CANAL: Sandy & Beaver Canal

STATE/PROVINCE: Entirely in Ohio, ex. 1 mi. in Pa.
COUNTIES: Tuscarawas, Carroll, Stark, Columbiana
LOCATION (Endpoints of canal): Bolivar, O., junction with the Chio & Erie Canal to Glasgow, O. on Ohio River.

HISTORICAL SIGNIFICANCE:
The Sandy & Beaver Canal was a private venture, chartered in 1828. It was the object of the company to provide a short-cut connection from the Chio & Erie Canal at Bolivar to the Ohio River near East Liverpool, O., and then to the Pennsylvania Canal System at Pittsburgh. An extension to connect with the Beaver Division at Beaver was also contemplated. The original surveys and estimates were made in 1828 by Major David Bates Douglass, nephew of David S. Bates, Principal Engineer of Ohio canals. Construction was under the supervision of Edward H. Gill, Chief Engineer. John Roebling was employed briefly by Gill. The canal was a financial failure and operations were virtually discontinued after 1852.

PHYSICAL DESCRIPTION:
The Sandy & Beaver Canal was constructed through extremely difficult terrain. On the eastern division there were 57 locks with a rise of 465 feet in 27 miles. On the summit levels, two tunnels pierced the summit ridge. The canal descended 220 feet in 33 locks in 32 miles on the western division to connect with the Chio & Erie at Bolivar. Lusk's Lock, east of Lisbon, Ohio is a well preserved, magnificent example of the cut and dressed stone masonry employed on this canal. Financial difficulties necessitated rubble masonry on locks constructed later.

BIBLIOGRAPHICAL SUMMARY:

REPORTER'S NAME & ADDRESS: P. J. Trevorroxx 36 S. Pleasant St., Pvt. 410, Chester, O. 44074
DATE: 6/8/07
RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAYNES ROAD, MOUNT KISCO, NY 10549