

June 29, 1945.

Mr. Paul C. Kuegle  
3337 Loveland Road  
Youngstown, Ohio.

Dear Mr. Kuegle:-

Max Gard, John C. Hassler, a civil engineer of this City, and I, recently walked the Sandy and Beaver Canal from Hanoverton to Smiths Ferry. We used your maps as our guide, and are grateful to you for them. With reference to the number of locks, there is in the Western Reserve Historical Society, Cleveland, Ohio, a pamphlet: Report of W. M. Roberts, Chief Engineer to the Board of Directors of the Sandy and Beaver Canal Company, New Lisbon, Ohio, 1846. This report states that there were 57 locks on the Eastern Division of the canal. As this was published when the canal was completed, I think it can be accepted as correct. It calls for one less lock than Gill's 1830 Plan recited by Captain Mansfield.

We make the following suggestions as to your maps.

A. Lisbon Quadrangle. We suggest 4 additional locks in this Quadrangle, as follows:

1. Underneath the present State Road at the Summit.

You call for 14 locks from the Summit to the Middle Fork. From East of the State Road to the Boy Scout Camp at the old McKinley home, there are 12 locks plainly visible. At the Boy Scout Camp, there is evidence of a lock at the basin which the Boy Scouts use as a swimming pool, and a lock on the West bank of the Middle Fork. I assume these are the 14 locks which you show. We think there is also a lock now covered by the State Road at the Summit. This road was changed a few years ago by the WPA who removed considerable stone from this point. Some stones can still be seen on the West side of the road. The first visible lock to the East is at some little distance from the road, and the topography would seem to require another lock at about the location of the road, in order to make the lift to the Summit. We were told by Mr. Armstrong, a nearby farmer who has always lived in this neighborhood, that there was a lock at the present location of the State Road.

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From McKinley crossing to Lisbon, we suggest three more locks on the East bank of the Middle Fork as follows:

2. A lock where the canal left dam Number 1 at McKinley crossing. This lock would be necessary from an engineering standpoint.
3. Another lock somewhere near the East end of the Canton bridge.
4. A lock at the foot of Market Street, the place of which is mentioned in your letter and in the Centennial History of Lisbon, Page 163. We found no trace of these three locks.

B. Columbiana Quadrangle.

There are three locks from Lisbon to Elkton on the North bank of the Middle Fork, all of which can still be seen. The map which you sent me did not show these three. These are:

1. A lock at the Township Line between Center and Elkrun Townships.
2. A lock in the Northwest quarter of Section 20, at the intersection of the Lisbon-Elkton road and a public road to the South which used to cross a covered bridge. There is very little remaining of this lock, but its existence is remembered by the Sweitzers in Elkton.
3. A lock in Section 21 just West of Elkton.

C. Wellsville Quadrangle.

We suggest 9 additional locks in this quadrangle, and the omission of one shown on your map. The lock to be omitted is shown by you in the East half of Section 3, St. Clair Township, West of Fredericktown. This location is just across from our horse barn. We have looked for this lock, and have talked to

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the natives, without finding any trace of it on the ground or in memory. Please check your notes and write me what further information you have about this lock. The additional locks are:

1. Northwest quarter Section 6, St. Clair Township, North bank Beaver Creek at the West end of a long field. Most of the stone from this lock was removed to make the old abutments for the two old bridges at Williamsport. The remainder of the stone is covered by dirt, some of which we removed to find the stone. The existence of this lock was told to us by the Crawfords who have lived at Williamsport for many years.
2. Southeast quarter, Section 31, Middleton Township, South bank of Beaver Creek. This lock is at the exit from dam Number 9 just above Gaston's Mill.
3. North quarter corner, Section 11, St. Clair Township, at the South end of the old iron bridge at Fredericktown, on the South bank of Beaver Creek. These stones can still be seen in the old public road bed. This lock was at the exit from dam Number 15.
4. Center of Section 12, St. Clair Township, West bank of Beaver Creek where the canal entered the Creek. This lock is at the Southeastern end of our farm. This lock was entirely covered by dirt until a few years ago, when we uncovered part of it at the suggestion of my cousin, Kelly Y. Hart who lived in Fredericktown, many years.
5. South end of Section 13, St. Clair Township, East bank Beaver Creek, just North of the lock shown by you. The additional lock was the exit from dam Number 16.

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- 6. Northeast quarter, Section 36, Township 5, Liverpool Township, West bank of Beaver Creek just above the State line. This lock was where the canal entered the creek.
- 7. The exit lock from dam Number 20 where the old public road crossed Beaver Creek at Smiths Ferry, North of the present Highway bridge.
- 8. At the West end of Liberty Street, Glasgow Borough.
- 9. At the Ohio River.

There is no trace of these three locks. Their existence was remembered by R. A. Wallover who lived at Smiths Ferry for many years. He testified to them in the Court of Common Pleas, Beaver County, Pennsylvania,

C & P R R vs. Pittsburgh Coal Co.  
 Number 1  
 March Term, 1933  
 Record Volume 2, Page 935a-937a.

A summary of the locks is:

Locks shown by Kuegle's map - - - - -	#42	
Omit second lock West of Fredericktown	#1	
Net locks by Kuegle's map - - - - -	41	41

Additional locks suggested in this letter:

Lisbon Quadrangle	4	
Columbiana Quadrangle	3	
Wellsville Quadrangle	9	
Total additional locks	16	16
Total locks as per Robert's Report - - - - -		57

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Elevation at Summit	1110 ft.
Elevation at Ohio River	660 ft.
57 locks	<u>450 ft.</u>
One lock equals about - - -	8 ft.

I will appreciate your comments on this suggested list.

Very truly yours,

WILLIAM H. WODREY, JR.

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