Erie and the Ohio River – privately-built competitors to the state-owned canals. Then the decade to 1860 saw an unequalled flurry of track-laying, giving Ohio more than 3,000 miles of railroad with both north-south and east-west connections to other states and permanently putting in second place the canal system that had taken such effort and expense to build.²²

The canals, however, did not go immediately out of business, in part because the revenues from water power leases and the sale of the water itself were at least as significant as the revenue from

²⁰ www.ohiohistorycentral.org, "Ohio and Erie Canal."

²¹ Scheiber, 193, 195.

²² www.ohiohistoryhost.org/ohiomemoryarchives/3405.

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boat tolls (**Figure 14**). As Figure #14 shows, from an overall perspective the O&E Canal covered its costs quite well, even in earlier years when revenues plunged for various reasons. During the lease to private interests between 1861 and 1879, of course, there was no revenue, but apparently the state had to step in and do considerable repair work once it reclaimed the canal. From then on until final abandonment in 1913, the revenue and expense figures reflected the increasing effect of railroad competition, but also the fact that income from water sales and water power leases was part of the revenue picture even as boat tolls continued to slide.

Some of the economic stimulus of the canal was due to the “head” of water created at each lock: a ready-made source of power for mills of various kinds. As Scheiber noted, this was of less benefit on the southern segment of the canal, and not every lock hosted a mill, but many did, and none would have been there had the canal not been built. Each in itself was a modest enterprise, but each made its contribution to the state’s economy.

During the canal era along the Southern Descent, the economic stimulus of the canal could be seen in several nodes of development along it. Both primary sources such as canal plat maps and later historical studies provide examples of locations along the canal where either the transportation offered by the canal or the waterpower potential at the locks – or both – led directly to creation of businesses, production facilities, and associated buildings.

In the area just above Lock 28 in Lockbourne, for example, there were two corn cribs adjacent to the canal, and also a whiskey warehouse and an adjacent distillery, distillery office, and cooper shop. This was a complex in which grain, arriving either on the canal or from local farms, was converted into spirits that were then barreled and shipped on the canal. Farther downstream, adjacent to Lock 30, was a hominy mill (another product made from corn) and a little farther on, near the junction with the Columbus Feeder, a sawmill and two warehouses stood directly on the south side of the canal. At least two nearby hotels were available to canal travelers.

At Lock 31 a small community, appropriately named Millport, grew near Foresman’s Grist Mill. It was powered by a millrace drawing water from mill pond in the area above and north of the lock.

On the long section of canal that ran along the west side of Circleville there were numerous enterprises located directly on the canal. They included packing houses, warehouses, grain elevators, a tannery, and woolen, hominy, and flour mills. This area is not included in the nomination because neither the canal nor these facilities have survived, but they have been well documented and are evidence of the economic stimulation provided by the canal. Below Lock 32 beyond downtown Circleville, at a location called Spunkeytown, a sawmill, blacksmith shop, and grist mill once stood on the north side of the canal. The grist mill dated from before the canal’s construction, drawing power from a local creek, but was enlarged after the canal was built.

At Lock 48 Brown’s Mill, a large grist mill complex, stood on the canal’s west bank. Its waterpower came from a millrace that diverged from the canal at the upstream end of the lock. Downstream from that point, just above Lock 50, were the David Distillery and its warehouse,

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and at Lock 51 was a large installation, Moss's Union Flour Mill; this area was known as Union Mills. Waterpower came from a long millrace along the canal's west side that extended from Lock 50 to below Lock 51.

Once the railroad came on the scene, and especially as the Ohio rail network expanded, the canals were deemed less and less important. The state leased the canals to private operators in 1861 but was forced to take them over again in 1879 because they had not been properly maintained. While some local traffic remained, often consisting of low-value cargoes such as gravel and sand, through boats became fewer and fewer. Ohio would keep its canals open because so many customers relied on its water and its water power, and the state even invested considerable sums in rebuilding parts of the Miami and Erie, but the massive floods of 1913 sealed the waterways' doom.

By that time the Ohio and Erie and the other surviving canals had done their part, played the role expected of them, and it was time to move on. However, this important era in Ohio's history lives on in what remains of historic resources such as the Southern Descent.

Criterion C: Canal Engineering, Construction, and Operation

At the time the Ohio and Erie Canal was built, the vocabulary of canal design and construction was well known and had been time-tested; New York's Erie Canal was living proof. Even with such guidance, however, construction of the O&E brought its own issues and was no easy task. It involved hard work that was well done and was an admirable technological achievement, especially considering the human- and animal-powered tools and construction methods of the period, the length proposed for the canal, the often empty country it crossed, and the topography it had to traverse. The Deep Cut south of Buckeye Lake (formerly the Licking Reservoir) and the steep flight of locks at Akron, although outside the boundaries of this district, are examples of major challenges met and conquered by the canal's builders.

Construction of the canal was itself a major economic stimulant. The work was done almost entirely under contract with private construction firms that, at the peak of construction, employed more than 4,000 workers.²³ Many were recent Irish immigrants, but local farmers and farm workers often were part of the workforce, at least until planting or harvesting time came, when they tended to drift away. Many were common laborers, but the skilled masons, in particular, left their mark on the canal in the form of hammered and finished stones, curved walls and coping stones, and beveled stone edges. Blacksmiths used their skills in forging the iron components of the locks and other structures, and carpenters assembled the many wood fabrications such as lock gates and structures such as aqueduct troughs. All of these people, often working in very rural settings, had to be fed, housed, clothed and otherwise cared for, which created something of a mini-economy of supply and demand for the various parts of the state through which they worked.²⁴

²³ www.ohiohistorycentral.org, "Ohio and Erie Canal."

²⁴ Scheiber, 190.

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Beyond solving various problems during the original construction, the canal required constant attention, both for maintenance needs but also for daily operations. The state employed lockkeepers and toll collectors and also had a fleet of work boats and repair crews that took care of problems as they cropped up. Winter often was a time when an emptied canal segment received major attention. The boats themselves typically were privately owned, with the boatman's family living aboard and serving as a crew. The canal hosted many hundreds of boats, the operators of which also needed supplies; the same was true of the passenger packets, which could sometimes carry around a hundred people – and all of this human activity also stimulated local economic activity along the canal as their various needs were met.

Several of the fourteen features in this nomination, or components of them, exemplify the engineering and builders' skills essential to construction of the canal. Some of these would have been common to other parts of the state canal system, while others appear to be unique responses to conditions on the Ohio and Erie.

One example of a statewide practice is the iron cramps and their lead settings, which are found at many of the canal features as a means of keeping lock wall and other capstones from becoming dislodged. This was a common building practice – setting iron elements in molten lead that would form a soft surround that gave way to the pressure of rusting iron so the stone could not crack. It could be found also in handrails set into stone house steps and in other applications but illustrates how a familiar building technique served well in canal construction all across the state.

At Lock 8, the tumble turned 90 degrees to the lock's axis was unusual, an engineering solution to the problem of an adjacent hillside not permitting enough room for a standard parallel tumble.

The change bridge abutment at Lock 30 is intact and provides an idea of the height and width of change bridges. This structure, which is structurally part of the lower lock end wall, is not unique – there likely are others elsewhere on the canal – but does provide information about how these important bridges were built.

The Columbus Feeder guard lock is important in two ways. First, although its exposed wood floor and support beams are in danger of deterioration and should somehow be buried again, it is very uncommon to see these and they do provide an observer an understanding of how locks were constructed – it likely is not well understood by many people that these massive stone structures rest on wood foundations. Second, the careful fitting of the stones and the beveled edges of the guard lock's capstones show the skill and craftsmanship taken in this feature's engineering and construction.

Across the creek from the guard lock, Lock 2 of the Columbus Feeder is an example of an alternative type of lock construction – earthen sidewalls rather than stone – that was not common on this or other Ohio canals.

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Lock 31 stands out because of the quality of its stone construction, but also for two other reasons: its upper end breast wall is fully visible and clearly marks the upper and lower elevations of the canal at this point; this can aid in understanding the function of a lift lock. In addition, an iron bar at the quoin of the north half of the upper gate, including the opening into which the collar was hooked, is still bolted in place in the channel cut into the capstone. This survivor of a goose neck assembly is unique and materially aids an understanding of how lock gates were held in place and operated.

Just outside Circleville, the abutment on the east bank of the river is the largest remaining element of the nearly 450-foot Scioto aqueduct, which itself was the largest such structure on any of the state's canals. Even though the wood trunk and most of the masonry are gone, the surviving abutment communicates considerable information about the dimensions of the water-carrying trunk and its height above the river. In addition, the river stage markings cut into the north wing wall of the abutment, which are of indeterminate age, are an unusual feature.

Below the aqueduct site, at Pickaway County's Canal Park, the stone inlet structure for the feeder at this point has stone walls with several cramps in place in the capstones. Even though the opening to the river has been permanently infilled, the inlet provides important information about the engineering of such structures.

The final stone element worthy of note is the tumble at Lock 48, where insets in the stones to either side allowed insertion and removal of planks to alter the level of water in the millrace serving Brown's Mill.

Finally, one of the most notable features in this nomination is not a stone structure. The long watered prism below the Scioto River inlet in Pickaway County is a unique survivor, both on the Ohio and Erie and in the context of all the state's canals. Although its depth and the profile are not known, it retains its original width and visual character. Its long straight stretches and gentle curves in a largely unaltered rural setting strongly communicate the character of the Ohio and Erie Canal its heyday nearly 175 years ago.

The O&E's Southern Descent was less challenging than other segments of the canal but a significant accomplishment nonetheless. Its job was to lower canal boats some 400 feet in elevation while maintaining almost no change in elevation across thirteen level segments, the longest of which was 17 miles. By any measure, the engineers, supervisors, and the countless thousands of workers who built the canal, employing only hand tools and animal-drawn equipment, achieved something truly memorable.

The Ohio and Erie Canal Southern Descent Historic District memorializes that achievement. It has endured over a century of disuse and neglect, as well as vandalism, but, even so, the fourteen nominated features survive in a state of preservation and a level of integrity that enable us to understand how they were built and operated. All of the most important components of an operating canal are represented: a watered prism that looks much as it did more than 150 years ago; navigation locks that show clearly how canal boats could stair-step up or down changes in

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elevation; an inlet showing how water was introduced at various points to keep the canal at an operational level; a guard lock illustrating how the canal was protected from floods; and the abutment and piers of a major aqueduct that, though lacking its wood trough, shows how the canal was carried across an intervening watercourse. There is even one section of exposed lock floor from which we can understand these structures' design. Today there are modern canals that are themselves engineering marvels – the New York State Barge Canal; the Chesapeake and Delaware; the Welland Canal in Ontario; or the Soo Locks between Michigan and Ontario. They have steel gates opened and closed by mechanical means; navigational aids; lighting for nighttime operation – improvements that draw a sharp contrast with the canals of the 19th century. Yet they still operate on the same engineering principles as those early artificial waterways: gravity moves the water up and down and massive masonry walls (or concrete ones today) keep the water in place. It is that contrast between the new and the old that makes the work of the Ohio and Erie Canal's 19th century planners, engineers, and builders all the more remarkable.

Archaeological Potential

Because Ohio's canals were the loci of concentrated human activity from the late 1820s until the early 20th century, it can be expected that areas along and in the immediate vicinity of the canal – including the towpaths, the prisms, the sites of lift locks and locktenders' houses, millsites using canal water power, and dockage or basin areas where loading and unloading occurred – all could be expected to contain below-ground resources that might yield information about canal people and passengers, their lifestyles, and materials and products shipped on the canals.

It is unfortunate that so many components of Ohio's thousand-mile canal system have been removed, altered, or destroyed by later ground disruption. That said, there remain canal segments and individual features sufficiently intact to contain archaeological resources.

One such area is the Ohio and Erie Canal's Southern Descent documented in this nomination. As in many other parts of Ohio, much of the prism and many of the lift locks, basins, and other canal components have been lost or seriously disrupted. Even so, with some exceptions, the features documented here are sufficiently intact to have potential for below-ground information. The exceptions include the upper and lower guard locks of the Columbus Feeder (Feature #7); the east abutment and piers of the Scioto River Aqueduct (Feature #10); and the Circleville Feeder Inlet (Feature #11). These are the least likely to contain archaeological resources because they were not points on the canal at which boats had significant dwell time, lessening the likelihood of accumulation of cultural material. Further, the west end of the aqueduct, where Lock 32 was part of the abutment and a locktender's house stood adjacent, has been removed and the site has been significantly altered by later ground disruption.

By contrast, all of the lift locks were points at which canal boats were delayed in their progress while waiting for the chambers to fill or empty. It is likely that at least some of the detritus of daily canal life could have collected at these locations, particularly where locktenders' houses, points of long-term habitation, were part of the infrastructure. The same would be true of former locations of mills that relied on the canal water for power, and also of dock and basin areas.

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None of these latter sites have been included in the nomination because they have typically been difficult to define or have been at least partially altered or otherwise lack integrity; but historical documentation is available to guide any future investigative work. Finally, the section of watered prism included in the nomination (feature #12) is in its largely original configuration. It is likely that disposal of onboard waste of various kinds would have been tossed from boats into the canal at almost any point along its route, so the bottom of a watered segment such as this could also contain cultural material.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Ohio History Connection Archives-Library

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property: approximately 43.14 acres

Feature	Area (SF)	Area (Acres)
Lock 8	12881	0.2957070707
Lock 22	17280	0.3966942149
Lock 26 & 27	159969	3.67238292
Lock 29	21720	0.4986225895
Lock 30	25527	0.5860192837
Guard Lock Lockbourne	13092	0.3005509642
Columbus Feeder Lock 2	12816	0.294214876
Lock 31	12960	0.2975206612
Aqueduct Abutment	82850	1.901974288

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Circleville Inlet	6400	0.1469237833
2.36 Mile Watered Prism	1482898	34.04265381
Lock 48	17600	0.404040404
Lock 50	13200	0.303030303
TOTAL	1879193	43.14033517

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: _____ Longitude: _____

2. Latitude: _____ Longitude: _____

3. Latitude: _____ Longitude: _____

See attached Feature Maps for Latitude/Longitude Coordinates for contributing features.

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

4. Zone: Easting : Northing:

Ohio & Erie Canal Southern Descent Historic
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Verbal Boundary Description (Describe the boundaries of the property.)

VBD for Features included within historic district:

Feature #1: Lock 8, Bibler's Lock

Boundaries: Part of Parcel #0240838600 as recorded by the Fairfield County, Ohio Recorder's Office; contained within a rectangle extending thirty feet to either side of the centerline of Lock 8, and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 8.

Feature #2: Lock 22

Boundaries: Part of Parcel #185-002927-00 as recorded by the Franklin County, Ohio Recorder's Office; contained within a rectangle extending fifty feet north of the centerline and thirty feet south of the centerline of Lock 22; and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 22.

Features #3 and #4: Locks 26 & 27

Boundaries: Contained within a rectangle sixty feet wide centered on the center line of the locks and canal prism between them, fifty feet beyond the upper end of Lock 26 and the lower end of Lock 27; all within the right-of-way of County Road 247 (Canal Road).

Features #5 and #6: Locks 29 and 30

Boundaries, Lock 29: Part of Parcel #151-000187-00 as recorded by the Franklin County, Ohio Recorder's Office; contained within a rectangle extending sixty feet to the north of the centerline of the lock and along the property line on the south side of Lock 29; and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 29.

Boundaries, Lock 30: Part of Parcel #151-000184-00 as recorded by the Franklin County, Ohio Recorder's Office; contained within a rectangle along the property line on the north and south sides of Lock 30; and extending fifty feet beyond the upper end and fifth feet beyond the lower end of Lock 30.

Features #7 and #8: Columbus Feeder Guard Lock and Lock 2

Boundaries, Guard Lock: Part of Parcel #151-000197-00 as recorded by the Franklin County, Ohio Recorder's Office; contained within a rectangle extending thirty feet to either side of the centerline of the Guard Lock and extending fifty feet beyond the upper end and fifty feet beyond the lower end of the Guard Lock.

Boundaries, Lock 2: Part of Parcel #151-000197-00 as recorded by the Franklin County, Ohio Recorder's Office; contained within a rectangle extending thirty feet to either side of the centerline of Lock 2 and extending fifty feet beyond the upper end and fifty feet beyond the lower end of the Lock 2.

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Feature #9: Lock 31

Boundaries: Part of Parcel #D1200010004404 as recorded by the Pickaway County, Ohio Recorder's Office; contained with a rectangle extending thirty feet to either side of the centerline of Lock 31 and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 31.

Feature # 10: Aqueduct Abutment and piers

Boundaries: Part of Parcel # P3300010001300 as recorded by the Pickaway County, Ohio Recorder's Office; contained within a rectangle 50 feet in width and extending from 50 feet east of the centerpoint of the east abutment to a point 50 feet west of the centerpoint of the westernmost pier located on the west bank of the Scioto River.

Feature #11: Circleville Feeder Inlet

Boundaries: Part of Parcel #P3300010003506 as recorded by the Pickaway County, Ohio Recorder's Office; contained within a square 80 feet on a side and centered on the centerpoint of the inlet.

Feature #12: Watered Prism

Boundaries: All of Parcel #P3300010007001 as recorded by the Pickaway County, Ohio Recorder's Office.

Features #13 and #14: Locks 48 and 50

Boundaries, Lock 48: Located within the right-of-way of State Route 104; contained within a rectangle extending fifty feet to the west and thirty feet to the east of the centerline of Lock 48 and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 48.

Boundaries, Lock 50: Part of Parcel #27-3614.000 as recorded by the Scioto County, Ohio Recorder's Office; contained within a rectangle extending thirty feet to either side of the centerline of Lock 50 and extending fifty feet beyond the upper end and fifty feet beyond the lower end of Lock 50.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the individual structures and features included in the nomination and some additional area around them to ensure that the nominated properties can be understood and interpreted within the context of their transportation and engineering significance.

Ohio & Erie Canal Southern Descent Historic
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11. Form Prepared By

name/title: Jeffrey Darbee and Nancy Recchie (Nomination Form) and Matt Leasure (mapping)/ Historic Preservation Consultants
organization: Benjamin D. Rickey & Co. and Designing Local
street & number: 382 East Town Street
city or town: Columbus state: OH zip code: 43215
e-mail jeffdarbee@columbus.rr.com
telephone: 614-582-9611
date: July, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Ohio & Erie Canal Southern Descent Historic District (discontiguous)

City or Vicinity: Multiple

County: Fairfield, Franklin, Pickaway, Scioto Counties

State: Ohio

Ohio & Erie Canal Southern Descent Historic
District
Name of Property

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Photographer: Jeffrey Darbee

Date Photographed: March 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 Lock 8, upstream view. Tumble is to left of large tree. Camera facing northeast.
- 2 Lock 8, upstream view from lower gate. Camera facing east.
- 3 Lock 8, downstream view from upper end of lock. Camera facing southwest.
- 4 Lock 8, view toward tumble, placed 90 degrees to lock chamber. Camera facing northwest.
- 5 Lock 8, upstream view of lower end of lock wall, showing curved stonework. Camera facing north.
- 6 Lock 8, close-up of typical iron bolt in recessed channel that held iron bar component of goose neck. Camera facing north.
- 7 Lock 22, downstream view; upper gates at upstream end had exposed mitre edges instead of being fully recessed into lock wall. Tumble is to right of chamber. Camera facing west.
- 8 Lock 22, upstream view from lower end of chamber. Camera facing east.
- 9 Lock 22, downstream view from middle of chamber. Camera facing west.
- 10 Lock 22, typical recesses in coping stones to hold iron bar components of goose neck. Goose neck held lock gate heel post in place in adjacent square quoin. Camera facing southwest.
- 11 Lock 22, upstream view of tumble, showing some dislodged face stones. Camera facing east.
- 12 Lock 26, upstream view from middle of chamber. Camera facing northeast.
- 13 Lock 26, downstream view from upstream end of lock. Camera facing southwest.
- 14 Lock 26, upstream end, view across upper gate pocket. Camera facing northwest.
- 15 Lock 26, downstream end, view across lock toward tumble. Camera facing north.
- 16 Lock 26, view of typical coping stone cramps in original settings. Camera facing north.
- 17 Lock 26, close-up of tumble masonry; flow over tumble is parallel to chamber. Camera facing east.
- 18 Lock 27, downstream view from towpath side of lock. Camera facing southwest.
- 19 Lock 27, view across downstream end toward tumble concealed by brush. Camera facing northwest.
- 20 Lock 27, downstream view from middle of chamber. Camera facing south.
- 21 Lock 27, upstream view from middle of chamber, on towpath side. Camera facing north.
- 22 Lock 27, detail of upper gate pocket, with no upstream quoin as at Lock 22. Camera facing west.
- 23 Lock 27, detail of curved channels for iron bars, showing both quoins of downstream gate pocket. Camera facing northeast.

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- 24 Lock 29, Upstream view from middle of chamber. Towpath was on right. Camera facing east.
- 25 Lock 29, upstream view in chamber, from downstream end of lock. Camera facing east.
- 26 Lock 29, downstream view into chamber from upstream gate pockets. Camera facing northwest.
- 27 Lock 29, view to north showing gate pocket lacking upstream quoin. Camera facing north
- 28 Lock 29, damage from tree growth below coping of north wall. Camera facing northwest
- 29 Lock 29, view across downstream lock face. Tumble hidden by bushes in background.
Camera facing north.
- 30 Lock 29, southward view of tumble and downstream end of lock. Camera facing southeast.
- 31 Lock 30, downstream view from upstream end of lock. Camera facing west.
- 32 Lock 30, downstream view into center of chamber. Camera facing southwest.
- 33 Lock 30, upstream view into chamber from downstream end of lock. Camera facing north.
- 34 Lock 30, view to north showing upstream gate pocket. Camera facing northwest.
- 35 Lock 30, View across downstream end of lock; tumble is in background. Wall in background was north abutment of change bridge that crossed Lock 30 here; south abutment no longer standing. Camera facing northwest.
- 36 Columbus Feeder Guard Lock, upstream portion, looking downstream. Camera facing southeast.
- 37 Columbus Feeder Guard Lock, upstream portion, looking upstream toward east bank of Big Walnut Creek. Camera facing north.
- 38 Columbus Feeder Guard Lock, upstream portion, upstream view showing exposed floor planking. Camera facing north.
- 39 Columbus Feeder Guard Lock, upstream portion, looking downstream; lower portion of guard lock is just to right of large tree at upper right. Camera facing northeast.
- 40 Columbus Feeder Guard Lock, upstream portion, detail of stone face and edge finishing.
Camera facing northwest.
- 41 Columbus Feeder Guard Lock, downstream portion, view looking downstream toward village of Lockbourne. Camera facing southeast.
- 42 Columbus Feeder Guard Lock, downstream portion, showing north lock wall and gate pocket. Camera facing northeast.
- 43 Columbus Feeder Guard Lock, downstream portion, showing failed south lock wall.
View is downstream, showing precarious condition of upstream lock face. Camera facing southeast.
- 44 Columbus Feeder Guard Lock, downstream portion, looking downstream through brush into prism. North wall of lock at left, fallen right wall at center and right. Camera facing east.
- 45 Columbus Feeder Lock 2, upstream view showing downstream lock face. Camera facing northwest.

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- 46 Columbus Feeder Lock 2, upstream view through downstream portion of lock, earth berms forming chamber, and upstream portion of lock in middle background. Camera facing northwest.
- 47 Columbus Feeder Lock 2, upstream view showing downstream face of upstream portion of lock. Prism upstream from lock has been infilled; that infill and orange fabric netting are related to nearby City of Columbus tunneling work. Camera facing northwest.
- 48 Columbus Feeder Lock 2, downstream view from earth-bermed chamber toward downstream portion of lock. Camera facing southeast.
- 49 Columbus Feeder Lock 2, north view of single-quoins gate pocket on north side of downstream portion of lock. Big Walnut Creek is to right, out of view. Camera facing northeast.
- 50 Lock 31, upstream view, showing downstream face of lock, tumble at right. Camera facing north.
- 51 Lock 31, downstream view from upstream end of chamber. Camera facing southeast.
- 52 Lock 31, upstream view from downstream end of lock; breast wall in background at upstream end of lock. Camera facing northwest.
- 53 Lock 31, detail of breast wall at upstream end of lock. Camera facing west.
- 54 Lock 31, downstream view over brink of breast wall. Camera facing southeast.
- 55 Lock 31, upstream view of tumble. Camera facing north.
- 56 Lock 31, detail of iron bar still bolted in place at square quoins, with vertical "eye" through which strap wrapped around heel post of gate. Each lock had four such arrangements. Camera facing west.
- 57 Scioto River Aqueduct east abutment, view to south showing north wingwall. Wood aqueduct trunk extended to right. Camera facing south.
- 58 Scioto River Aqueduct, east abutment, closer view of north wingwall. Camera facing south.
- 59 Scioto River Aqueduct, east abutment, view showing large inset that held east end of wood aqueduct trough. Camera facing south.
- 60 Scioto River Aqueduct, east abutment, detail of trough inset. Camera facing south.
- 61 Scioto River Aqueduct, east abutment, detail of river stage markings. Camera facing southeast.
- 62 Scioto River Aqueduct, east abutment, detail of curved stonework. Camera facing southwest.
- 63 Scioto River Aqueduct, westernmost pier, north view across pier base on west bank of river. Camera facing north.
- 64 Circleville Feeder Inlet, eastward view toward Scioto River. Camera facing northeast.
- 65 Circleville Feeder Inlet, southward view of south wall. Camera facing southeast.
- 66 Circleville Feeder Inlet, northward view of north wall. Camera facing northwest.
- 67 Circleville Feeder Inlet, detail of notches for beams that supported platform over inlet; at right is 20th century concrete wall blocking river from entering inlet. Camera facing northwest.

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- 68 Circleville Feeder Inlet, detail of iron cramps in coping of wall along river, adjacent to site of now-demolished dam. Camera facing northwest.
- 69 Circleville Feeder Inlet, detail of cramp and corroded lead setting. Camera facing northeast.
- 70 View of recent conveyor structure over canal prism, approximately Station 3426+00. Camera facing southeast.
- 71 Downstream view along prism, approximately Station 3443+00. Camera facing southwest
- 72 Upstream view, same location as Photo 71. Camera facing northeast.
- 73 View of culvert across prism, approximately Station 3474+00. Camera facing southeast.
- 74 Upstream view of prism from culvert shown in Photo 73. Camera facing north.
- 75 Upstream view along prism from approximately Station 3490+00. Camera facing north.
- 76 Downstream view along prism, same location as Photo 75. Camera facing south.
- 77 View across "WPA Dam," approximately Station 3525+00. Camera facing east.
- 78 Milestone 241 from Cleveland, located on west side of canal prism. Milestone is not included in nominated property due to lack of integrity of canal prism at this point. This photo is included as additional information and because existing milestones are very rare. Camera facing southeast.
- 79 Lock 48, upstream view toward downstream end of lock; tumble at left. Camera facing northeast.
- 80 Lock 48, upstream view from downstream end of chamber. Camera facing northeast.
- 81 Lock 48, downstream view from west lock wall. Camera facing southwest.
- 82 Lock 48, downstream view showing filled regulating channel and brink of tumble. Camera facing southwest.
- 83 Lock 48, view across downstream end of lock; tumble out of view to left. Camera facing southeast.
- 84 Lock 48, upstream view of tumble. Camera facing northeast.
- 85 Lock 48, notch in tumble stonework for planks to regulate water level in regulating channel and mill headrace. Camera facing southeast.
- 86 Lock 50, northeast view from hillside above downstream end of lock. Camera facing northeast.
- 87 Lock 50, closer view of rounded corner stones at downstream end of lock. Camera facing northeast.
- 88 Lock 50, upstream view from middle of chamber. Camera facing northeast
- 89 Lock 50, upstream end of lock, showing condition of masonry. Camera facing southeast.
- 90 Lock 50, example of hollow quoin that held heel post of downstream lock gate. Camera facing southwest.
- 91 Lock 50, view of tow rope erosion on coping stones on east (towpath) side of lock, downstream end. Camera facing northeast.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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National Park Service

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Figure # 1
 Map of Ohio Canal system, 1825-1913.
 Source: Ohio Historical Society, 1971.

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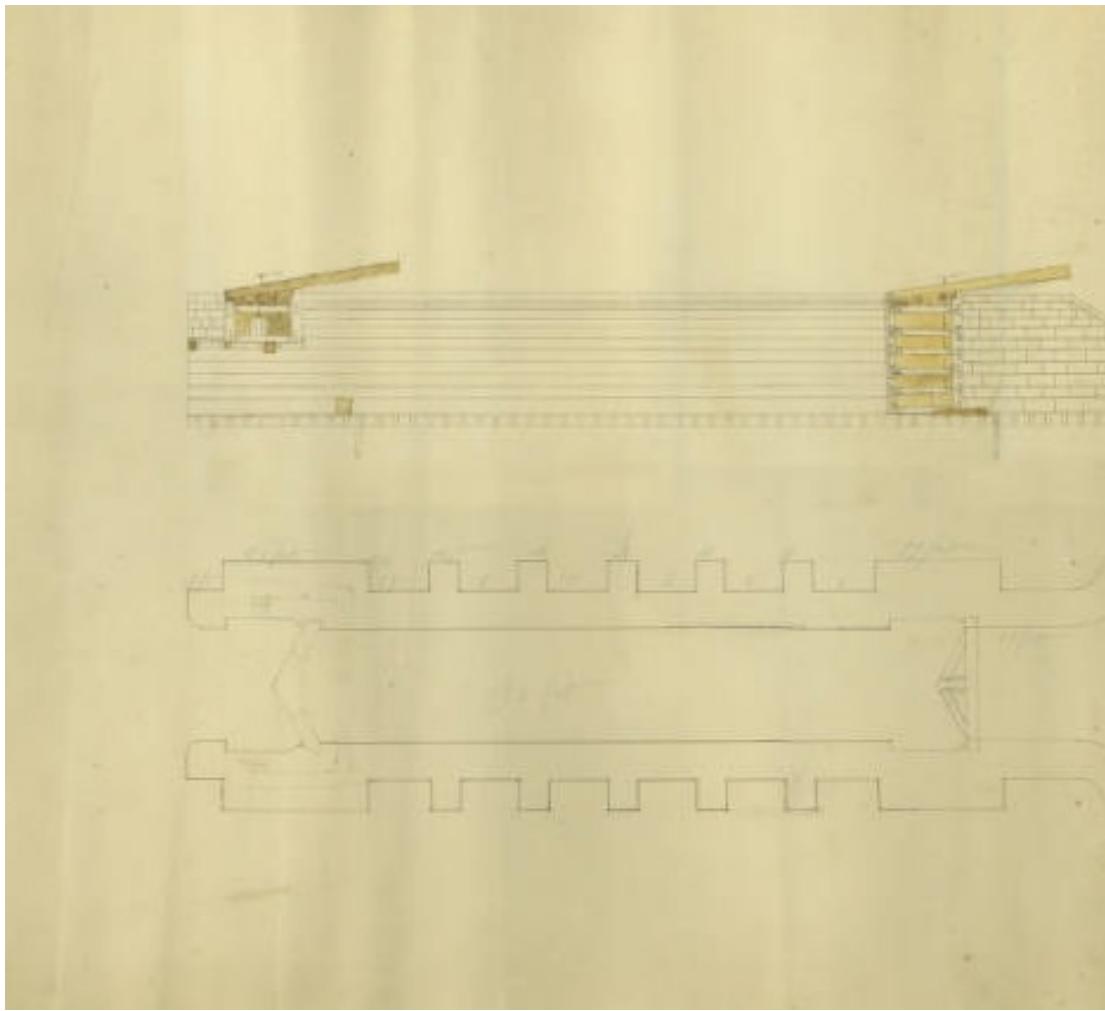


Figure # 2

Drawing of an Ohio and Erie Canal lock in section (above) and plan (below).

Source: Richard Howe Canal Connection, www.ohiomemory.org

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Figure # 3

Historic photo of Lock # 8 (Bibler's Lock) near the village of
Baltimore, Ohio.

Source: University of Akron Archives, Louis Baus Canal Photo Collection.

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National Park Service

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Figure # 4

Canal boat with passengers near Baltimore, Ohio.

Source: University of Akron Archives, Louis Baus Canal Photo Collection.

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Figure # 5.

Historic photo of the canal through the center of Groveport, Ohio. The tall building in the distance is the Groveport Town Hall, which still serves that function.

Source: Groveport (Ohio) Heritage Museum, historic photo collection.

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Figure # 6.

A photo from 1885 showing a canal boat at the foot of Mound Street in downtown Columbus, Ohio. The city was served by the Columbus Feeder Canal, which started in Lockbourne, twelve miles away.

Source: University of Akron Archives, Louis Baus Canal Photo Collection.

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Figures # 7, 8

Two historic photos from 1896 showing the aqueduct over the Scioto River at Circleville, Ohio.

Source: University of Akron Archives, Louis Baus Canal Photo Collection.

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Figures # 9, 10

Two historic views of West Portsmouth c. 1900. The top is a photo of Lock #50 and the lower of a mill there powered by water from the canal.

Source: University of Akron Archives, Louis Baus Canal Photo Collection.

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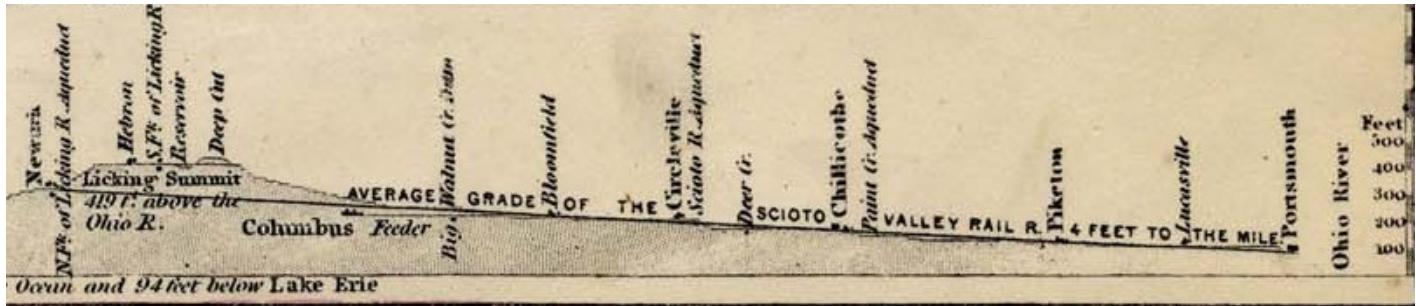
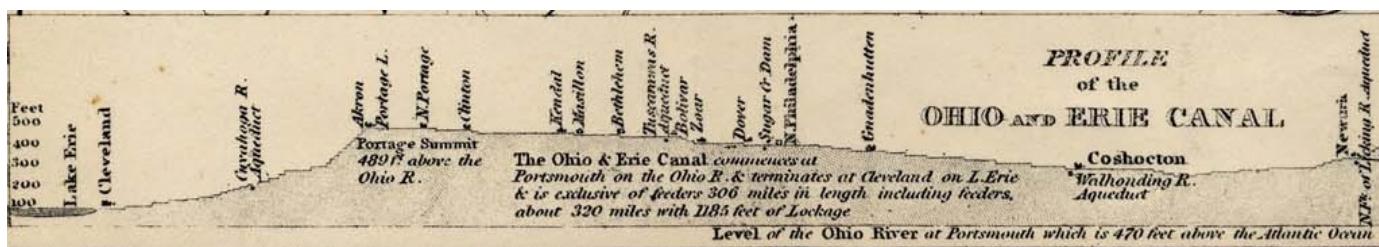
Ohio & Erie Canal Southern Descent

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Figures 11, 12, 13

An 1850 drawing illustrating the profile of the Ohio and Erie Canal from Lake Erie to the Ohio River (top); northern section of the canal (middle); and the southern descent from the Licking Summit in Licking County to the Ohio River at Portsmouth (bottom). Canal features of the southern descent are the subject of this nomination.

Source: www.railstandtrails.com

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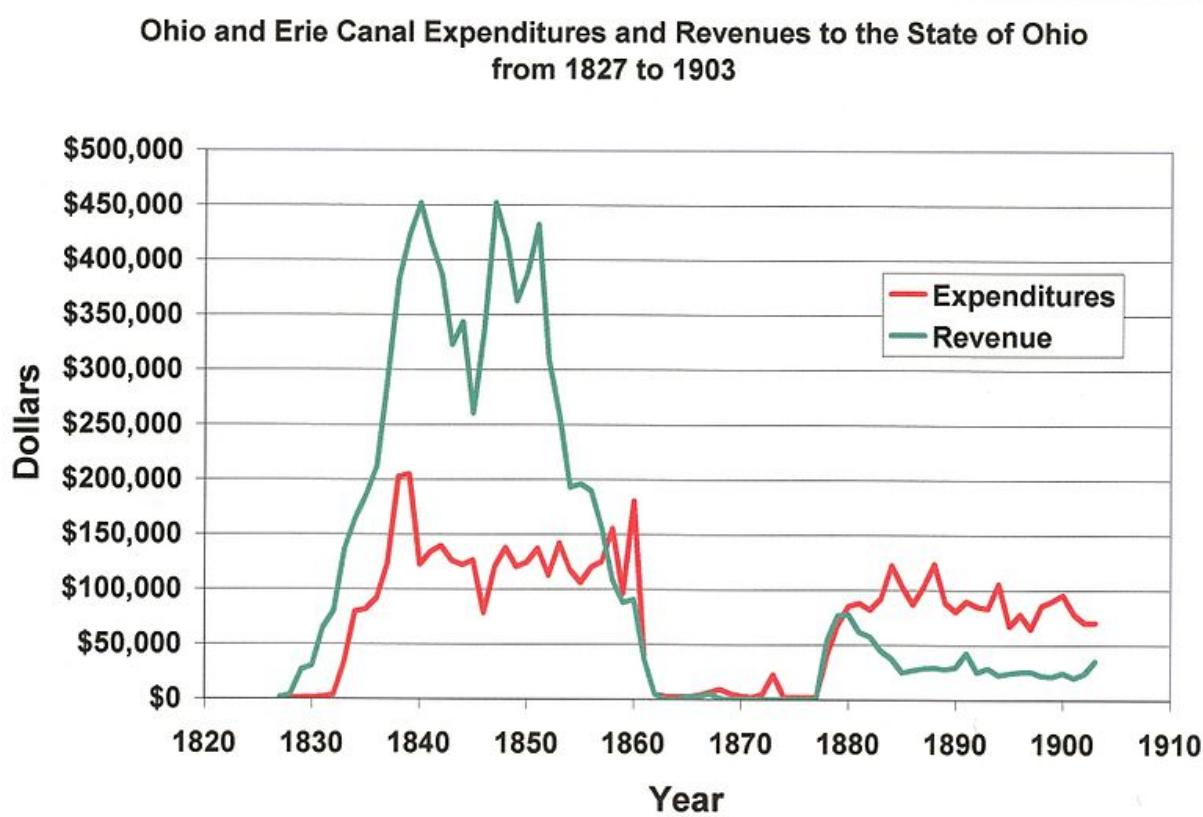


Figure # 14

Ohio & Erie Canal Expenditures and Revenues to the State of Ohio, 1827-1903.

Source: Created by George C. Campbell, July 24, 2006 Source Data: *History of the Ohio Canals, Their construction, cost, use and abandonment*, J.E. Hagerty, C.P. McClelland and C.C. Huntington, Ohio State Archaeological and Historical Society, 1905.



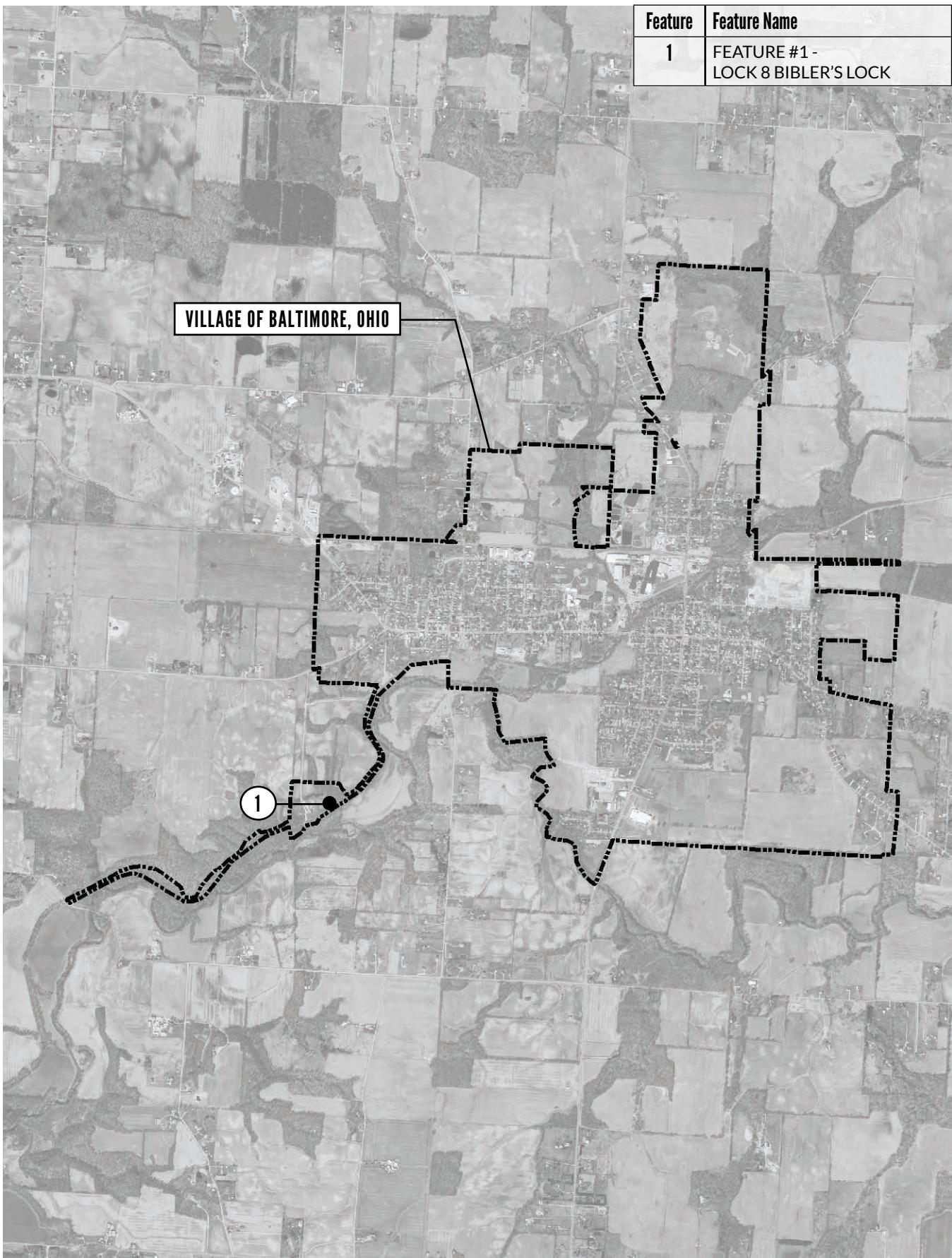
LEGEND

- CANALS
- - - FEEDER CANALS
- CANAL RESERVOIRS
- * LOW DAMS
- () OPERATING FACILITIES
- [] FEATURE LOCATION

LOCATION MAP

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





**CONTEXT MAP
VILLAGE OF BALTIMORE, OHIO**

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO

0' 2,500' N

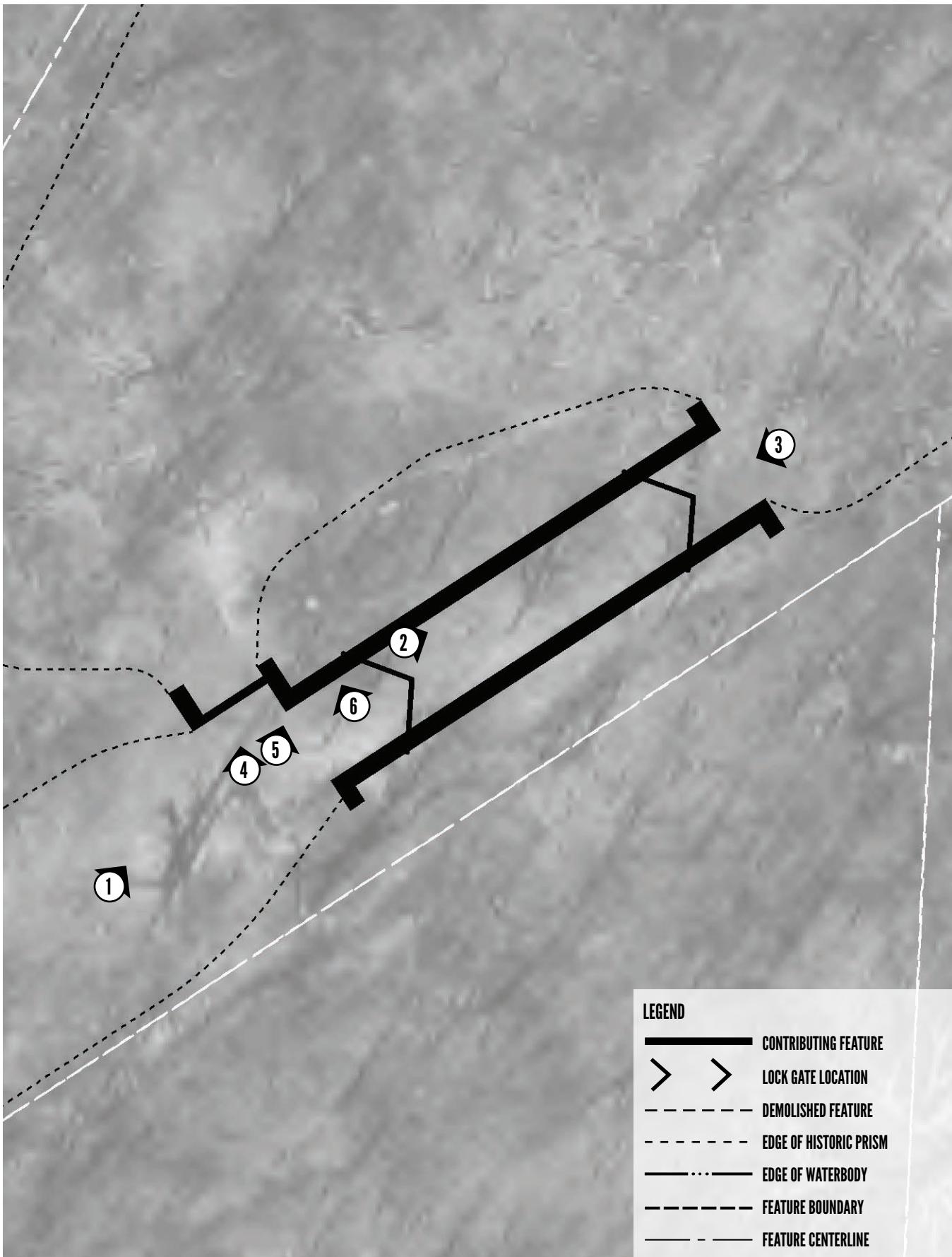
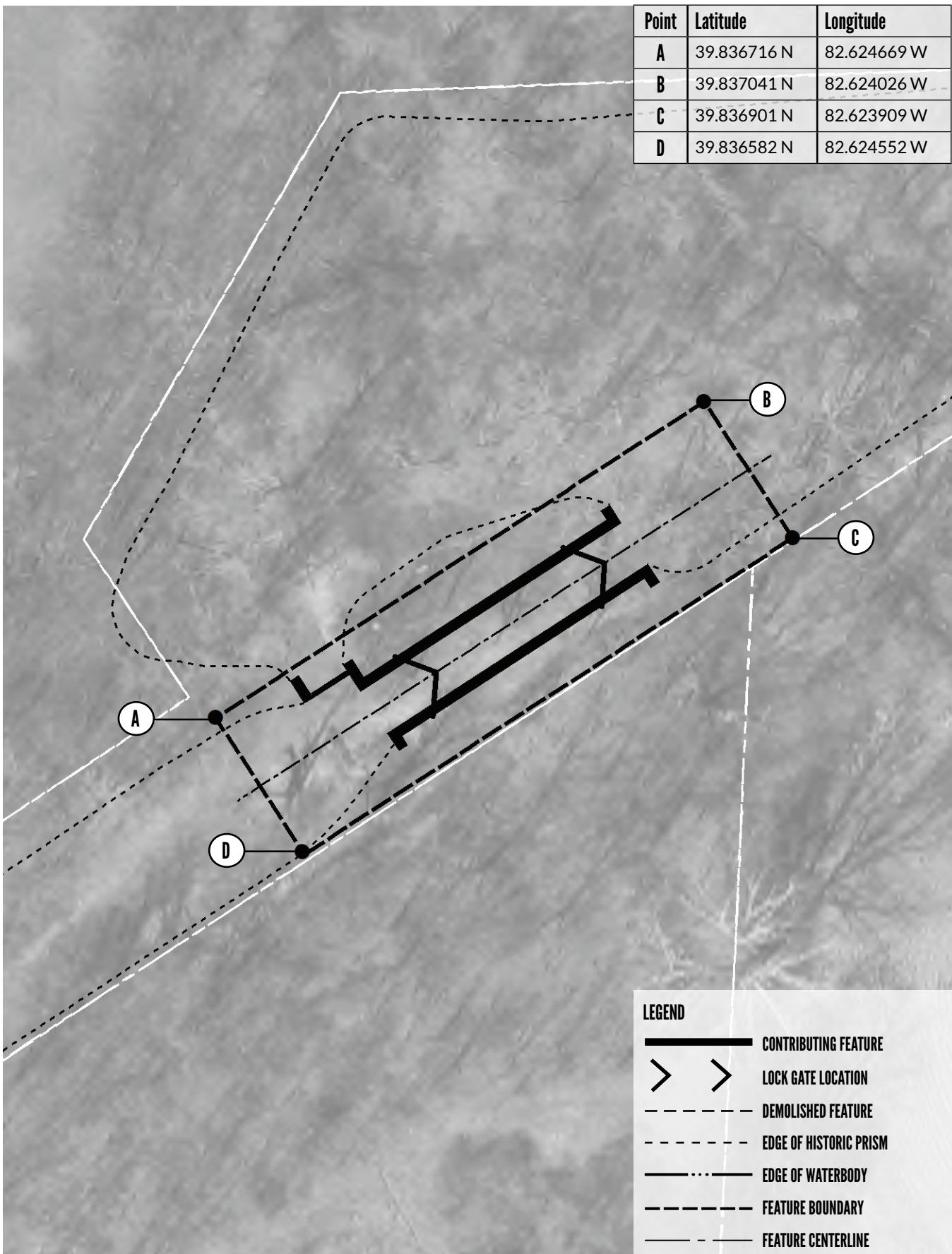


PHOTO KEY

FEATURE #1 - LOCK 8, BIBLER'S LOCK

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



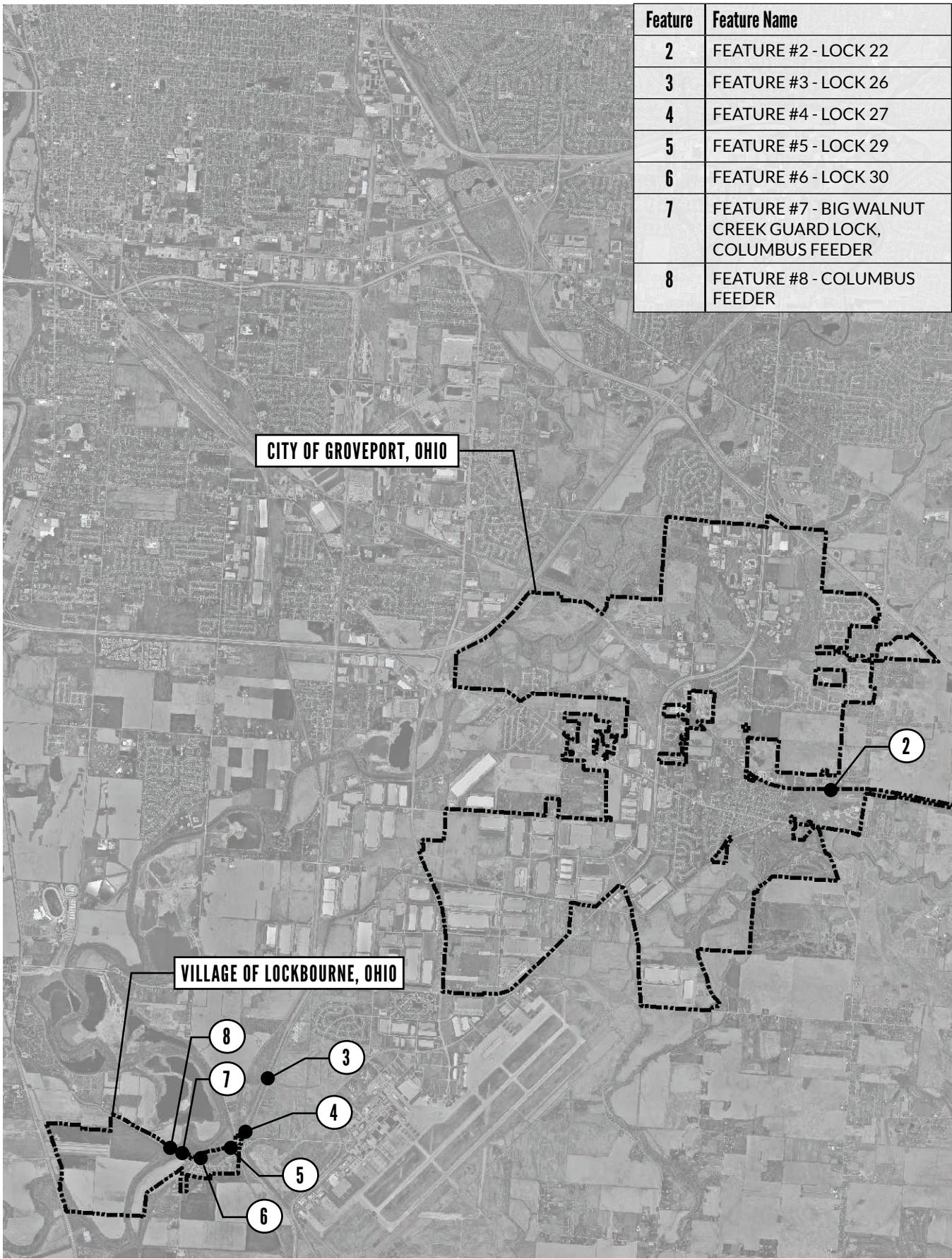


FEATURE MAP

FEATURE #1 - LOCK 8, BIBLER'S LOCK

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





CONTEXT MAP

CITY OF GROVEPORT AND VILLAGE OF LOCKBOURNE, OHIO

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



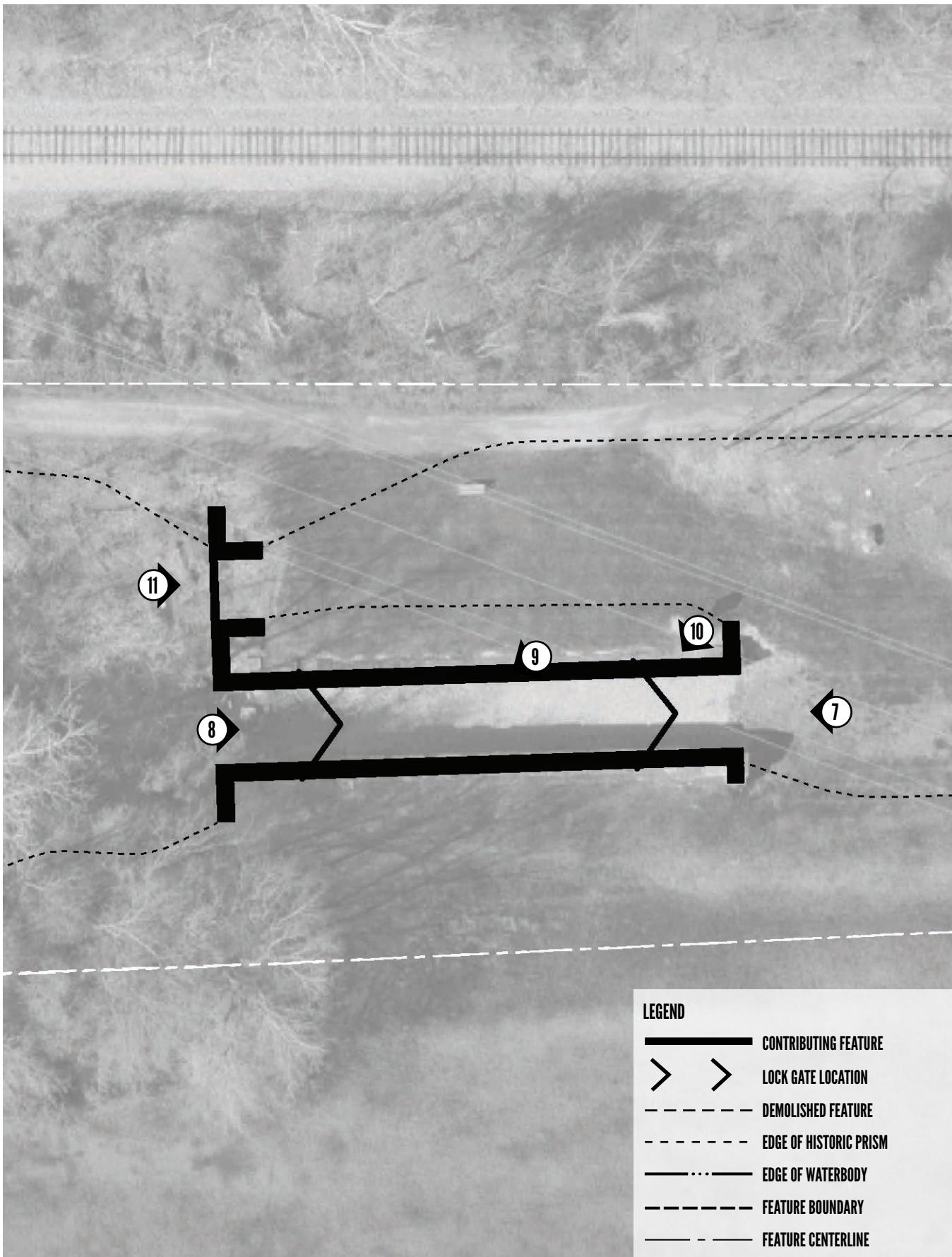
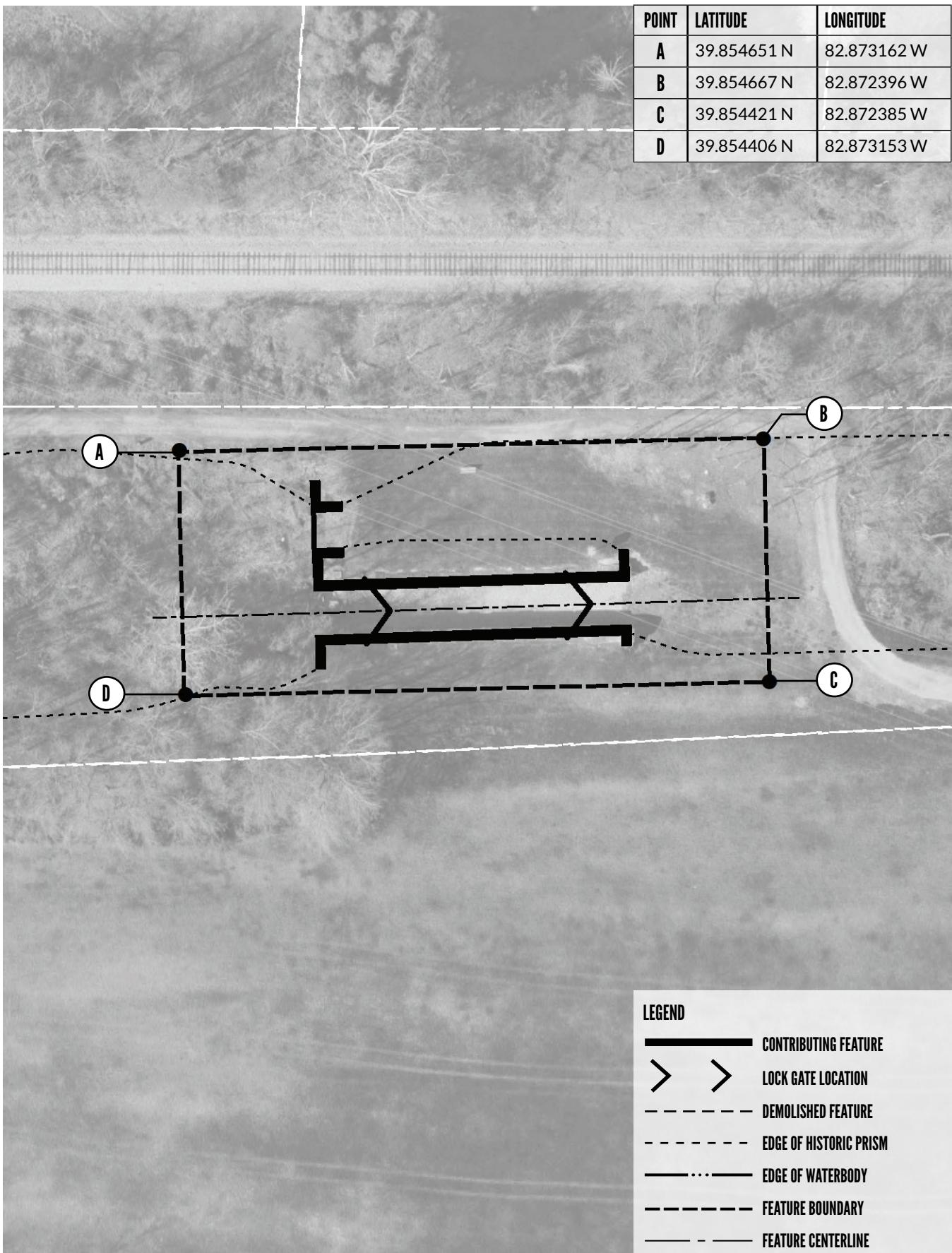


PHOTO KEY

FEATURE #2 - LOCK 22

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP

FEATURE #2 - LOCK 22

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



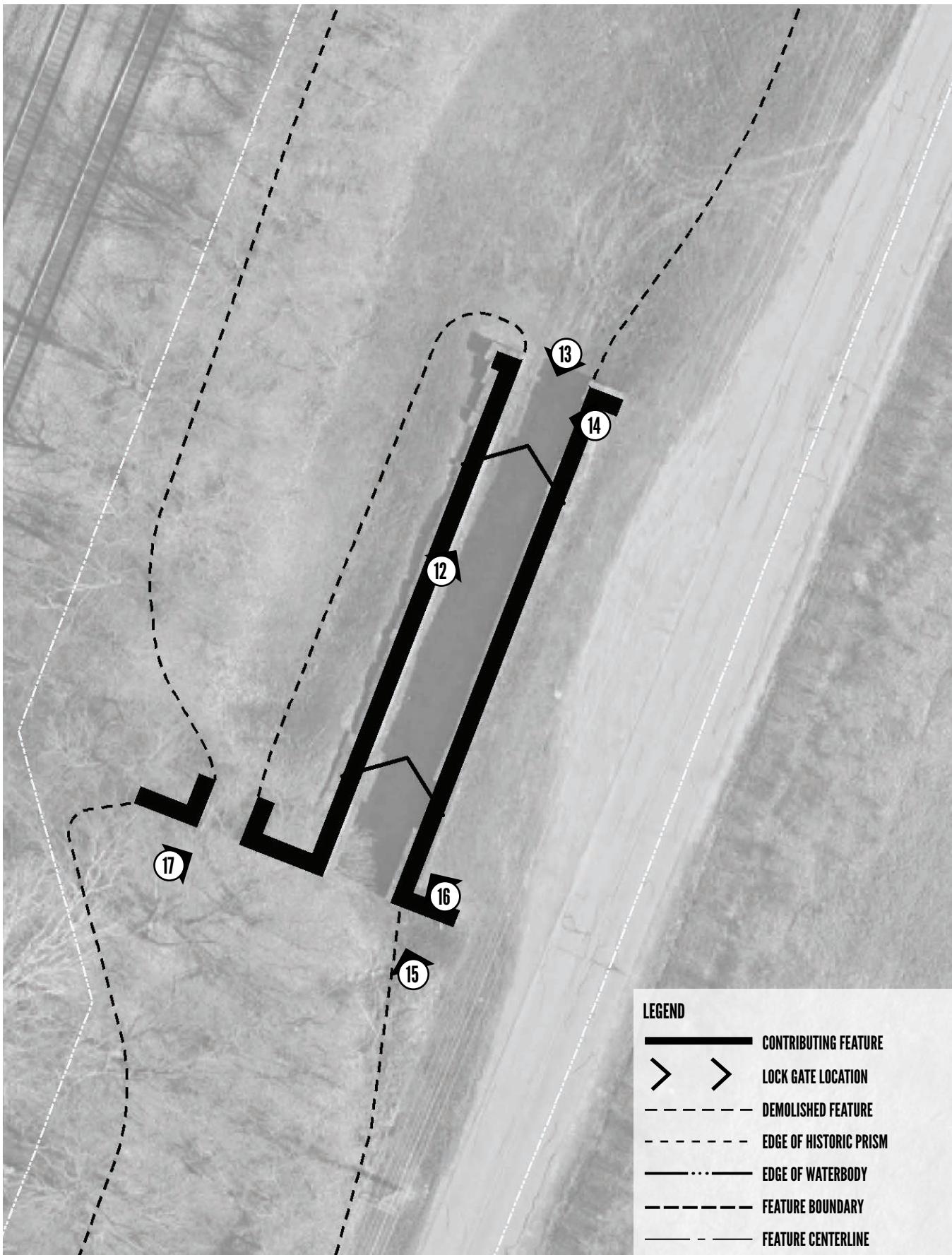
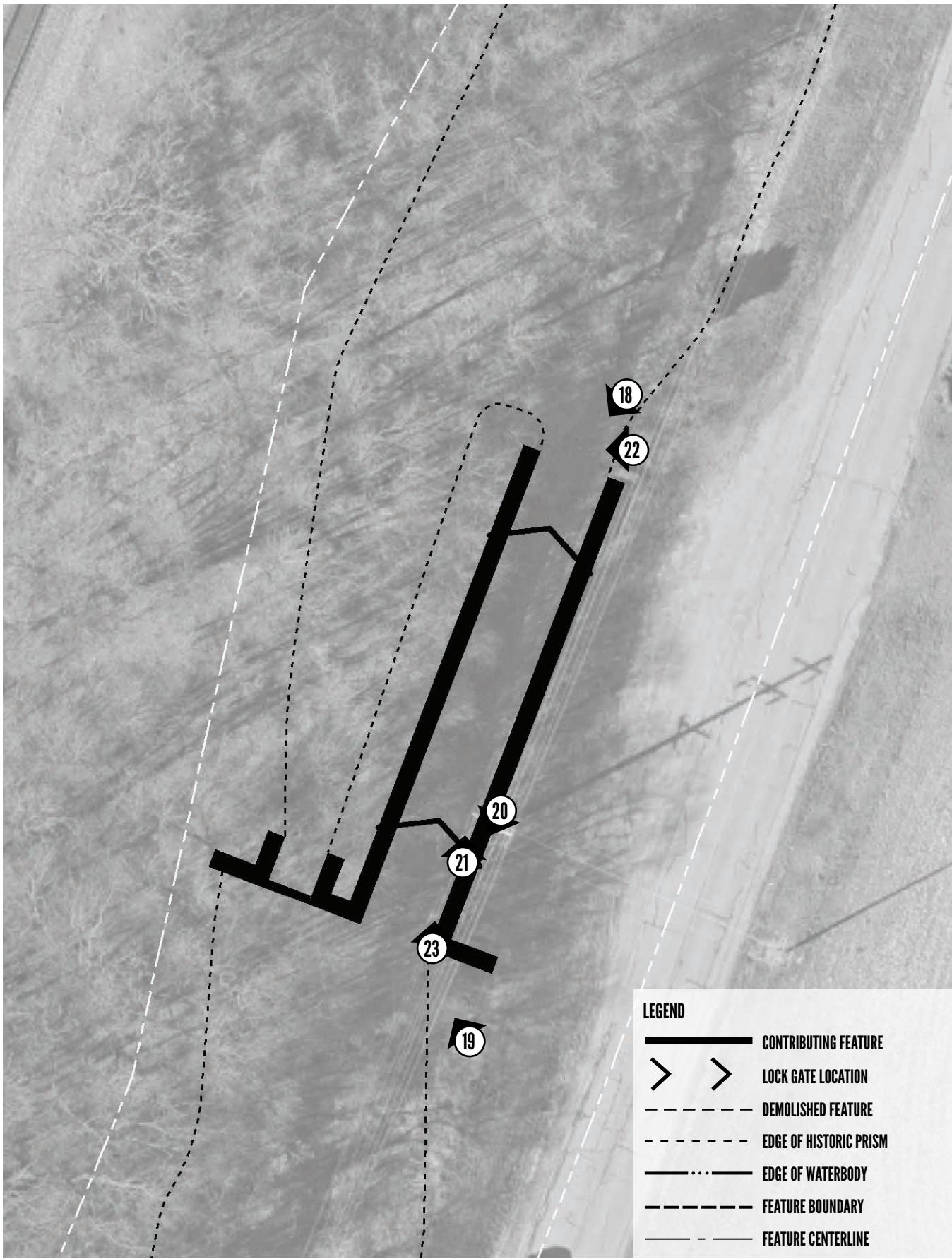


PHOTO KEY

FEATURE #3 - LOCK 26

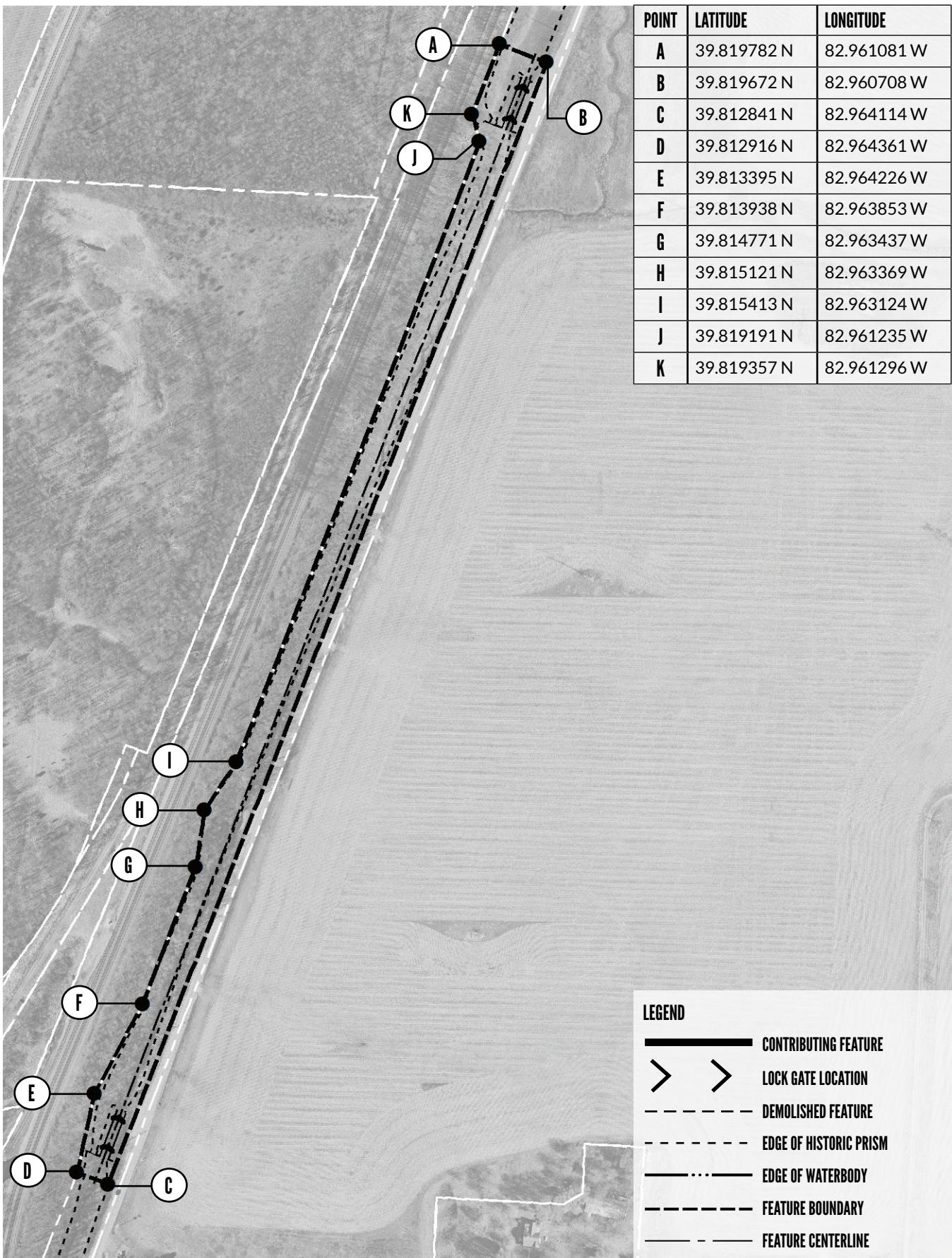
OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP FEATURE #3 & #4 - LOCK 26 & 27

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



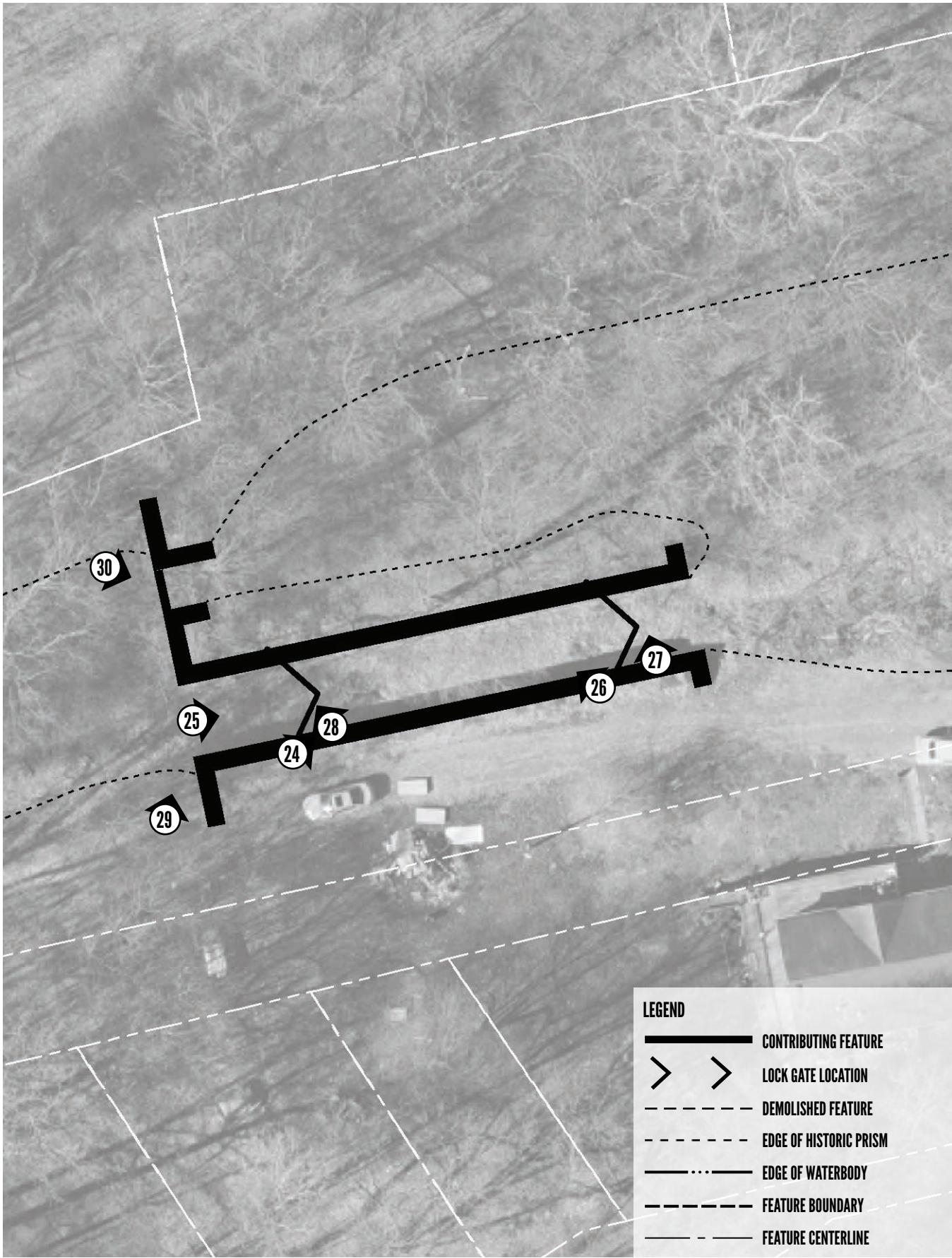


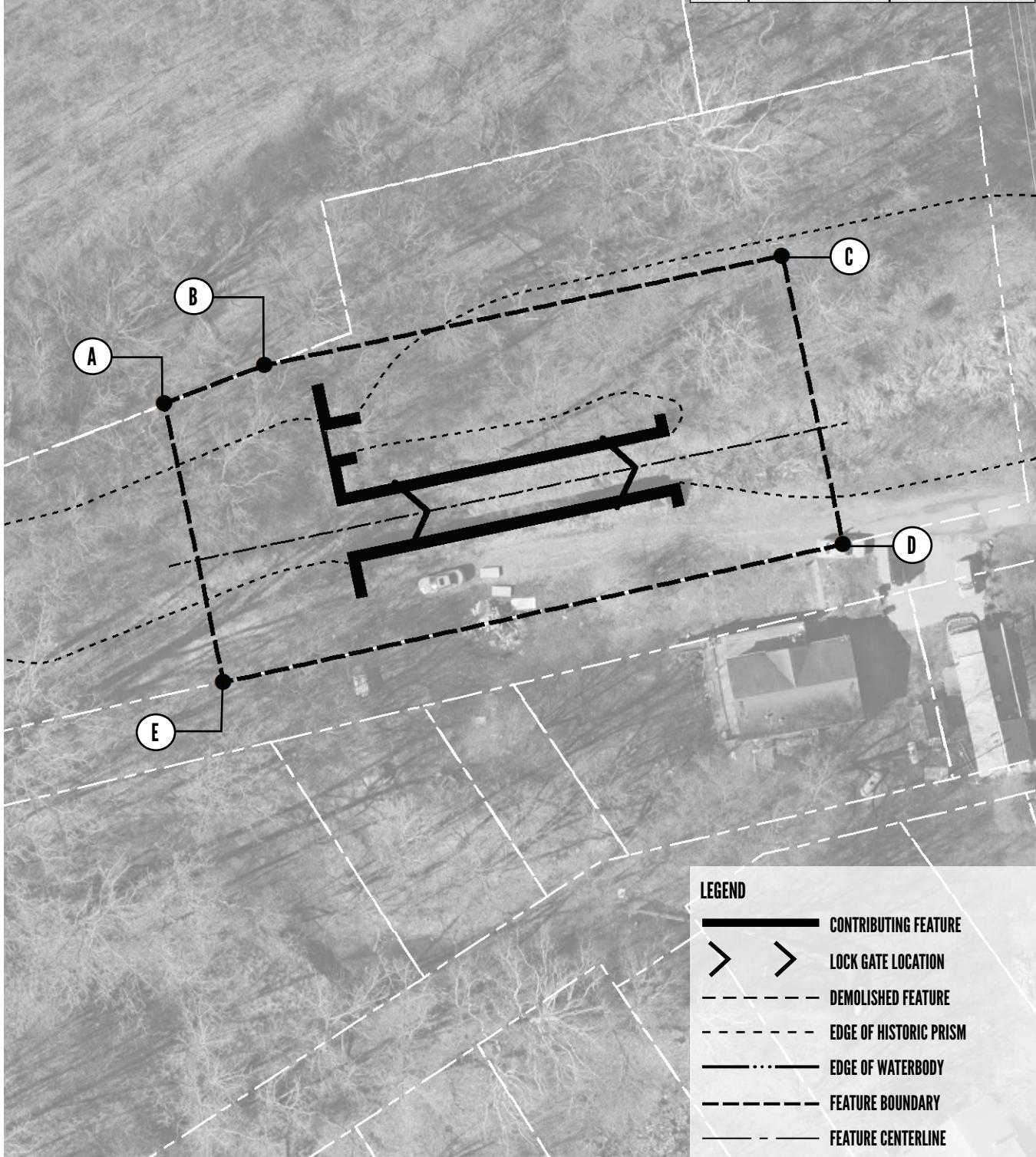
PHOTO KEY

FEATURE #5 - LOCK 29

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



Point	Latitude	Longitude
A	39.811223 N	82.967354 W
B	39.811260 N	82.967232 W
C	39.811364 N	82.966609 W
D	39.811092 N	82.966532 W
E	39.810965 N	82.967285 W

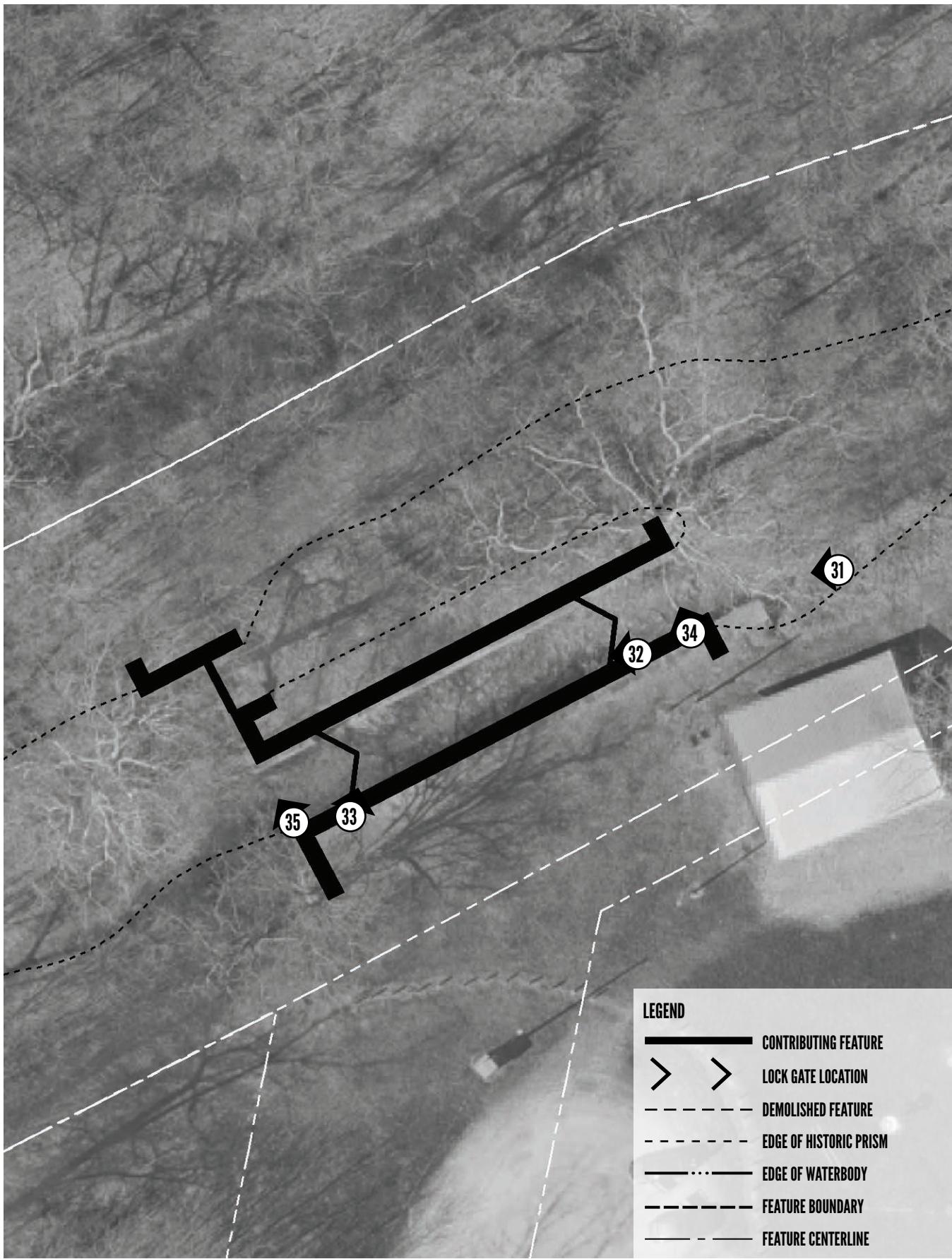


FEATURE MAP

FEATURE #5 - LOCK 29

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





LEGEND

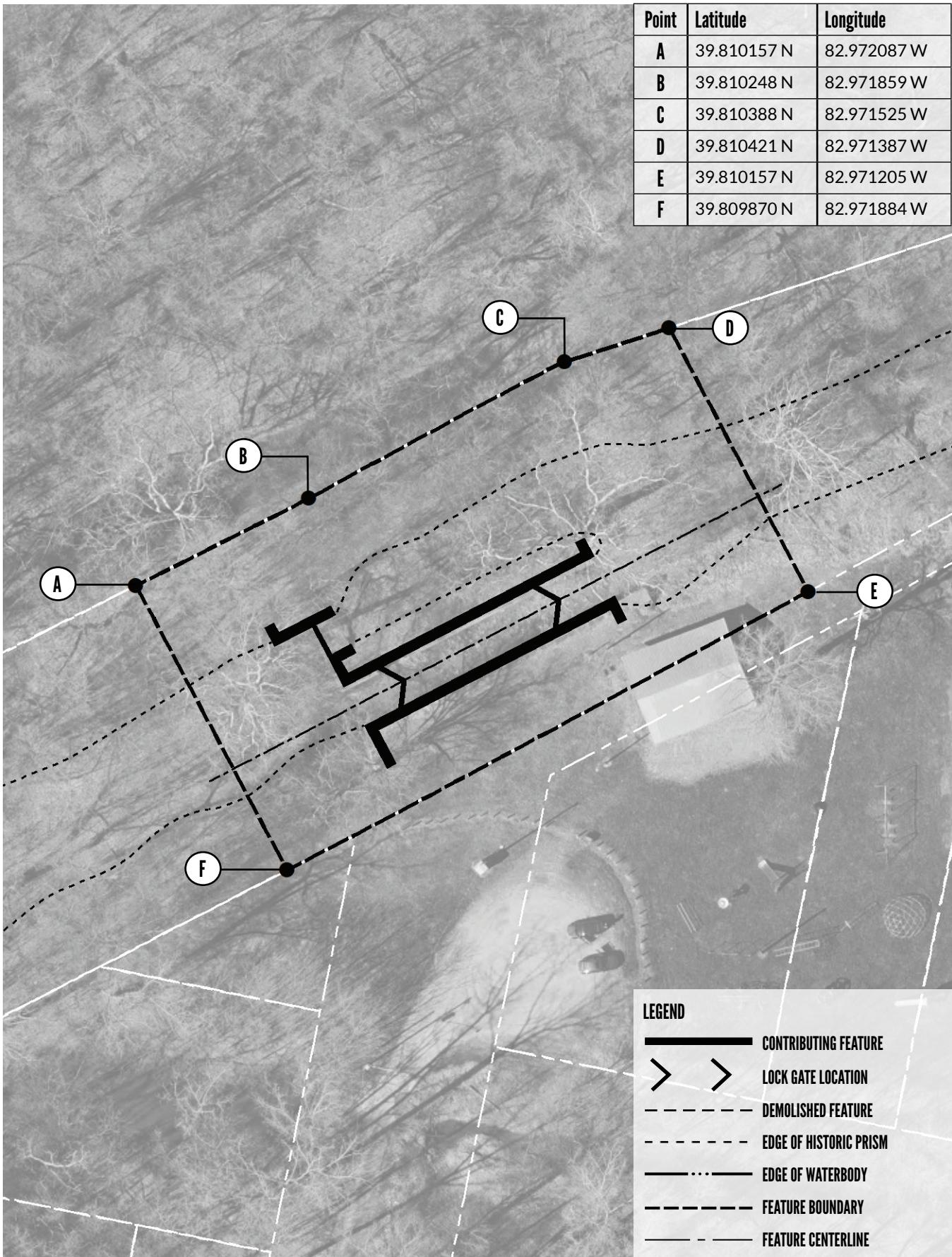
- CONTRIBUTING FEATURE
- > > LOCK GATE LOCATION
- - - DEMOLISHED FEATURE
- - - EDGE OF HISTORIC PRISM
- - - EDGE OF WATERBODY
- - - FEATURE BOUNDARY
- - - FEATURE CENTERLINE

PHOTO KEY

FEATURE #6 - LOCK 30

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP

FEATURE #6 - LOCK 30

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



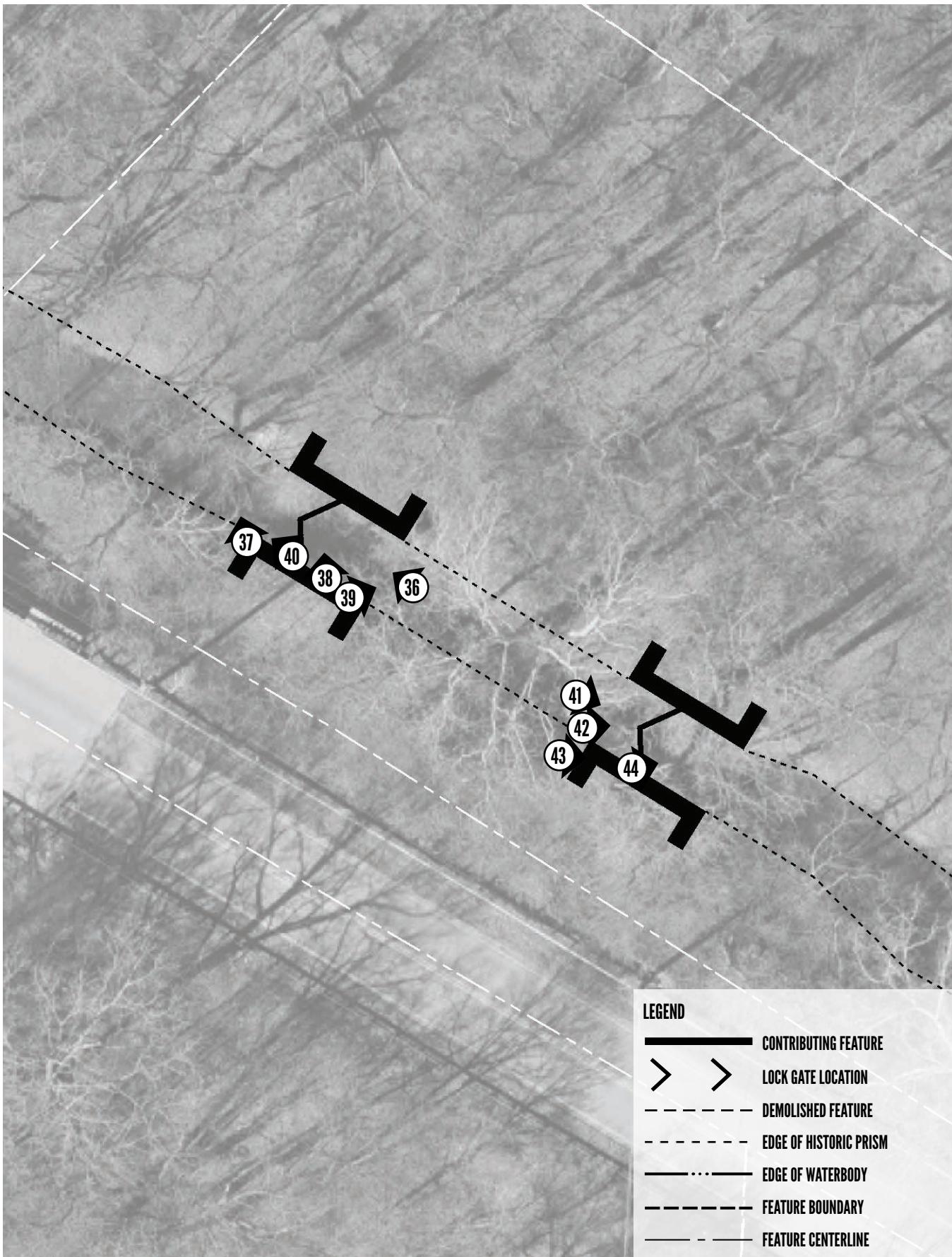
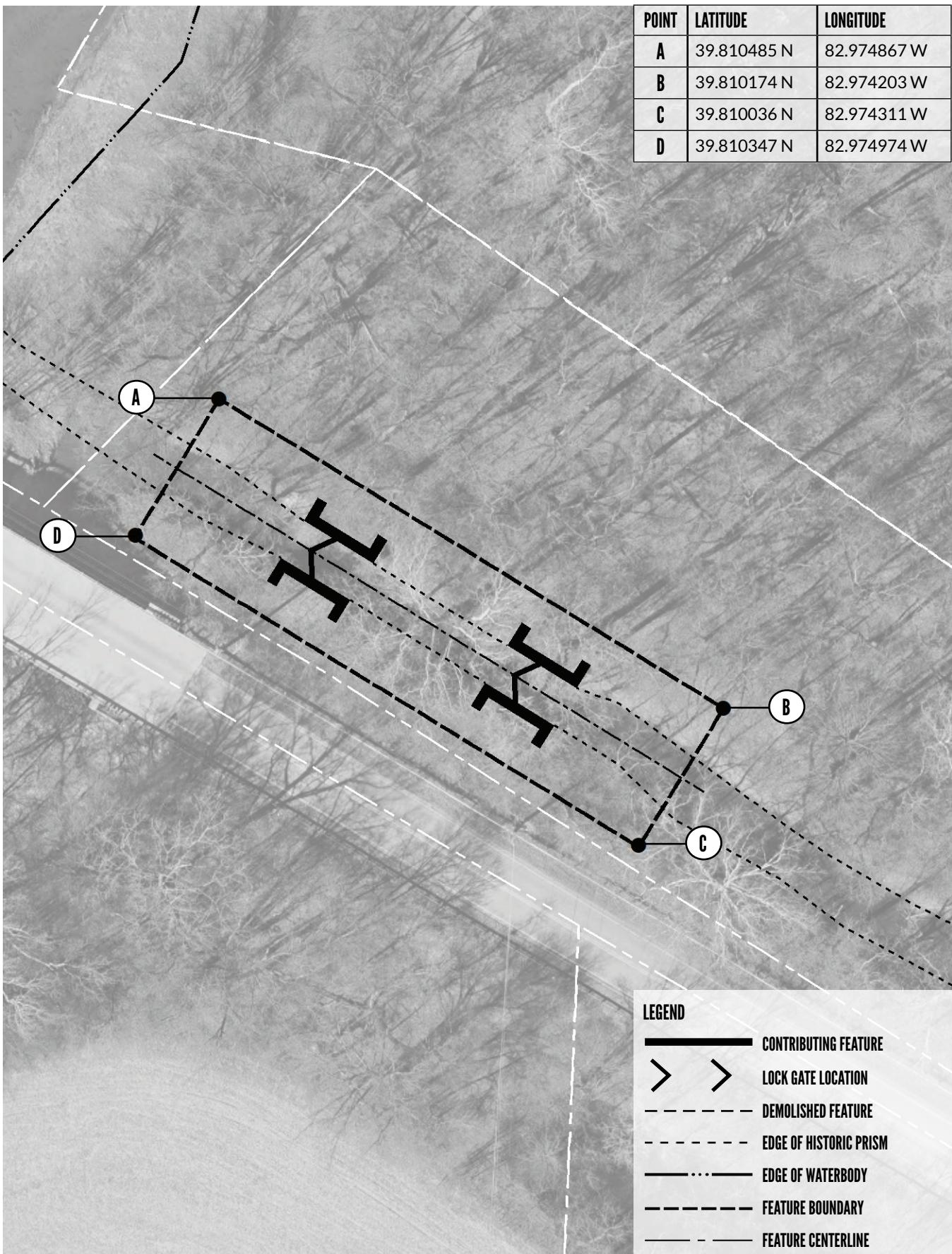


PHOTO KEY

FEATURE # 7 - BIG WALNUT CREEK GUARD LOCK, COLUMBUS FEEDER

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP

FEATURE # 7 - BIG WALNUT CREEK GUARD LOCK, COLUMBUS FEEDER

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



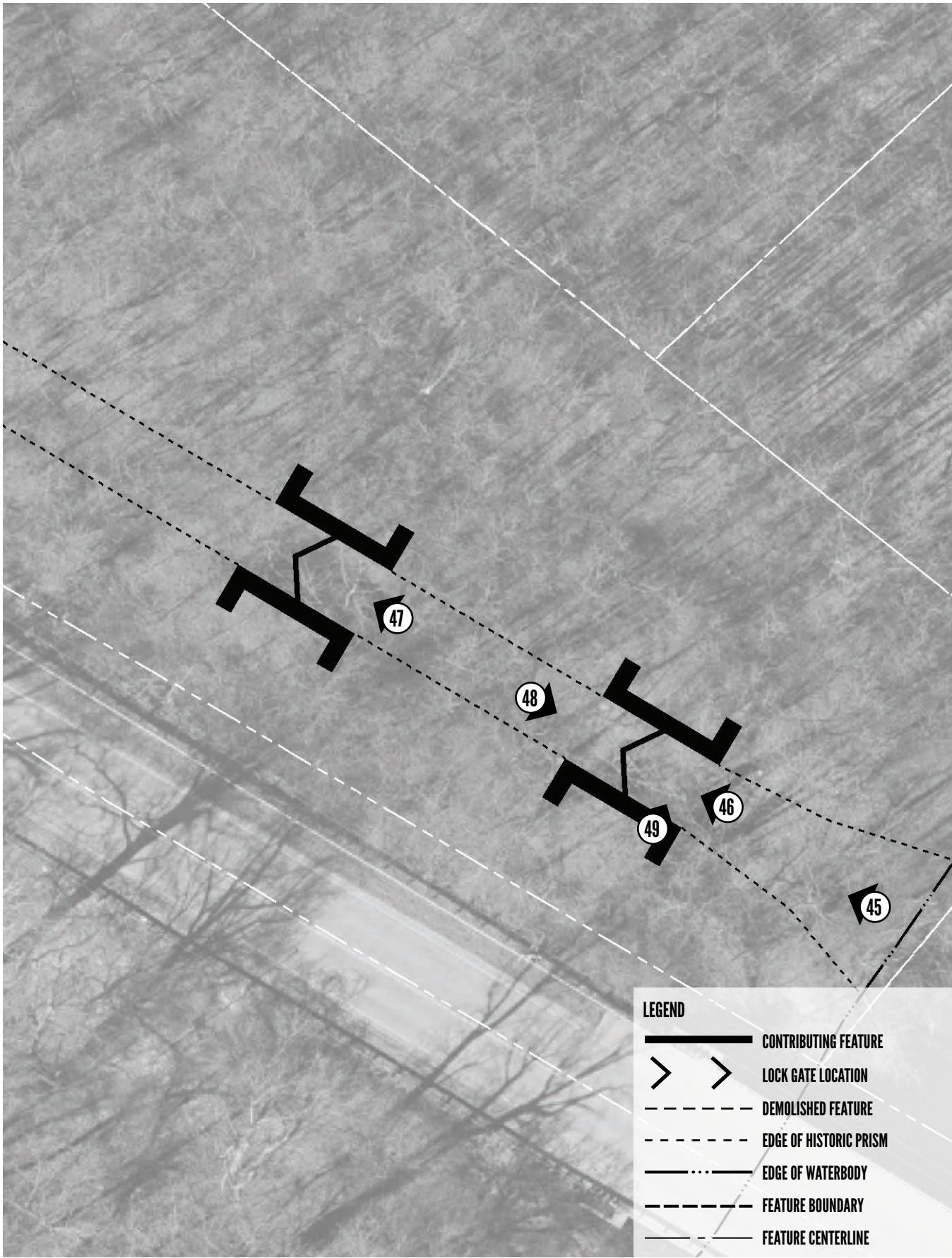


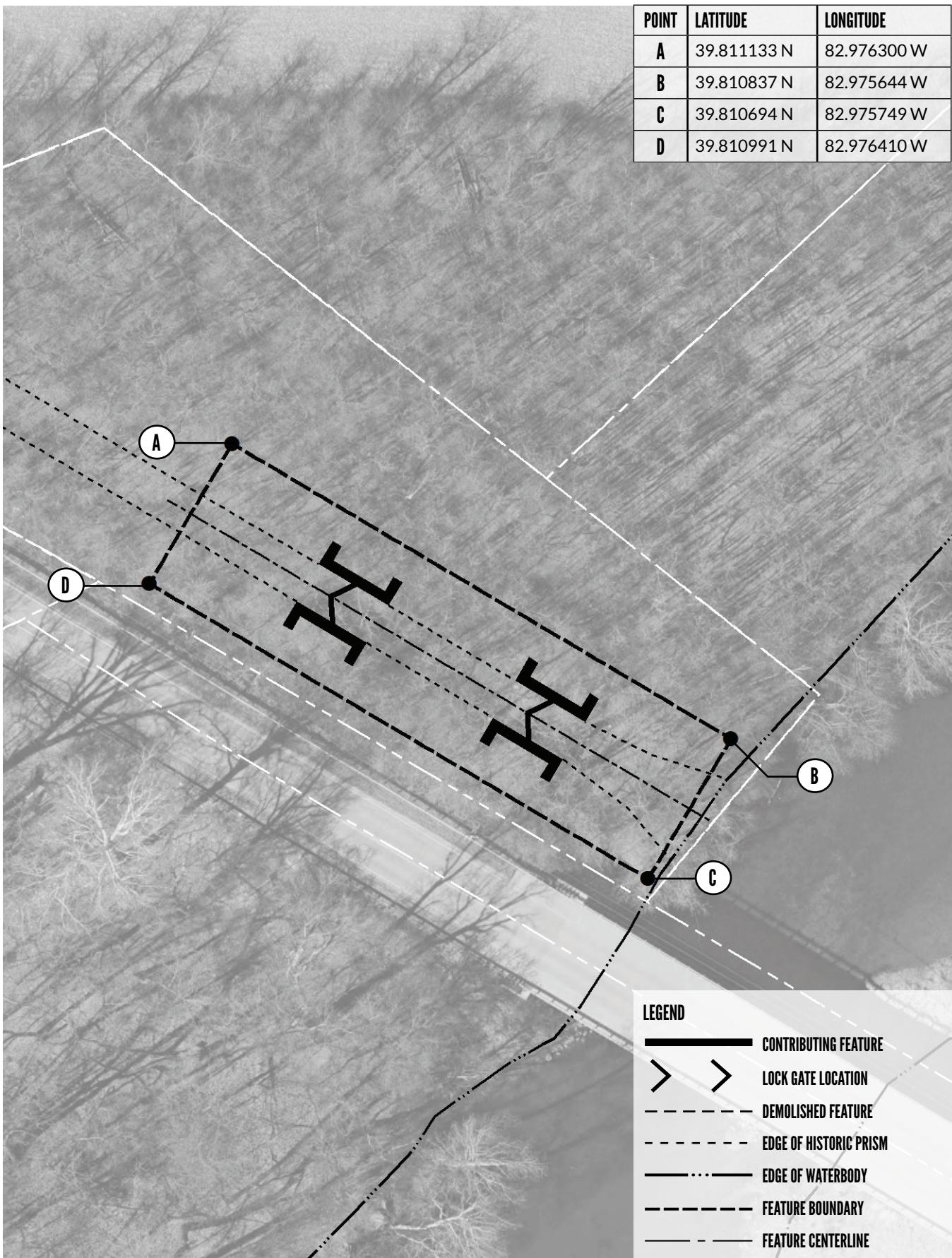
PHOTO KEY

FEATURE # 8 - LOCK 2, COLUMBUS FEEDER

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



POINT	LATITUDE	LONGITUDE
A	39.811133 N	82.976300 W
B	39.810837 N	82.975644 W
C	39.810694 N	82.975749 W
D	39.810991 N	82.976410 W



FEATURE MAP FEATURE # 8 - LOCK 2, COLUMBUS FEEDER

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





**CONTEXT MAP
VILLAGE OF ASHVILLE, OHIO**

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



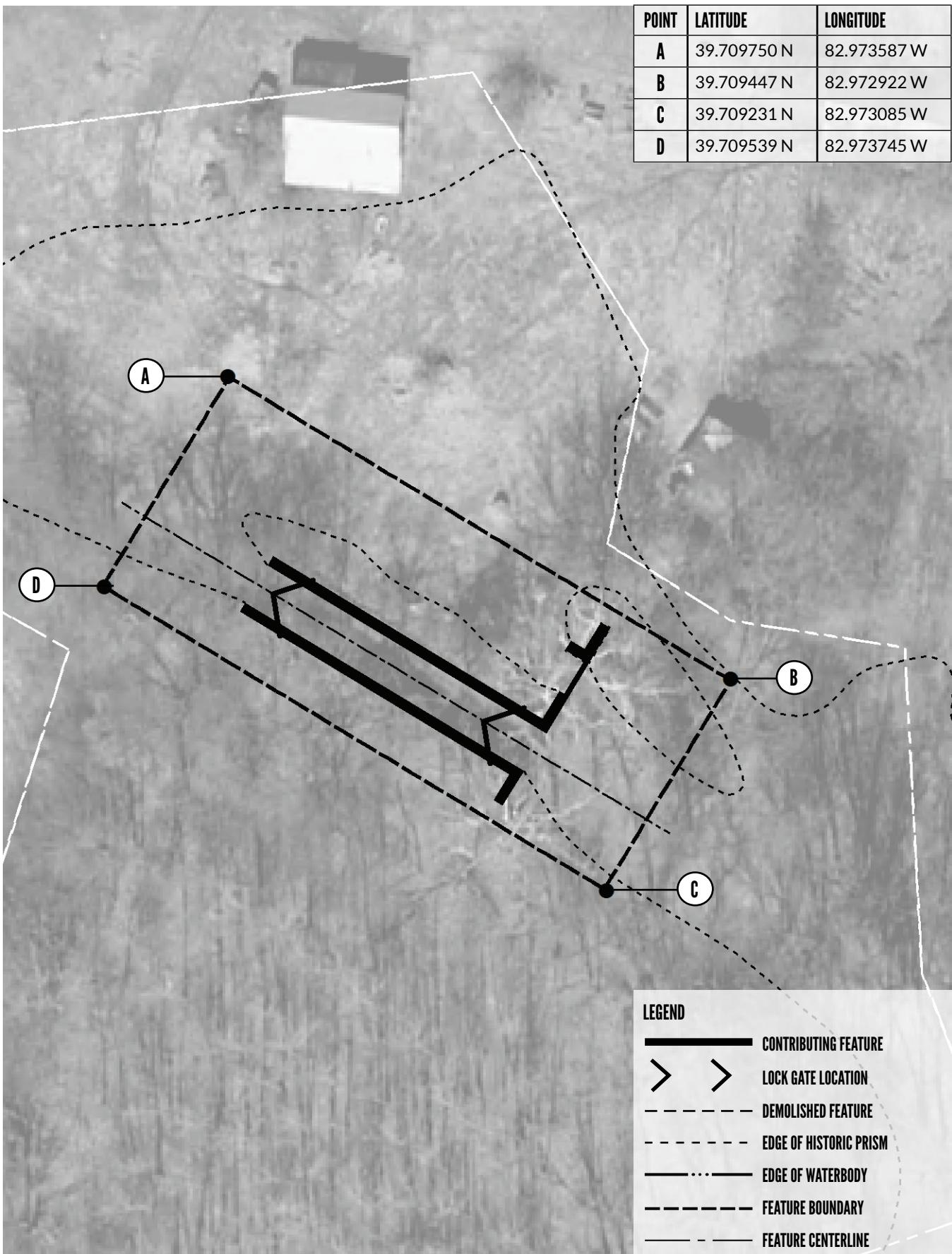


PHOTO KEY

FEATURE # 9 - LOCK 31

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



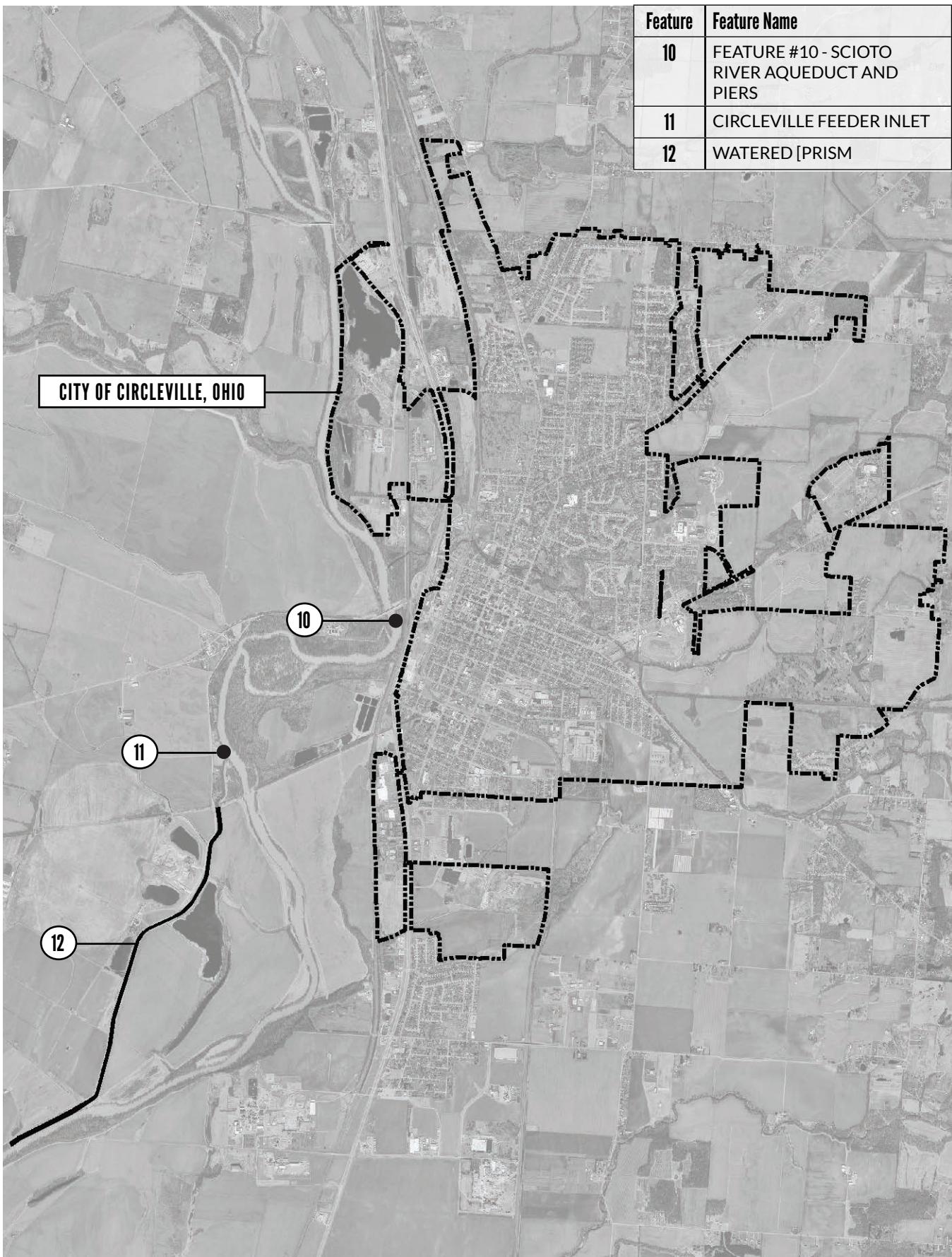


FEATURE MAP

FEATURE # 9 - LOCK 31

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





**CONTEXT MAP
CITY OF CIRCLEVILLE, OHIO**

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



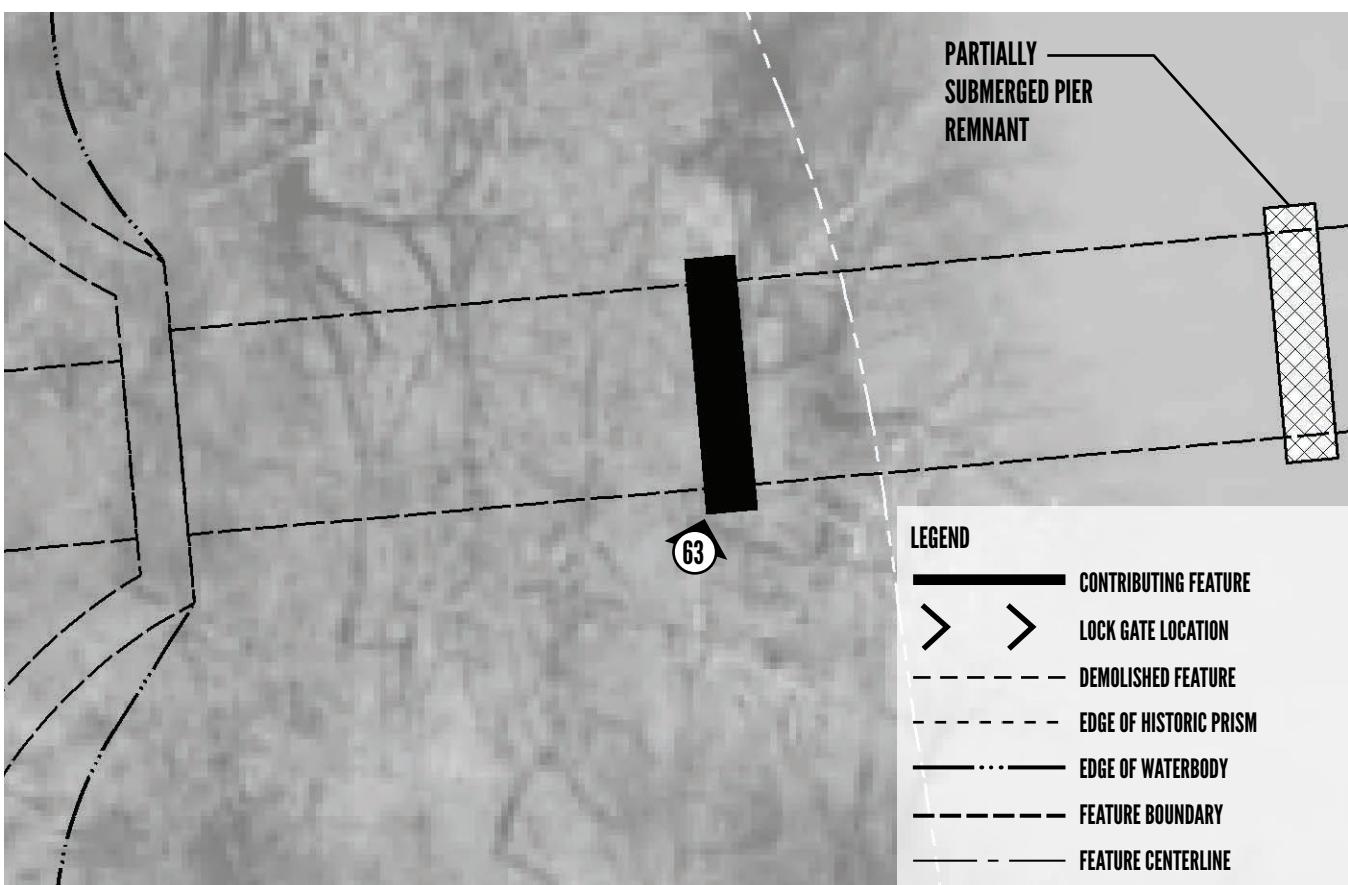
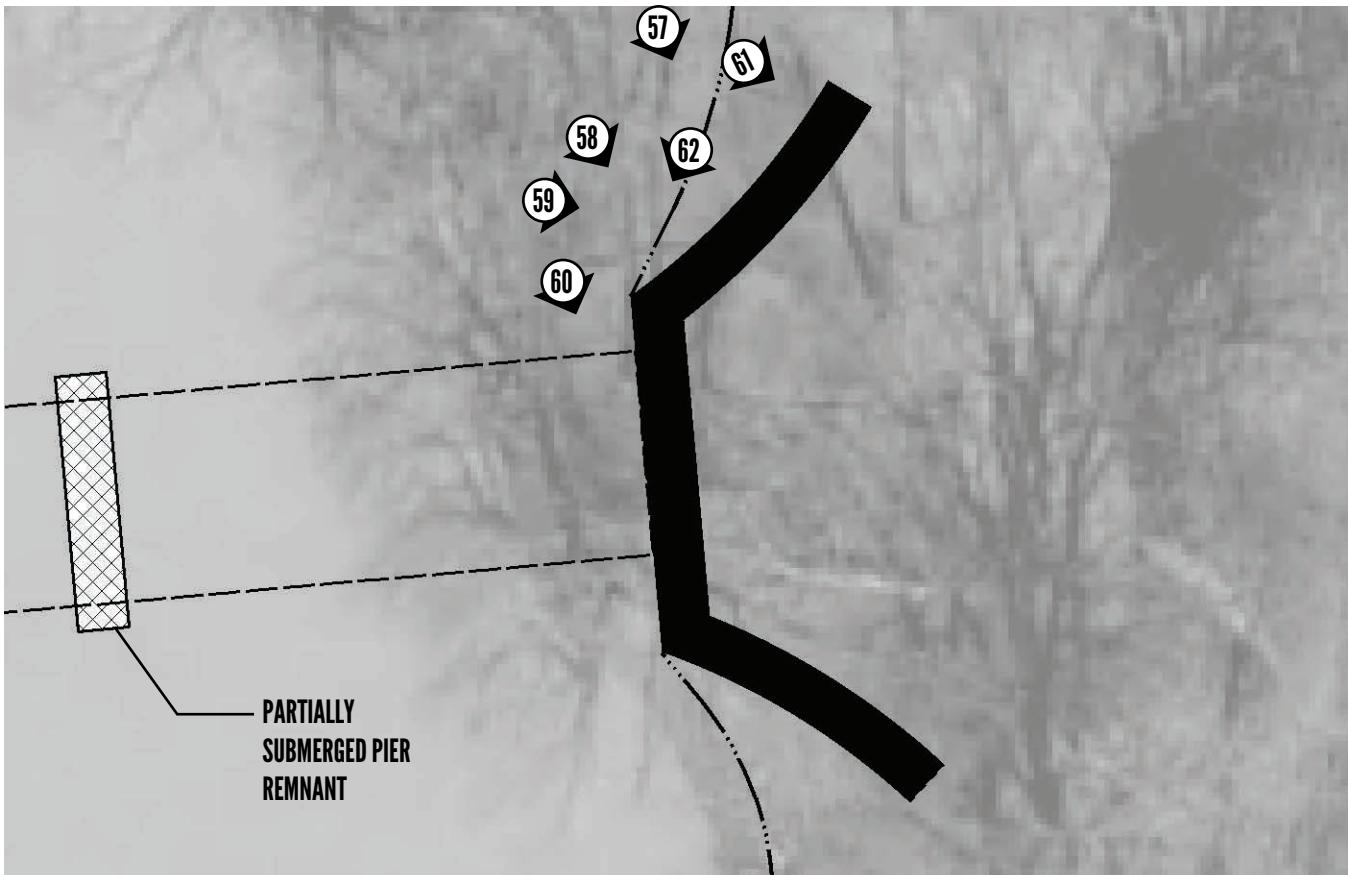
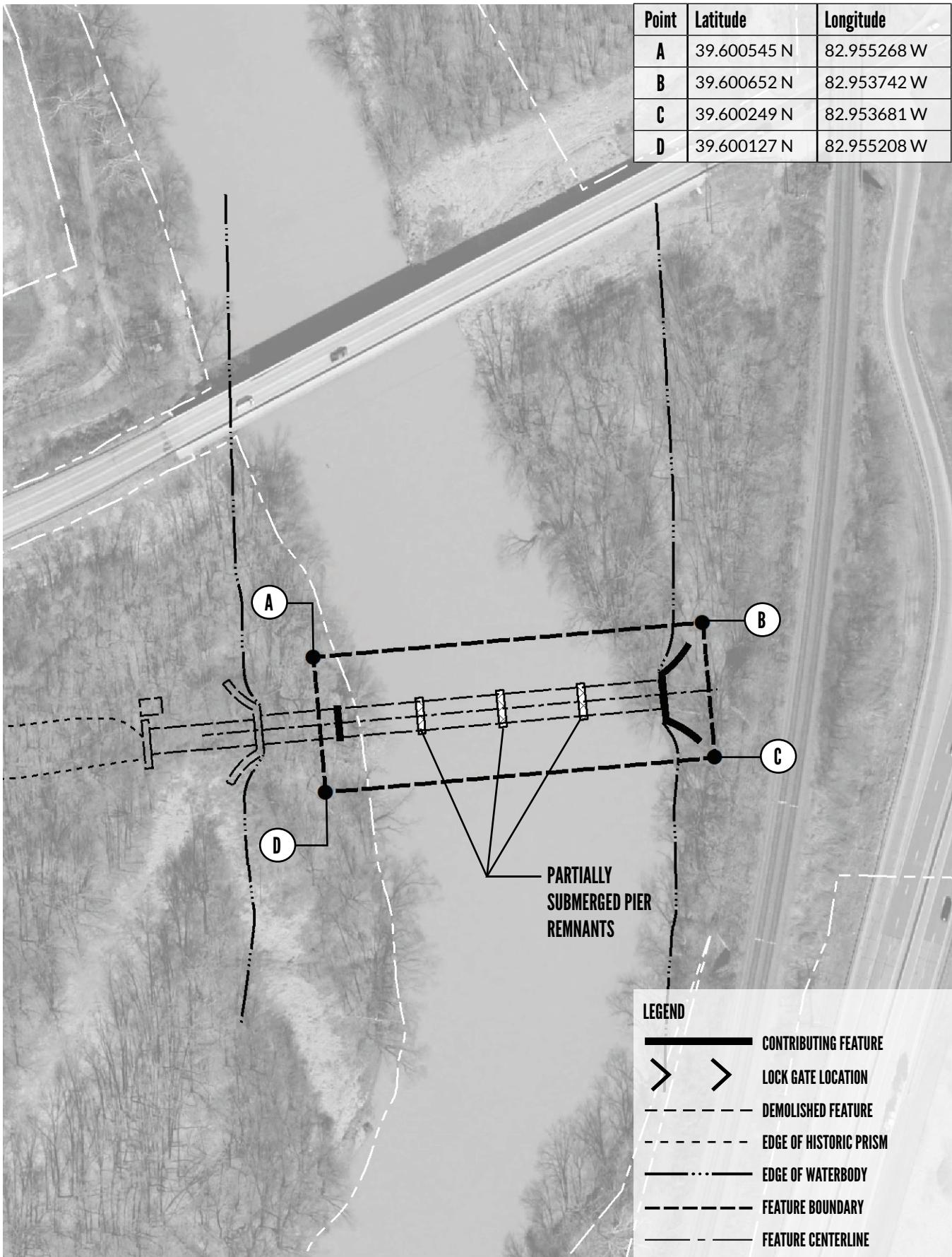


PHOTO KEY

FEATURE # 10 - SCIOTO RIVER AQUEDUCT ABUTMENT AND PIERS

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP

FEATURE # 10 - SCIOTO RIVER AQUEDUCT ABUTMENT AND PIERS

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



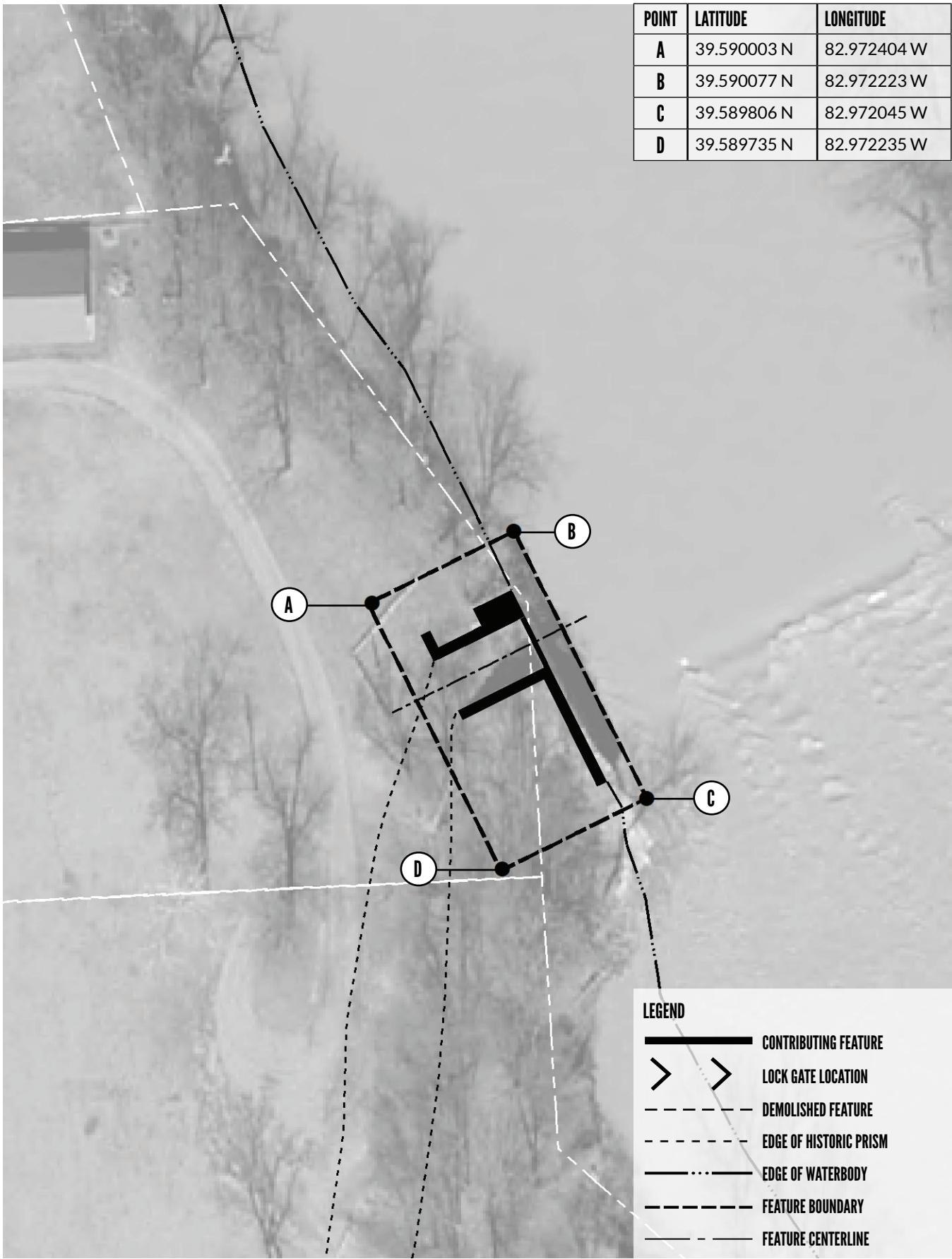


PHOTO KEY

FEATURE # 11 - CIRCLEVILLE FEEDER INLET

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP

FEATURE # 11 - CIRCLEVILLE FEEDER INLET

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



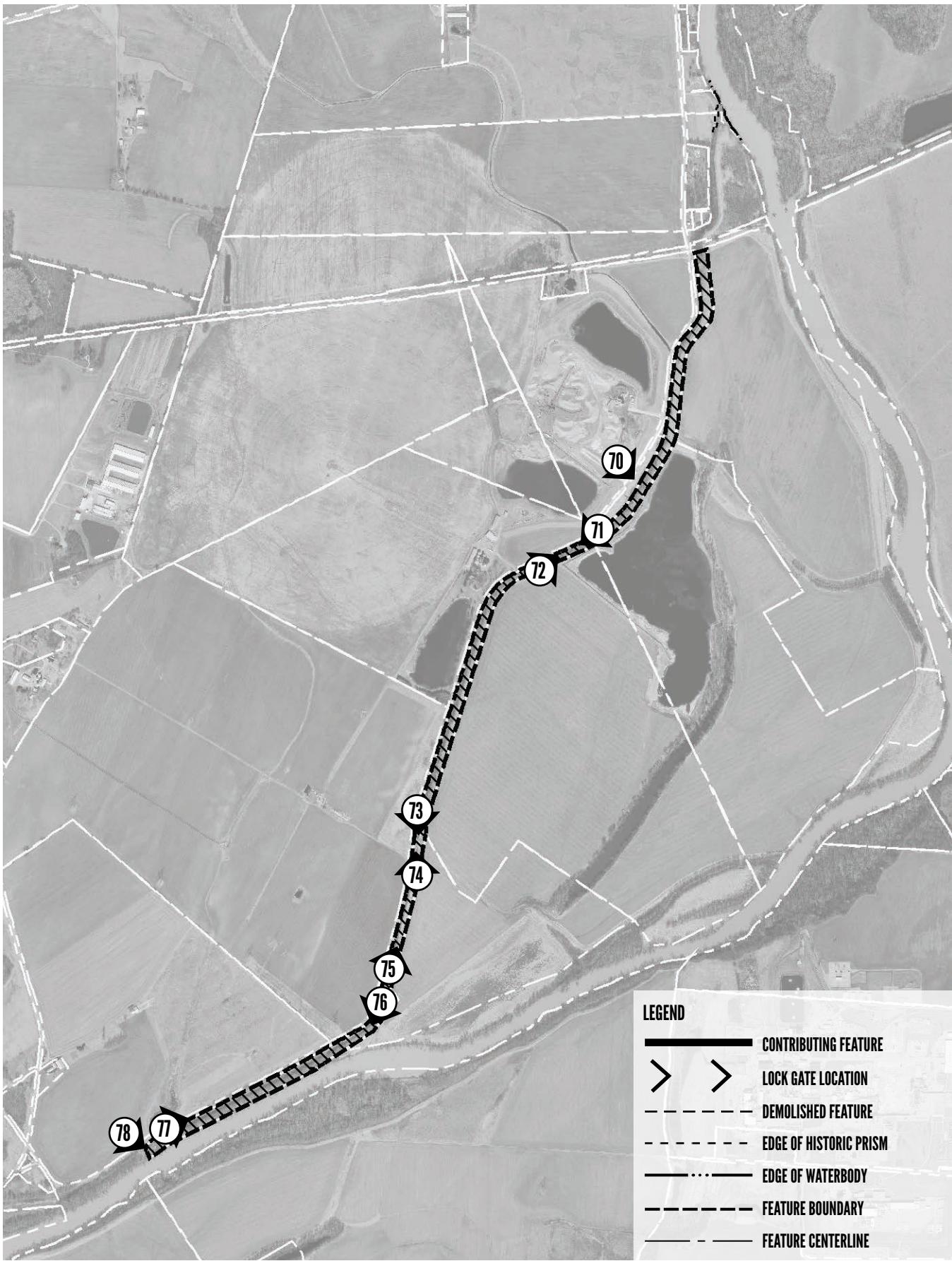
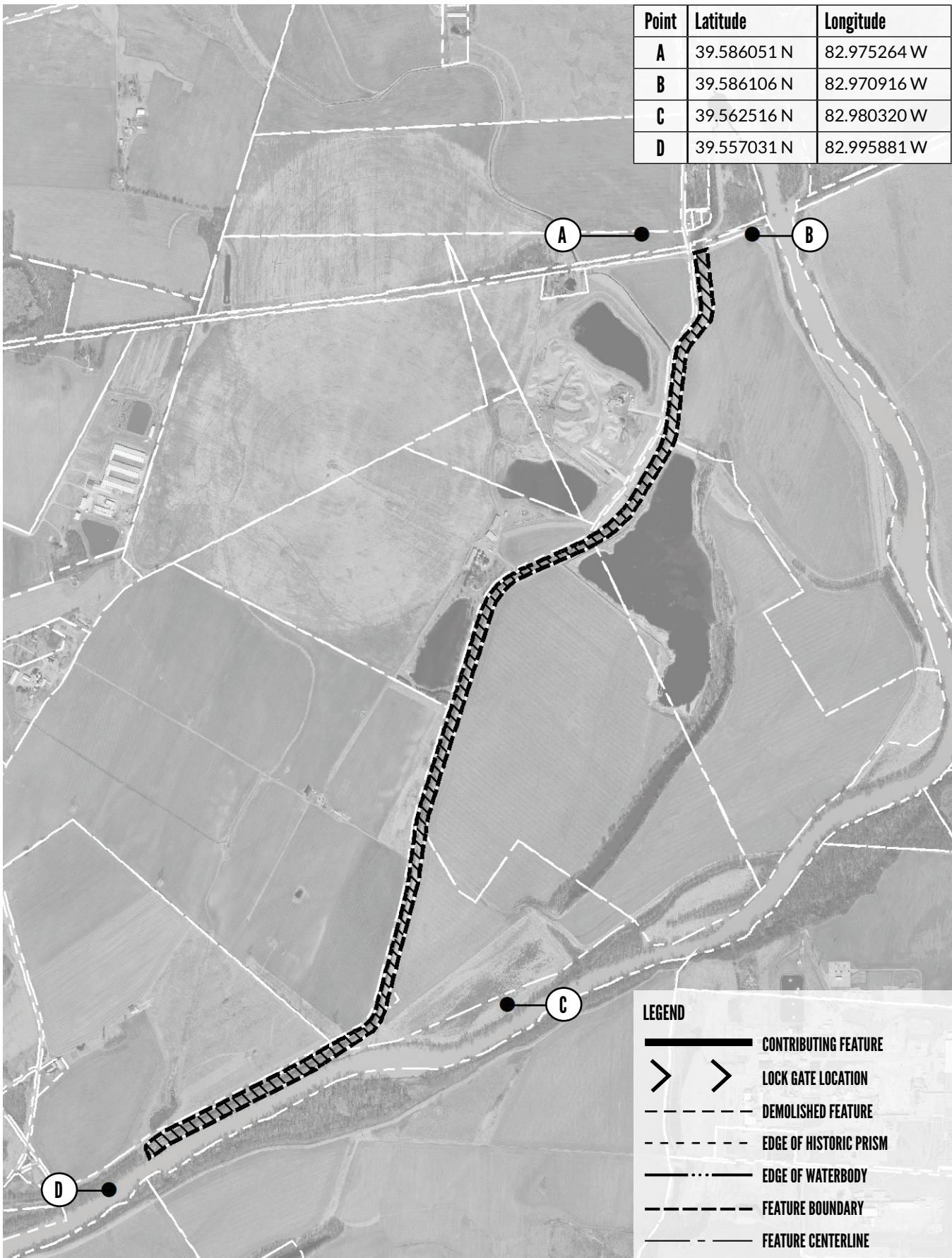


PHOTO KEY

FEATURE # 12 - WATERED PRISM

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO

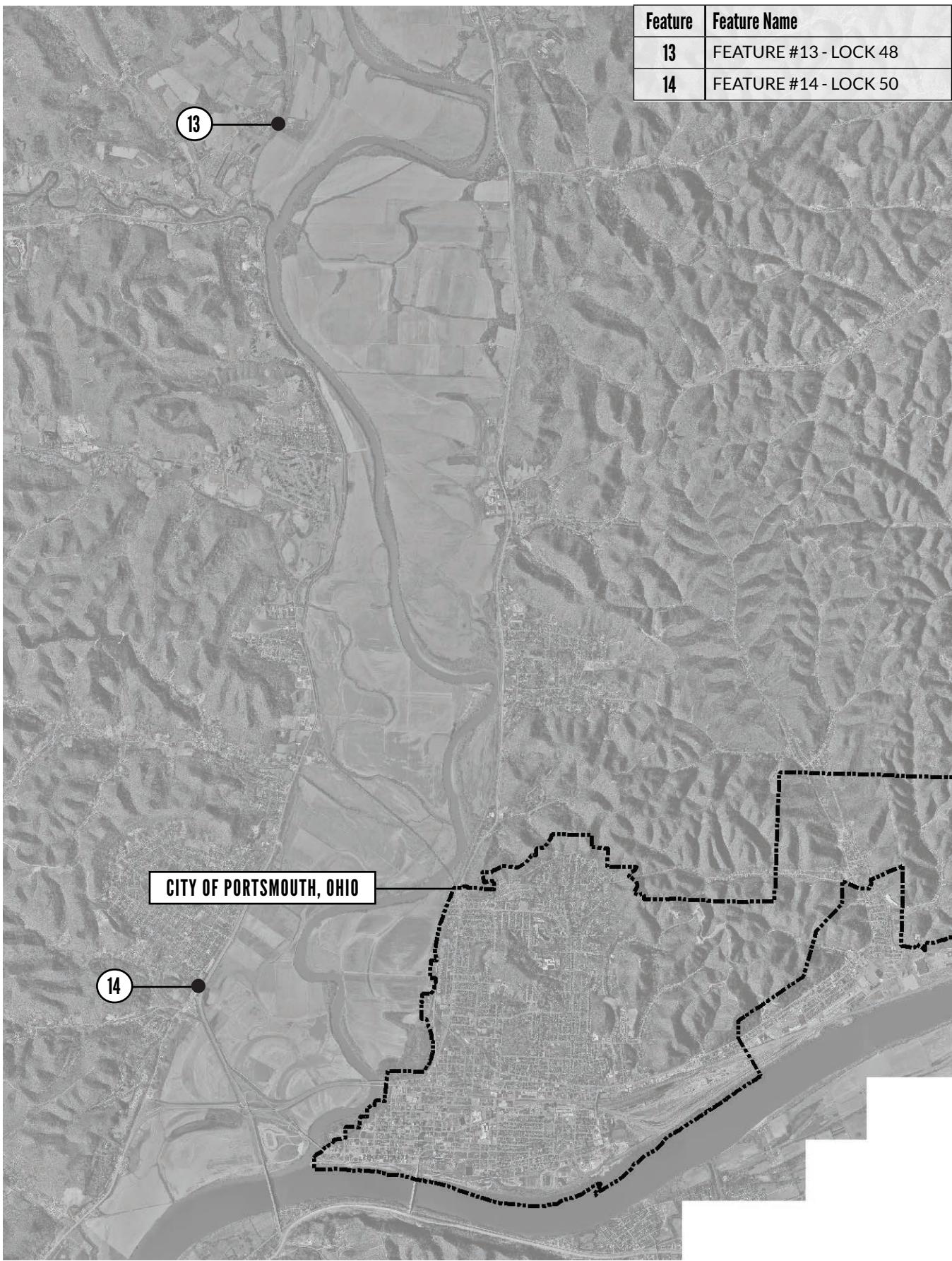
0' 1500' N



FEATURE MAP FEATURE # 12 - WATERED PRISM

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





**CONTEXT MAP
CITY OF PORTSMOUTH, OHIO**

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



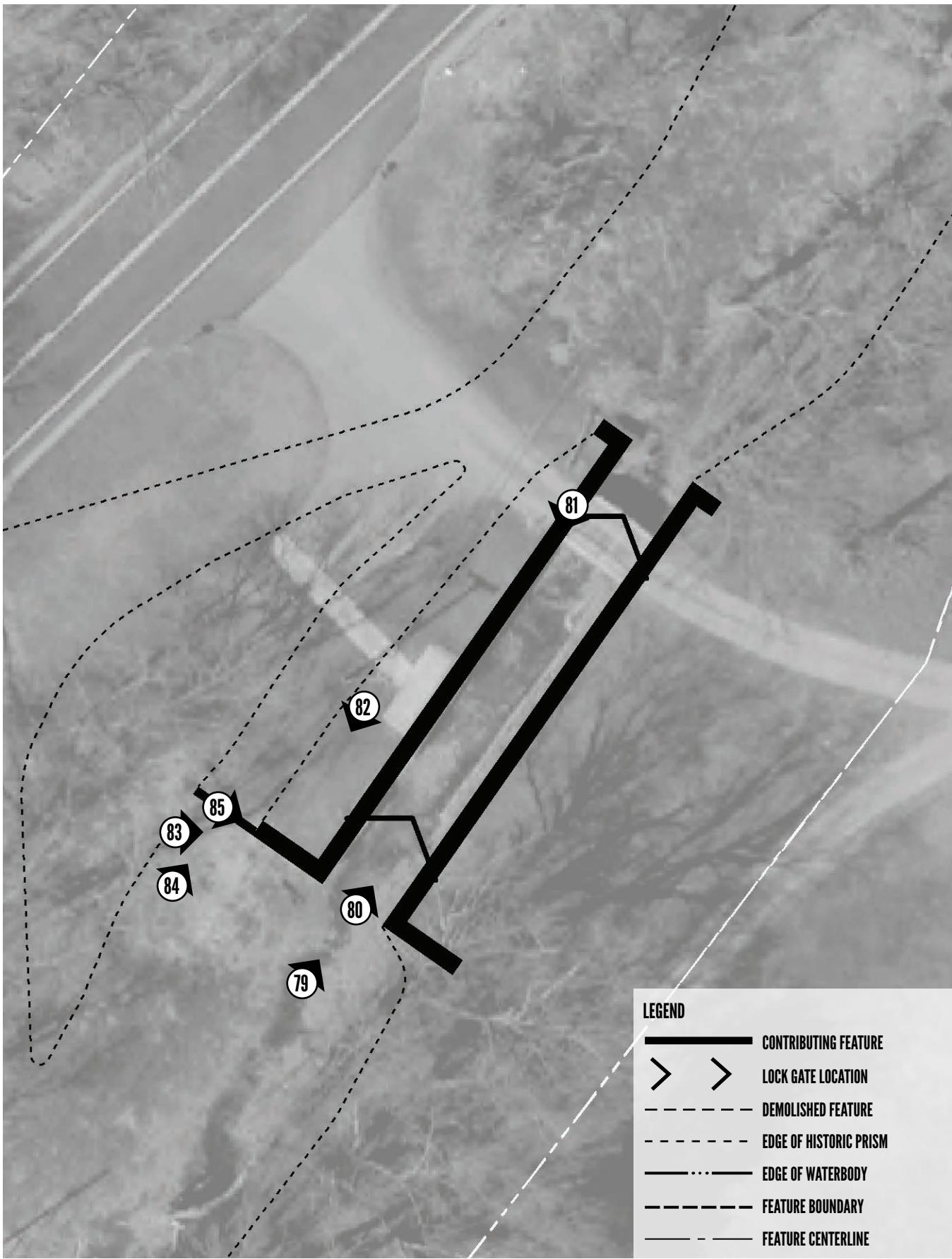
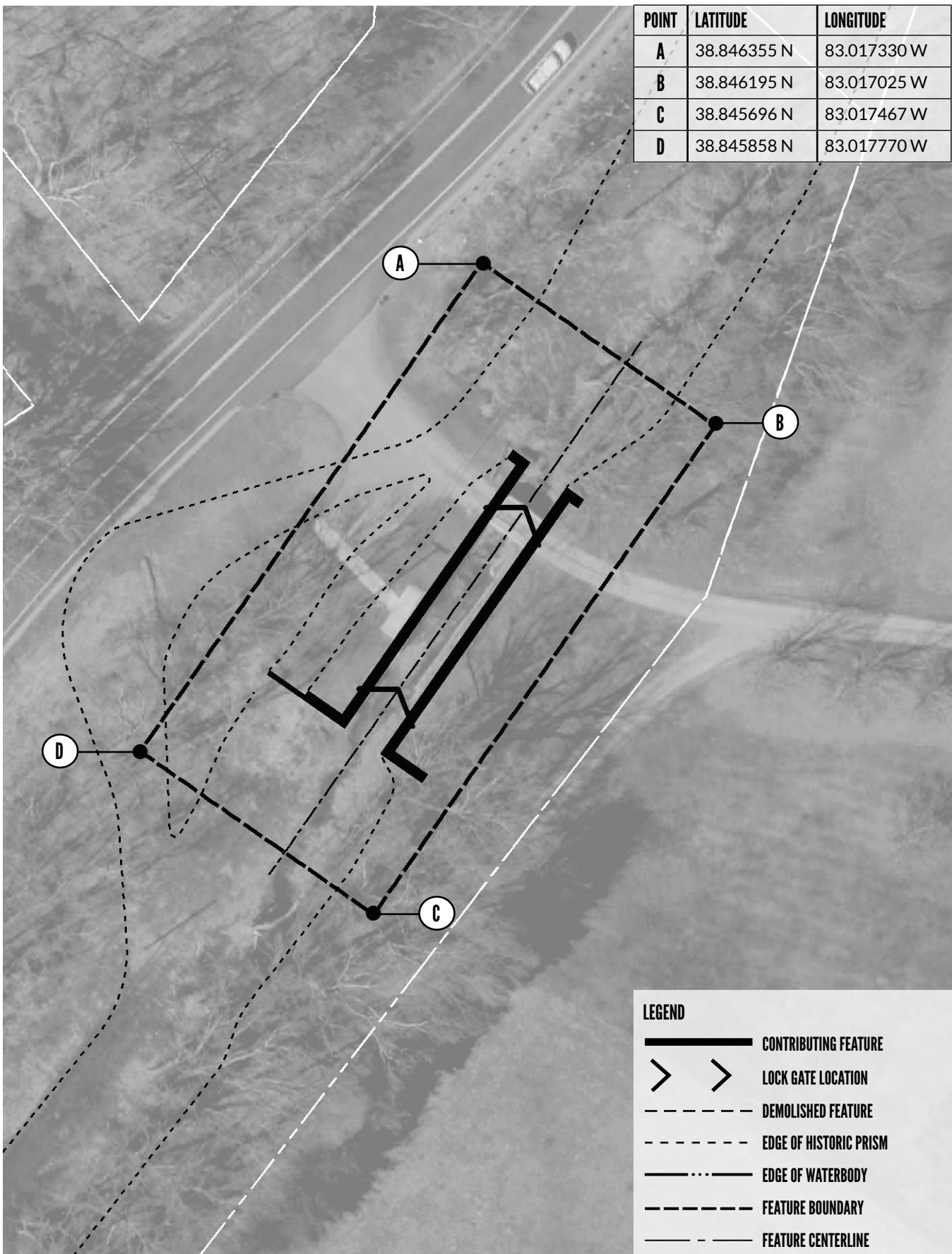


PHOTO KEY

FEATURE #13 - LOCK 48

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO

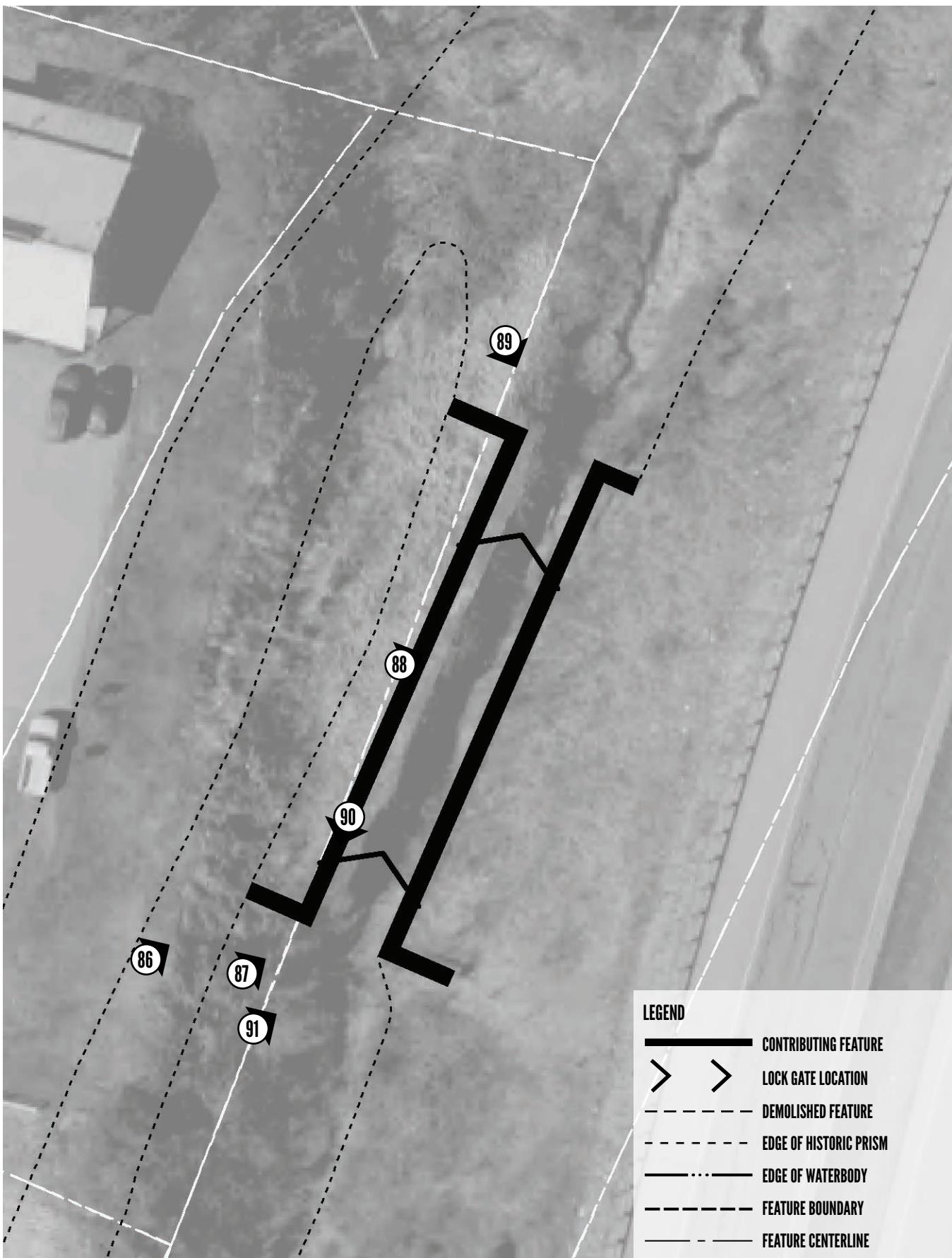




FEATURE MAP
FEATURE #13 - LOCK 48

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO



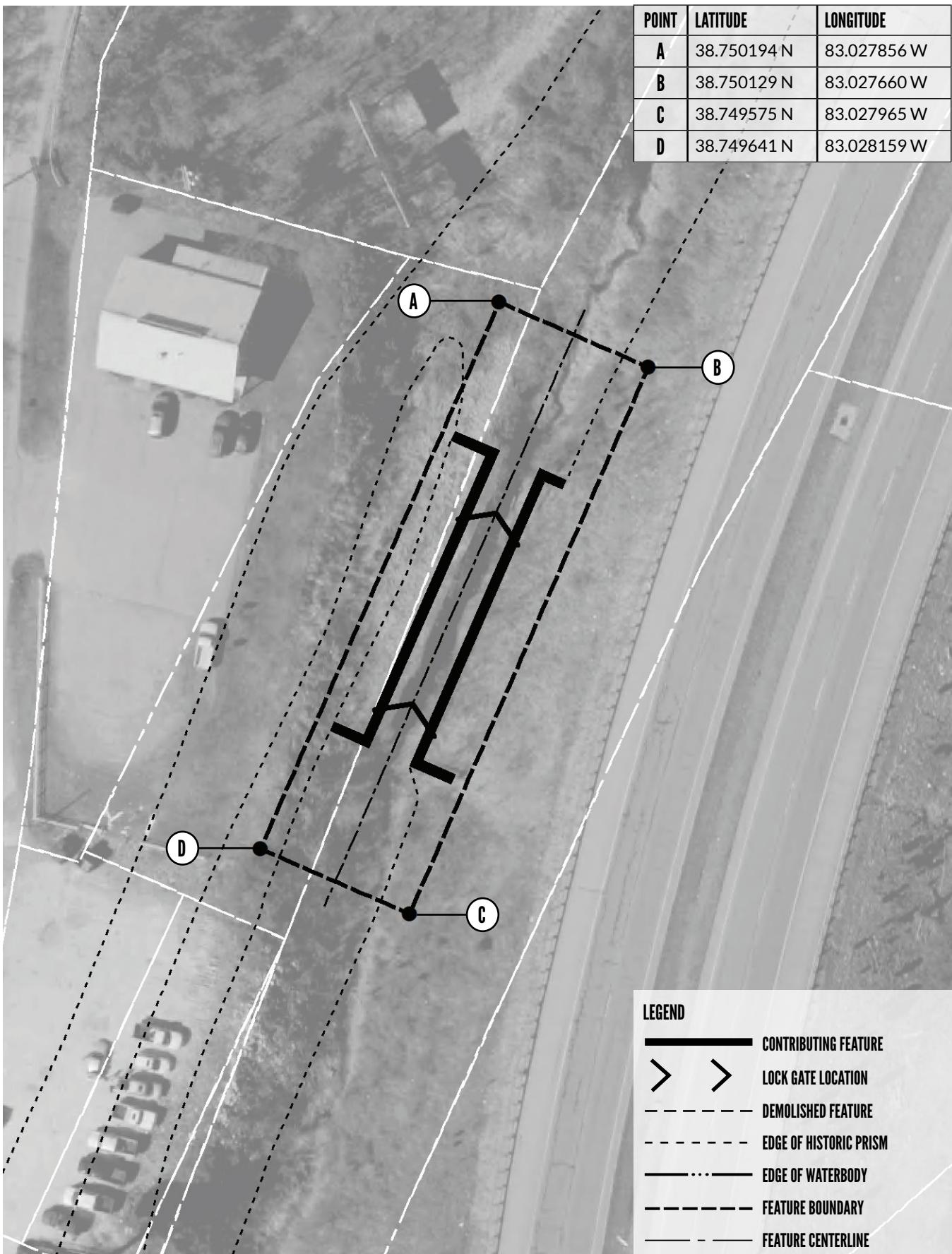
**LEGEND**

- CONTRIBUTING FEATURE
- > > LOCK GATE LOCATION
- - - DEMOLISHED FEATURE
- - - EDGE OF HISTORIC PRISM
- - - EDGE OF WATERBODY
- - - FEATURE BOUNDARY
- - - FEATURE CENTERLINE

PHOTO KEY**FEATURE #14 - LOCK 50**

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO





FEATURE MAP FEATURE #14 - LOCK 50

OHIO AND ERIE CANAL SOUTHERN DESCENT HISTORIC DISTRICT, FAIRFIELD, FRANKLIN, PICKAWAY, AND SCIOTO COUNTIES, OHIO

