

Fourpaths

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A PHYSICAL INVENTORY OF REMAINING CANAL LOCKS ALONG THE OHIO CANAL SYSTEM

By Boone Triplett, Wadsworth

During field research for the recently published book *Canals of Ohio: A History and Tour Guide*, a comprehensive study of the remaining locks along the canal system in Ohio was made from 2005-08. No such survey can ever be definitive, but here an effort has been made to identify how many locks are still left from the era of construction from 1825-1913. A data base is also being developed. Over 95% of extant sites were visited, including an inspection of all of the remaining locks along both the Ohio & Erie and Miami & Erie Canals. (Most of the omitted locks are along the Walhonding and Sandy & Beaver Canals.) Whether or not a lock still remains is somewhat subjective. Rather than trying to manage fractions, a simple “yes” or “no” determination was made for purposes of the count with criteria for inclusion meaning that at least one quarter of the lock is still there. Reader comments and suggestions are always welcome.

STATE WORKS

The public works of the state of Ohio comprised of two primary canal systems. These were the 507-mile Ohio & Erie and the 306-mile Miami & Erie systems. Some of these 813 miles, such as the Lancaster Lateral Canal and the Warren County Canal, were built by private interests but later obtained by the state.

Ohio & Erie System

The Ohio & Erie system included the 309-mile long main line of the Ohio & Erie Canal from Cleveland to Portsmouth plus 24 miles of navigable feeders and

sidecuts along that line, the 25-mile long Walhonding Canal from Roscoe to Rochester, the 93-mile Muskingum River Improvement from Marietta to Dresden, and the 56-mile long Hocking Canal from Carroll to Athens.

Ohio & Erie Canal

Ohio & Erie Canal, Cuyahoga Section, Cleveland to Akron. 44 lift locks were originally constructed on the 38-mile section of Ohio & Erie Canal along the Cuyahoga Valley from Cleveland to the Portage Summit Level at Akron. There were no guard locks along this section but a new outlet lock (New Lock #42) was constructed at the new Dille Street terminus near Cleveland in 1878 bringing the total to 45. The number rises to 46 if the Cleveland weigh lock is included. Neither the weigh lock nor either of the two locks at the original Merwin Street terminus in Cleveland, Locks #44 and #43, remains. No traces are left at Dille Street and the original Lock #42 or Fourmile Lock was removed before the terminus was relocated in 1878. Lock #41 is buried under a trailhead for the Towpath Trail just south of Old Harvard Road, so the northernmost surviving lock on the Ohio & Erie Canal south is Lock #40 near the former industrial community of Willow. This concrete and still-watered lock is beside the Towpath Trail, nearly under Interstate 77. Fifteen of the next sixteen remaining locks are within the boundaries of Cuyahoga Valley National Park. These are Elevenmile Lock (#39), Twelvemile Lock (#38), Fourteenmile or Alexander's Lock (#37), Whiskey Lock (#35), Red Lock (#34), Wallace Lock (#33), Boston Lock (#32), Lonesome Lock (#31), Feeder Lock (#29), Deep Lock (#28), Johnnycake Lock (#27), Pancake Lock (#26), Mudcatcher Lock (#25), and Niles Lock (#24).

Only a tiny portion of a wing wall is visible at Pinery Lock (#36) so it is not included in the survey. All of the 15 remaining locks in



Lock 29, Peninsula

CVNP are concrete except Lock #29 at Peninsula which is stone and may be the most finely preserved lock along the entire Ohio & Erie Canal. Lock #38, which along with Locks #40 through #37 is watered, was reconstructed by the National Park Service in 1992. Only a single chamber wall remains at both Locks #25 and #24 since the east side of both locks was removed when Riverview Road was constructed. The next five locks are missing, save for a small bit of concrete at Lock #22 behind a shopping plaza on Merriman Road. Locks #21 and #20 are buried under a former landfill just above the confluence of the Cuyahoga and



Lock 15 (Mustill Store), Akron

Little Cuyahoga Rivers while Lock #19 was removed when Memorial Parkway was built. Locks #18 through #10 inclusive all survive into the present day although only a single chamber wall may be found at Lock #10. This area of the Akron Cascade Locks is accessible via the Towpath Trail.

Locks #9 through #5 have been buried by urban development and freeway construction although the canal still flows underground here. Lock #4 has been recently reclaimed by the City of Akron and is being developed into a downtown park, but almost nothing revealed by the excavation qualifies this as a canal lock. Both Locks #3 and #2 are also located in modern downtown public parks. Only Lock #1, which survives just south of Exchange Street in Akron on Ohio Department of Natural Resources Division of Water property, is the only surviving lock not accessible to the public within the Cleveland to Akron section. Perhaps ODNR may sometime allow visitation but Lock #1 is still a “working” structure, managing the outflow of water from the Portage Lakes north to Lock #15 where the excess empties into the Little Cuyahoga River. 28 of 46 locks (60.9%) remain along the Cuyahoga section: 40*, 39*, 38*, 37*, 35*, 34*, 33*, 32*, 31*, 30*, 29*, 28*, 27*, 26*, 25*, 24*, 18*, 17*, 16*, 15*, 14*, 13*, 12*, 11*, 10*, 3*, 2*, and 1 with 27 of these accessible to the public. (Locks with public access are denoted by an asterisk.)

Ohio & Erie Canal, Portage Summit Level, Akron to Wolf Creek (Barberton). There were no lift locks on the 9-mile Portage Summit level from Lock #1 in Akron to Lock #1 at Wolf Creek near present-day Barberton although early Twentieth Century plat maps show a “guard lock” north of Bartges Street. This was likely a bulkhead gate used to cut off water to the Cascade Locks when repairs were deemed necessary. It no longer exists.

Ohio & Erie Canal, Tuscarawas-Muskingum Section, Wolf Creek (Barberton) to Adams Mills. 30 lift locks and 2 guard locks at Clinton and Sugar Creek were originally constructed on the 98-mile section of the Ohio & Erie Canal along the Tuscarawas and Muskingum River Valleys from Wolf Creek (now Barberton) at the southern end of the Portage Summit to the Dresden or Muskingum Sidecut Level at Adams Mills. Two additional locks (New Lock 5 and New Lock 5A, the original Lock 5 became Old Lock 5A) were built at Massillon bringing the total to 34. Only a water control structure maintained by the Division of Water

exists at the former Lock #1 site just north of Snyder Road in Barberton but both concrete locks at Clinton (Locks #2 & #3) as well as the guard lock at that location remain alongside the Towpath Trail. Lock #4 is in a park just south of Canal Fulton and is the turn around for the *St. Helena III* boat ride there. None of the three Lock #5's in Massillon survive. Little is left of Lock #6 at Navarre as one of the chamber walls has been incorporated into the loading dock of a local bakery. The next five locks all remain. Locks #7 through #10 are beside the Towpath Trail while Lock #11 is on private property below Dover Dam. Lock #12 near Dover was destroyed by a local property owner in the 1930's and little is believed to remain at the site of the Sugar Creek Guard Lock. (The latter location is on industrial property and could not be visited.)



Lock 14 (New Castle), South of New Philadelphia

The next four locks, Blake's Mill (#13), New Castle (#14), Upper Trenton (#15) and Lower Trenton (#16), are all visible along State Route 416 although only Lock #15 is accessible from a roadside park in Tuscarawas. Lock #16 is the final lock resurfaced with concrete along the main line of the Ohio & Erie

Canal by the state during the refurbishment period from 1905-09. All remaining locks south of this point on the main line are stone. Locks #17 and #18 are gone but Hill's Lock (#19) may be found along U.S. Route 36 about three miles west of Port Washington. It is on private property. Two locks are left in the vicinity of Newcomerstown. Lock #20 no longer exists but Newcomerstown Lock (#21) currently serves as a house foundation while a single chamber wall of Suydam's Lock (#22) may be viewed along Township Road 105 just west of the Tuscarawas-Coshocton County Line. Mackey's (#23) and Blue Hole Lock (#24) were casualties of highway construction but the final six along the Wolf Creek to Adams Mill Section all remain. Wild Turkey Lock (#25) is beside Township Road 509, a couple of miles east of Canal Lewisville. Locks #26 and #27 at Roscoe (this double lock is sometimes referred to as Lock #26 and #26A) are along a public hiking trail from Roscoe Village to the *Monticello III* boat dock. Stones from Lock #28 were supposedly removed to this site but enough remains at the original location to qualify this as a lock location. Lock #29 at Adams Mills is beside State Route 16 as is Lock #30 although only a single wall remains. 22 of 34 (64.7%) locks remain along the Tuscarawas-Muskingum section: 2*, 3*, Clinton Guard*, 4*, 7*, 8*, 9*, 10*, 11, 13, 14, 15*, 16, 19, 21, 22, 25, 26*, 27*, 28, 29, and 30 with 11 of these accessible to the public.

Ohio & Erie Canal, Dresden or Muskingum Sidecut Level, Adams Mills to Webbsport. There were no locks on the 4-mile long Dresden or Muskingum Sidecut Level from Lock #30 at Adams Mills to Lock #19 at Webbsport.

Ohio & Erie Canal, Wakatomika-Licking Section, Webbsport to Lock #1 at Granville Feeder Junction (Heath). 19 lift locks and 1 guard lock at the Licking Narrows were constructed on the 32-mile section of the Ohio & Erie Canal along the Wakatomika and Licking Valleys from Webbsport to Lock #1 just below the Granville Feeder Junction south of Newark (now Heath) for a total of 20. Little remains of the lower lock at Webbsport (#19) but the largely intact Lock #18 may be found a short distance south of Raiders Road. Both Lock #17 and #16 at Frazeyburg are gone but the canal prism is evident in this area. The guard lock just above the former dam on the Licking River at the head of the slackwater navigation through the narrows may be found in the Black Hand Gorge State Nature Preserve. A sign misidentifies this unnumbered guard lock as Lock #16. (Lock #16 was Vickers Lock near Frazeyburg.) The outlet lock (#15) into the Licking Narrows slackwater also survives but is inaccessible. No



Lock 15 (Outlet), Black Hand Gorge

traces of Lock #14 near the Rocky Fork Culvert could be identified but Lock #13 is situated along a private farm lane west of Brownsville Road. Only mounds of dirt mark the sites of the Stadden Locks, Locks #12 and #11. There is reportedly some stone at the site of White's Mill Lock (#10) just east of

Newark but it could not be found. Of the six remaining locks (#9 through #4) in Newark and the former community of Lockport, only a small amount of stone and masonry patchwork could be identified at what is believed to be Lock #7. This remnant was removed in 2008 but enough stone from Lock #9 at The Works Museum in downtown was just uncovered, enough to qualify it as a surviving lock location. At Taylor's Locks (#3, #2, and #1) in the modern community of Heath, only a few rows of stone from Lock #1 remain at the site where New York Governor De Witt Clinton first broke ground on Ohio's canal system on July 4, 1825. 6 of 20 (30.0%) locks remain along the Wakatomika-Licking section: 18, Licking Guard*, 15, 13, 9*, and 1* with 3 of these accessible to the public.

Ohio & Erie Canal, Licking Summit Level, Lock #1 at Granville Feeder Junction (Heath) to King Watson's near Baltimore. There were no locks

originally constructed on the 14-mile Licking Summit Level from Lock #1 just below the Granville Feeder junction south of Newark (now Heath) to King Watson's Lock #1. Two new locks were built when the level of the Licking Summit Reservoir was raised in 1839. Commonly called "Lock #0", these were Minthorn's Lock at the north edge of the lake and Pugh's Lock at the south end of the 2½ mile long Deep Cut near Millersport. Minthorn's Lock was excavated in 1995 while Pugh's Lock was removed years earlier. The canal is still watered from the fish hatchery at Hebron to the former site of Pugh's Lock. 0 or 2 (0.0%) locks remain along the Licking Summit section.

Ohio & Erie Canal, Little Walnut Section, King Watson's near Baltimore to Lockbourne. 30 lift locks and 1 guard lock at the Little Walnut Creek crossing below Lockville were constructed on the 26-mile section of the Ohio & Erie Canal along the Little Walnut Creek Valley from King Watson's near Baltimore to Lockbourne for a total of 31. No traces of King Watson's Lock #1 or David Miller's Lock #2 remain in the vicinity of State Route 37 east of Baltimore. Of the next six locks associated with the Baltimore area, five remain although several are in poor condition and only one is in a public park. Lock #3 is in particularly bad shape, as are Locks #4 and #5. Lock #6 is missing and only a single wall of Lock #7 is intact. Bibler Lock (#8) is in a small park at the west end of town. A few courses of stone remain at one of the two locks in Carroll, either Lock #9 or #10, but not enough to be included in the survey.



Lock 11, Lockville

All eight locks at Lockville survive into the present day, as well as the guard lock across the creek, and nearly all are in a remarkable state of preservation. These are: Upper Lockville (#11), Tenant (#12), Row (#13), Smallwood (#14), Short Level (#15), Rover (#16), Swimmer (#17), and Creek (#18). The first three of these locks are preserved in Lockville Park. None of Canal Winchester's three locks, Locks #19 through #21, remain but Blacklick Lock (#22) about a mile east of Groveport has been recently cleaned up and may be found along a public hiking trail. Half of the eight locks in Lockbourne are left. While Locks #23 through #25 are gone, both Locks #26 and #27 are located beside Canal Road. Pull out areas are provided at both locations and the sites are maintained. Lock #28 was taken out by the railroad but Locks #29 and #30 are in the village proper, with the latter a centerpiece of Locke Meadow Park. 19 of 31 (61.3%) locks remain along the Little Walnut Creek section: 3, 4, 5, 7, 8*, 11*, 12*, 13*, 14, 15, 16, 17, 18,

Little Walnut Creek Guard (Lockville), 22*, 26*, 27*, 29*, and 30* with 9 of these accessible to the public.

Ohio & Erie Canal, Scioto Section, Lockbourne to Portsmouth. 25 lift locks and 4 guard locks at Millport, Montgomery (below Circleville) Higby's, and Jasper were originally constructed on the 88-mile section of the Ohio & Erie Canal along the Scioto Valley from Lockbourne to Portsmouth. Two additional locks (New Locks #54 and #55, the latter a double outlet lock into the Ohio River) were built in 1887 at Portsmouth bringing the total to 31. Lock #31 at Millport is essentially intact but no traces of the guard lock across the creek could be located. (Note: The existence of the largely intact guard lock was later confirmed by an individual who braved a treacherous creek crossing and mutant spider webs to find it.) No other locks in Pickaway County, including Lock #32 on the west side of the river at the Great Scioto Aqueduct, Locks #33 and #34 just below the Circleville Dam & Feeder in Pickaway County, or the guard lock at Montgomery survive today. All six locks associated with Chillicothe (Locks #35 and #36 at Marfield Mills north of town, Locks #37 and #38 in downtown, and Locks #39 and #40 at Lunebeck's south of town) are gone although the dedication marker and a few stones from Lock #35 may be found at the Hopewell Culture National Historic Park. The display here merits borderline inclusion. Locks #41, #42, and #43 are along Three Locks Road in southern Ross County. Both chamber walls remain at Lock #42 which today serve as a foundation for a mobile home. Only a single wall is left at Lock #41 while only bottom rows of stone are left at Lock #43. None of the Tomlinson's Three Locks are accessible nor is the Higby Guard Lock, which also remains. While much of the stone at Lock #44 in Canal Park at Waverly has been rearranged, enough of it remains to qualify as a surviving lock location. Locks #45 and #46 (Pee Pee Locks) were the only locks along the Ohio & Erie Canal of predominately wood construction. Both sites are at the bottom of Lake White south of Waverly. The guard lock at Jasper is gone as well as Howard's Lock (#47) near the mouth of Ganderhook Creek. Both locks at Rushtown, Brown's (#48) and Powder Mill

(#49), survive as well as Lock #50 in West Portsmouth. The upper most of the three locks at Union Mills, Lock #50 is the southernmost remaining lock on the main line of the Ohio & Erie Canal. There is an historical marker here and the lock is being maintained. The other two locks at Union Mills, Locks #51 and



Lock 50, West Portsmouth

#52, the Elbow Lock (#53), and both outlet locks into the Scioto River (#54 and #55) opposite Portsmouth are all missing. When a new terminus into the Ohio River was constructed in 1887, two new locks were built. While New Lock #54 has been removed, the double outlet lock into the river (New Lock #55) may be viewed at times of low water about two miles west of Portsmouth. The area, however, is largely inaccessible. 11 of 31 (35.5%) locks remain along the Scioto section: 31, Little Walnut Creek Guard (Millport), 35*, 41, 42, 43, 44*, 48, 49, 50*, and New 55 with 3 of these accessible to the public.

Ohio & Erie Canal, Main Line Summary

<u>Section</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Cuyahoga	46	28	60.9%
Portage Summit	1	0	0.0%
Tuscarawas-Muskingum	34	22	64.7%
Wakatomika-Licking	20	6	30.0%
Licking Summit	2	0	0.0%
Little Walnut	31	19	61.3%
Scioto	31	11	35.5%
TOTAL	165	86	52.1%

Ohio & Erie Canal Navigable Feeders and Sidecuts

Trenton Feeder Canal. There was 1 guard lock near the Tuscarawas River Dam on the 3.2 mile long Trenton Feeder Canal which entered the Ohio & Erie Canal below Lock #16 at Trenton (now Tuscarawas). It could not be found but the search was carried in the wrong location near the 1908 Hilton’s State Dam. The guard lock on the Trenton Feeder was nearer to the original downstream dam. A guard gate, now missing, was placed near Lock #16 in 1908. Tentatively, 0 of 2 (0.0%) locks remain along the Trenton Feeder Canal.

Walhonding Feeder Canal. There was 1 guard lock near the Walhonding River Dam on the 1.3 mile long Walhonding Feeder Canal which entered the Ohio & Erie Canal below Lock #27 at Roscoe. The dam was torn out by ice in the 1870’s and the lock no longer remains. 0 of 1 (0.0%) locks remain along the Walhonding Feeder Canal.

Dresden or Muskingum Sidecut Canal. There were 3 lift locks near the Muskingum River at the outlet of the 2.5 mile long Dresden or Muskingum Sidecut Canal which exited the Ohio & Erie Canal near Webbsport. All three remain but it is questionable whether or not these locks are on public property, being located near the local high school. The lowermost lock was resurfaced by concrete during the early Twentieth Century; the other two are stone. 3 of 3 locks (100.0%) remain along the Dresden or Muskingum Sidecut Canal.

Granville Feeder Canal. There was 1 lift lock and 1 guard lock on the 6.1 mile long Granville Feeder Canal which entered the Ohio & Erie Canal just below Lock #1 on the Licking Summit Level south of Newark (now Heath). Neither remains. 0 of 2 (0.0%) locks remain along the Granville Feeder Canal.

Columbus Feeder Canal. There were 2 lift locks and 2 guard locks on the 11.6 mile long Columbus Feeder Canal. The lift locks were 4 miles south of Columbus and at Lockbourne. One of the guard locks was at the head of the canal near the Scioto River Dam in Columbus while the other was at the outlet in Lockbourne. Neither of the locks near Columbus remains but both at Lockbourne survive. 2 of 4 (50.0%) locks remain along the Columbus Feeder Canal. Neither is accessible to the public.

Ohio & Erie Canal, Navigable Feeders and Sidecuts Summary

Feeder or Sidecut	Total	Remaining	Pct.
Trenton Feeder	2	0	0.0%
Walhonding Feeder	1	0	0.0%
Dresden Sidecut	3	3	100.0%
Granville Feeder	2	0	0.0%
Columbus Feeder	4	2	50.0%
TOTAL	12	5	45.5%

Walhonding Canal

Walhonding Canal, Roscoe to Rochester. 13 locks were constructed on the 25-mile long Walhonding Canal from Roscoe to Rochester. Two of these, Lock #4 below the Six Mile Dam and Lock #13 at the Mohican Dam, were guard locks. The Triple Locks (Locks #1 through #3) at the outlet of the Walhonding Canal into the Ohio & Erie Canal at the basin in Roscoe are remarkably well-preserved and are in a small public park. Locks #4, #5, and #6 (Crawford’s) were not visited but their presence was confirmed. Lock #5, the outlet into the slackwater



Walhonding Triple Locks, Roscoe

behind the dam, is currently on an island in the middle of the Walhonding River. Lock #7 at Warsaw is the first missing lock on the Walhonding Canal but Frasey’s (#8) and Gamble’s (#9) both remain. No one was home at Frasey’s and the property owner at Gamble’s denied permission to view the

lock but its presence was verified. None of the locks above Gamble's survive. These include Fry's (#10), Walhonding (#11 & #12), and Mohican (#13). 8 of 13 (61.5%) locks remain along the Walhonding Canal: 1*, 2*, 3*, 4, 5, 6, 8, and 9 with 3 of these accessible to the public.

Muskingum River Improvement

Muskingum River Improvement, Marietta to Dresden. 11 locks and dams were originally constructed on the 93-mile long Muskingum River Improvement from Marietta to Zanesville along with 5 short by-pass canals: Lowell Canal, Beverly Canal, McConnelville Canal, Philo Canal, and Zanesville Canal. The original Lock #1 at Marietta on the west side of the river was replaced by New Lock #1 (Ice Harbor Lock) on the east bank in 1879, both original guard lock and outlet lock on the Philo Canal were by-passed by New Lock #9 in 1896, and a New Lock & Dam #11 was built at Ellis in 1908 two miles downstream (and on the



Lock 9 (New), Philo

opposite side of the river) from the original Lock & Dam #11 at Symmes Creek bringing the total to 15. Both locks (#1) and the dam at Marietta have been removed. The next ten sets of locks and dams are still navigable by water and may be toured by driving along the Muskingum River Parkway: Devola (#2),

Lowell (#3), Beverly (#4), Luke Chute (#5), Stockport (#6), McConnelville (#7), Rokeby (#8), Philo (#9), Zanesville (#10, double lock), and Ellis (#11). Remnants of the guard lock are visible just above New Lock #9 at Philo while significant amounts of stone still remain at the original Philo Canal outlet and Symmes Creek Lock & Dam. 13 of 15 (86.7%) locks remain along the Muskingum River Improvement: 2*, 3*, 4*, 5*, 6*, 7*, 8*, Old 9 (Philo Canal Outlet Lock), Philo Canal Guard Lock*, New 9*, 10*, New 11*, and Old 11 (Symmes Creek) with 11 of these accessible to the public.

Hocking Canal

Hocking Canal, Carroll to Athens. 26 lift locks and 5 guard locks at Buckeye Dam, Logan, Nelsonville, Chauncey, and Athens were constructed on the 56-mile long Hocking Canal from Carroll to Athens. (There were two locks on the Lancaster Lateral Canal before the state took possession.) All four locks at Lancaster (Locks #1 through #4) as well as the two locks just below State Dam

No. 2 (Locks #5 and #6) are gone. The first remaining lock along the Hocking Canal is Eckert's (#7) beside Sugar Grove Road and maintained by a local property owner. Ream's Lock (#8) is behind a cemetery on Horn Mill Road but is also on private property. At Sugar Grove are two locks, but only one is visible. Lock #9 is on the opposite side of the street from Lock #10, an outlet into the slackwater behind Buckeye Dam (where the guard lock is missing), but is under a garage and completely below ground. Until Lock #9 is unearthed, it is not included in the final tally. Jackson's Lock (#11) is along the Hocking River in on the property of a private shooting club. It was not visited for obvious reasons. Sheep Pen Lock (#12) is beside the gravel Dupler Road in another remote location. An historical marker has been erected at the site of this unusual lock which was originally designed to be a guard lock and has earthen chamber walls. Enough stone was found at Green's Lock (#13) to qualify it as a surviving lock but the site is heavily silted. Bonner's Lock (#14) near Stiversonville (now Enterprise) is no longer extant. This lock dropped the canal into a 4-mile long slackwater navigation behind the dam at Logan. The guard lock at the slackwater exit in Logan, as well as Boardman's (#15) and Dew's (#16) below town, is now part of the past. The next three locks remain, although the



Lock 17 (Wright's), Haydensville

inclusion of Lock #18 is questionable. Wright's Lock (#17) is the centerpiece of a small park near Haydensville. A significant, though jumbled, amount of stone from Lock #18 is located at the head Wolf's Basin under Laurel Run Road. Johnny Appleseed Lock (#19) is in a roadside park off U.S. Route 33

near the Hocking-Athens County Line west of Nelsonville. As the Hocking Canal below Nelsonville was abandoned in 1876, no remnants of any of the lift or guard locks from there to Athens are believed to exist but there are reports of stone along the new Hockhocking Adena Bike Trail that require further field investigation. 9 of 31 (29.0 %) locks remain along the Hocking Canal: 7, 8, 10, 11, 12*, 13, 17*, 18, and 19* with 3 of these accessible to the public.

Ohio & Erie System, Major Branch Canal Summary

Canal	Total	Remaining	Pct.
Walhonding	13	8	61.5%
Muskingum	15	13	86.7%
Hocking	31	9	31.0%
TOTAL	59	30	50.8%

Miami & Erie System

The Miami & Erie system included the 250-mile long main line of the Miami & Erie Canal from Cincinnati to Toledo plus 21 miles of navigable branches and feeders along that line, the 17-mile long Warren County Canal from Middletown to Lebanon, and 18 miles of the Wabash & Erie Canal in Ohio from Junction to the Indiana State Line.

Miami & Erie Canal

Miami & Erie Canal, Original Miami Canal Section, Cincinnati to Dayton. 32 lift locks were originally constructed on the 66-mile section of Miami & Erie Canal from Cincinnati to Dayton. All ten locks (Locks #53 through #44) at the southern terminus at Cincinnati have been removed; however, there is a facsimile lock and canal profile at the approximate site of Lock #51 in Bicentennial Commons at Sawyer Point Park. All four locks at Lockland (Locks #40 through #43) were obliterated for highway construction as well as Crescentville Lock (#39) near the Hamilton-Butler County Line. The southernmost remaining lock on the Miami & Erie Canal is Rialto Lock (#38). Refurbished with concrete by the state, it is on private property. Both locks in Hamilton, Locks #37 and #36, were removed when Erie Avenue was built through the canal bed. The lock at Rockdale (#35) is thought to lie under an outbuilding at an old paper mill but has yet to be rediscovered. Excello Lock (#34) is in a small park at the southern end of Middletown while only the top of a single chamber wall is exposed at Amanda Lock (#33). Both locks are concrete. Other locks in the vicinity of Middletown—Doty's (#32), Dine's (#31), Lower Greenland (#30), and Upper Greenland (#29)—were all casualties of highway construction when Verity Parkway was built. Like Lock #33, only



Lock 27 (Sunfish), South of Miamisburg

the topmost concrete chamber walls are visible at Lock #28 in Franklin. Sunfish Lock (#27) was restored in 1990 and is in a roadside park beside the Cincinnati-Dayton Pike. No other locks survive along this section. Lock #26 in Miamisburg is under a paved parking lot, recent demolition of a paper mill in West Carrollton revealed no traces of Locks #25 or #24, and the final two locks below Dayton at Dryden's Mills (#23) and Snider's Mill (#22) are both missing. 5 of

32 (15.6%) locks remain along the original Miami Canal section: 38, 34*, 33, 28, and 27* with 2 of these accessible to the public.

Miami & Erie Canal, Miami Extension Canal Southern Section, Dayton to Lockington. 21 locks were originally constructed on the 33-mile section of the Miami Extension Canal south of the Loramie Summit at Lockington. There were two Lock #21's in Dayton as another (Car Shop Lock) was constructed along Cooper's New Line or the Basin Extension Canal north and west of the original canal, bringing the total to 22. (Or 23 if the main line guard gate north of Piqua is included.) The state eventually assumed control of this alternate route and it became the preferred line through Dayton. Neither Lock #21 remains nor does Lock #20 which was on the south bank of the Mad River at the aqueduct there.



Lock 19, Huber Heights

The next eight stone locks north of Dayton are left although Lock #17 has been relocated to Carillon Park. Lock #19 is on a private property but Lock #18 may be visited in Canal Lock Park where it has been fitted with gates by the City of Huber Heights. While Lock #17 was moved, and Lock #16 is not

accessible (but in excellent condition), Lock #15 is in another Canal Lock Park at the eastern edge of Tipp City. Boone's (#14) and Culbertson's (#13) Locks are beside the Great Miami River Recreation Trail south of Troy. Finishing this string of eight locks is the lock at Troy (#12) which is in the basement of a factory building. Eldean Lock (#11) is gone but a piece of Farrington Lock (#10) remains. Lock #9 in downtown Piqua has been partially excavated and converted into a downtown park while the main line guard gate below the mouth of Swift Run is missing. Lock #8 is in the Piqua Historic Area north of town and is the turn around point for the *General Harrison of Piqua* canal boat. Located along a spur of the Buckeye Trail is the Loramie Mills (#7) and Crooked (#6) Locks but there are no nearby convenient trailheads south of Loramie Creek. The flight of locks at Lockington (Locks #5 through #1) all survive in varying states of condition. Fortunately, grant money has been recently awarded to save these historic structures which are protected within the Lockington Locks State Memorial and administered by the Ohio Historical Society. 18 of 23 (78.3%) locks remain along the southern section of the Miami Extension Canal: 19, 18*, 17* (relocated), 16, 15*, 14*, 13*, 12, 10, 9*, 8*, 7, 6, 5*, 4*, 3*, 2*, and 1* with 12 of these accessible to the public.

Miami & Erie Canal, Loramie Summit Level, Lockington to New Bremen. There were no locks on the 23-mile long Loramie Summit Level from Lock #1 at Lockington to Lock #1 at New Bremen.

Miami & Erie Canal, Miami Extension Canal Northern Section, New Bremen to Junction. 32 locks were constructed on the 58-mile section of the Miami Extension Canal north of the Loramie Summit at New Bremen. Lock #1 at New Bremen was resurfaced with concrete in 2007 according to the early 20th Century rebuild specifications and is the featured attraction of a park at the north end of town. The next six locks (Locks #2 through #7) were all built of wood. Little remains but signs erected by the ODNR identify the locations. Lock #8 may be the finest remaining example of a stone lock on the Miami & Erie Canal. It is along the Buckeye Trail but again there are no convenient trailheads in the area. Locks #9 through #11 were wood and little or nothing remains. Lock #12 in St. Marys is underneath a parking lot but the nearby watered Lock #13 has been recently excavated from underneath an old blanket factory and is being developed into a downtown park. About 5 miles north of St. Marys is Lock #14 which has been renovated by the ODNR into a small park. Modern water control structures mark the location of the two locks in Spencerville, Locks #15 and #16. The next six locks (Locks #17 through #22) between Spencerville and Delphos were wood and almost nothing remains save for the ODNR signs. Like the locks at Spencerville, the site of Lock #23 in Delphos is denoted by a



Lock 13, St. Marys

water control gate. At the north end of Delphos is the fine stone Lock #24, which is watered and adjacent to Stadium Park. The next 15 or so miles of canal is characterized by another string of wooden locks (Locks #25 through #31) except for Lock #30, which was stone. It was dismantled years ago with its stone serving as bridge foundations throughout the area. Vial's Lock (#32), the final lock south of Junction, was retrofitted using concrete by the state during the rebuild. Lock #32 is beside the Buckeye Trail but again there is no easy access. 6 of 32 (18.8%) locks remain along the northern section of the Miami Extension Canal: 1*, 8, 13*, 14*, 24*, 32 with 4 of these accessible to the public.

Miami & Erie Canal, Original Wabash & Erie Section, Junction to Toledo. 20 locks were constructed on the 70-mile section of the original Wabash & Erie Canal between Junction and Toledo. Like Vial's Lock, Schooley's Lock (#33) is

a concrete structure beside the Buckeye Trail in a generally inaccessible location. Two concrete locks (Locks #34 and #35) may be found at the southern end of Defiance. Neither is in a public area but both can easily be seen from the foot of Terrawenda Drive and Perry Street respectively. Four locks (Locks #36 through #39) were in downtown Defiance. Lock #37 has been partially excavated and fitted with gates, similar to the lock at Piqua. Lock #40 is still watered and is located at the entrance to Independence Dam State Park. Lock



Lock 40, Independence

#41 at Texas and Lock #42 at Rice's were dynamited for construction of the Anthony Wayne Trail (U. S. Route 24) but Lock #43 may be visited in a roadside park just west of the Lucas-Henry County Line. Providence Lock #44 is the northernmost surviving lock on the Miami & Erie Canal.

The lock is still watered and is the only canal lock in the state which accommodates traffic, the *Volunteer* canal boat operated by Toledo Metroparks. A row of stone along the Anthony Wayne Trail indicates the approximate location of Lock #45 in Port Miami but there are no traces of Lock #46, Locks #47 through #50 at Armada Mills in Toledo, and Locks #51 and #52 at the Manhattan terminus on Lake Erie. 7 of 20 (35.0%) of locks remain along the original Wabash & Erie Canal section between Junction and Toledo: 33, 34, 35, 37*, 40*, 43* and 44*with 4 of these accessible to the public.

Miami & Erie Canal, Main Line Summary

<u>Section</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Original Miami	32	5	15.6%
Miami Extension, South	23	18	78.3%
Miami Extension, North	32	6	18.8%
Original Wabash & Erie	20	7	35.0%
TOTAL	107	36	33.6%

Miami & Erie Canal Navigable Feeders and Sidecuts

Hamilton Sidecut Canal. There was 1 guard lock on the 0.5 mile long Hamilton Sidecut Canal which exited the Miami & Erie Canal below Lock #37 in Hamilton. It no longer remains. 0 of 1 (0.0%) locks remain along the Hamilton Sidecut Canal.

Sidney Feeder Canal. There were no locks on the 14 mile long Sidney Feeder Canal (only a guard gate at the dam on the Great Miami River) which entered the Miami & Erie Canal above Lock #1 at Lockington on the Loramie Summit Level.

St. Marys Feeder Canal. There was 1 bulkhead lock on the 3 mile long St. Marys Feeder Canal which entered the Miami & Erie Canal below Lock #11 near St. Marys. It remains in Grand Lake St. Marys State Park. 1 of 1 (100.0%) locks remain along the St. Marys Feeder Canal. It is accessible to the public.

Gilead or Grand Rapids Sidecut Canal. There was 1 bulkhead lock on the 0.5 mile long Gilead or Grand Rapids Sidecut Canal which exited the Miami & Erie Canal behind the Independence Dam. It remains in Mary J. Thurston State Park. 1 of 1 (100.0%) locks remain along the Gilead or Grand Rapids Sidecut Canal. It is accessible to the public.

Maumee Sidecut Canal. There were 6 lift locks on the 2 mile long Maumee Sidecut Canal which exited the Miami & Erie Canal on the long level (18 miles) between Locks #44 and #45 at Maumee. Lock #1 is underneath Anthony Wayne Trail in Sidecut Metro Park. Locks #2 through #4 are also within the boundaries of the same park. Lock #5 is missing but Lock #6 at the outlet in to the Maumee River may be found in Towpath Park. 5 of 6 (83.3%) locks remain along the Maumee Sidecut Canal: 1*, 2*, 3*, 4*, and 6* with all 5 of these accessible to the public.

Swan Creek Sidecut Canal. There were 2 lift locks on the mile long Swan Creek Sidecut Canal which exited the Miami & Erie Canal below Lock #50 and became the northern terminus of the main line after the stretch through Toledo to Manhattan was abandoned. The weigh lock at Toledo was also on this section. None are believed to remain although the site needs further investigation. 0 of 3 (0.0%) locks remain along the Swan Creek Sidecut Canal.

Miami & Erie Canal, Navigable Feeders and Sidecuts Summary

<u>Feeder or Sidecut</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Hamilton Sidecut	1	0	0.0%
Sidney Feeder	0	0	0.0%
St. Marys Feeder	1	1	100.0%
Gilead Sidecut	1	1	100.0%
Maumee Sidecut	6	5	83.3%
Swan Creek Sidecut	3	0	0.0%
TOTAL	12	7	58.3%

Warren County Canal

Warren County Canal, Middletown to Lebanon. 6 locks were constructed on the 17-mile long Warren County Canal from Middletown to Lebanon. Stones from several of these locks went into construction of the Lebanon Opera House. None remain today. 0 of 6 (0.0%) locks remain along the Warren County Canal.

Wabash & Erie Canal

Wabash & Erie Canal, Junction to Indiana State Line. 6 locks were constructed on the 18-mile section of the Wabash & Erie Canal from its intersection with the Miami & Erie Canal at Junction and the Indiana State Line. All these locks were made of wood and several were dynamited by saboteurs in 1887. None remain today. 0 of 6 (0.0%) locks remain along the Wabash & Erie Canal.

Miami & Erie System, Major Branch Canal Summary

Canal	Total	Remaining	Pct.
Warren County	6	0	0.0%
Wabash & Erie	6	0	0.0%
TOTAL	12	0	0.0%

PRIVATE WORKS

Few canal systems within the state were truly private as the state owned stock in many of these companies so categorized here as private works are canal systems that were neither constructed nor maintained by the state. These primarily include the Pennsylvania & Ohio Canal, Sandy & Beaver Canal, Cincinnati & Whitewater Canal, and the Milan Canal.

Pennsylvania & Ohio System

The Pennsylvania & Ohio system included the 84-mile long main line of the Pennsylvania & Ohio Canal (74 miles in Ohio) from Akron to Mahoningtown, Pennsylvania, plus 12 miles of navigable branches and feeders.

Pennsylvania & Ohio Canal

Pennsylvania & Ohio Canal, Division 1, Akron to Campbellsport. There were 26 locks on Division 1 of the Pennsylvania & Ohio Canal which included 16 locks west of the summit level and 10 locks in the staircase southeast of Ravenna. Division 1 was 24 miles long while the summit level was comparatively short, only about 2½ miles long. All that qualifies as a remaining lock on this section, indeed the entire P&O Canal, is the guard lock at the dam in Riveredge Park at Kent. 1 of 26 locks (3.8%) remain on Division 1 of the Pennsylvania & Ohio Canal. It is accessible to the public.

Pennsylvania & Ohio Canal, Division 2, Campbellsport to Warren. Five locks were between Campbellsport and the river crossing at McClintocksburg, another four locks were in the vicinity of Newton Falls, and there was a flight of five locks at Warren for a total of 14 on Division 2. Some stone from Lock #22 is believed to be under a railroad underpass and the site of Doud's Lock #21 is discernible but there are no lock sites on this section of the P&O Canal. 0 of 14 locks (0.0%) remain on Division 2 of the Pennsylvania & Ohio Canal.

Pennsylvania & Ohio Canal, Division 3, Warren to Kimball's Dam below Youngstown. There were seven locks on the 20-mile Division 3 of the Pennsylvania & Ohio Canal. All sites here have been mostly obliterated although the guard lock on the north bank of the Mahoning River at Warren is believed to still exist under a parking lot behind a flea market. 0 of 7 locks (0.0%) remain on Division 3 of the Pennsylvania & Ohio Canal.

Pennsylvania & Ohio Canal, Division 4, Kimball's Dam to Mahoningtown, PA. Another seven locks were on the final 16-mile section of the Pennsylvania & Ohio Canal to its eastern terminus south of New Castle, Pennsylvania. Four of the locks and 10-miles of the canal were in Pennsylvania. Like almost everything else on the P&O Canal, these locks are also missing. Until about 20 years ago, Lock #5 at Lowellville remained until the structure was filled and paved over by a local property owner. 0 of 4 locks (0.0%) remain in Ohio on Division 4 of the Pennsylvania & Ohio Canal.

Pennsylvania & Ohio Canal Navigable Branches and Feeders

North and South Feeder Canals. Engineer Sebried Dodge lists 54 locks on the main line of the Pennsylvania & Ohio Canal and 3 along navigable branches and feeders in his report to the canal company in 1839. All 3 were believed to be on the North or Cuyahoga Feeder Canal. 0 of 3 locks (0.0%) remain on the North and South Feeder Canals.

Middlebury Lateral Canal. There were no locks on the Middlebury Lateral Canal, only a non-navigable gate at the head of the Akron Millrace.

Pennsylvania & Ohio Canal, Main Line and Navigable Branches Summary

<u>Section</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Division 1	26	1	3.8%
Division 2	14	0	0.0%
Division 3	7	0	0.0%
Division 4 (Ohio only)	3	0	0.0%
North and South Feeders	3	0	0.0%
Middlebury Lateral	0	0	0.0%
TOTAL	53	1	1.9%

Sandy & Beaver System

The Sandy & Beaver system included the 73½-mile long main line of the Sandy & Beaver Canal (73 miles in Ohio) from Bolivar to Glasgow, Pennsylvania, plus the never-completed Nimishillen & Sandy Canal which was intended to stretch 12 miles from Sandyville to Canton.

Sandy & Beaver Canal

Sandy & Beaver Canal, Western Division, Bolivar to Kensington. There were 31 numbered lift locks plus 6 unnumbered guard locks on the Western Division of the Sandy & Beaver Canal. Only the Guard Lock at Dam No. 6 east of Magnolia, usually misidentified as “Lock #24”, and some stone at Lock #17 in Oneida are left on the 32-mile long Western Division. 2 of 37 locks (5.4%) remain on the Western Division of the Sandy & Beaver Canal. Neither is accessible to the public at this time but “Lock #24” is owned by Stark Parks.

Sandy & Beaver Canal, Summit Level, Kensington to Head of Furnace Hollow. While there were two canal tunnels on the 14-mile long summit level of the Sandy & Beaver Canal, there were no locks.

Sandy & Beaver Canal, Head of Furnace Hollow to Glasgow, PA. 57 numbered lift locks plus another half dozen unnumbered guard locks according to the parcels were on the 27-mile long Eastern Division of the Sandy & Beaver Canal. These 63 locks, combined with the 37 on the Western Division, bring the total number to 100; however, 3 of the lock locations are not in Ohio. Starting with Lock #1, 15 locks were concentrated in Furnace Hollow west of Lisbon and 11 of these remain. After crossing Little Beaver Creek near Rebecca Furnace, the next several locks through Lisbon were raided for stone used to build the Columbiana County courthouse. The next survivor is Lock #24 in Elkton, although it may in actuality be Lock #23. Continuing east, Dickey’s Lock (#26) is also extant while Lusk Lock (#27) is probably Ohio’s most impressive remaining canal lock. Known for a majestic twin staircase at the downstream end, stairs may also be found at Lock #28 a short distance away. Some stone remains at Locks #29 and #30 and four lock chambers (Locks #31 to #34) near



Lock 27 (Lusk), Beaver Creek State Park

Williamsport remain largely intact but highly inaccessible. Lock #35 is gone but beginning with the Guard Lock at Dam No. 9 in the picnic area of Beaver Creek State Park are the Sandy & Beaver Canal's most famous and visited locks. Lock #36 at Gaston's Mill is a recent reconstruction while Grey's Lock (#37) is about a 1-mile hike along the Lower Vondegreen Trail from the parking lot. Just below Gray's on the same trail are the immaculate Vondegreen's Lock (#38), Jake's Lock (#39), and Lock #40. At the other end of the park in the Sprucevale Area are Gretchen's Lock (#41) and Hambleton's Lock (#42). Lock #43 was taken out for a road but Locks #44 and #45 remain. These are virtually impossible to visit but were confirmed at sandybeaver.com. Lock #46 and the Guard Lock at Dam No. 15 near Fredericktown are largely gone but the next eleven survive including Locks #47 to #55 inclusive (Lock #49 or "Lost Lock" was fitted with gates during the 1970's while Lock #53 is in PA), and guard locks at Dam Nos. 15 and 19. There is a pit and minimal stone at Lock #54 while Lock #55 is the easternmost remaining lock on the Sandy & Beaver Canal.



Lock 52, North of East Liverpool

Like Lock #53, Locks #56 and #57 were in Pennsylvania and neither one is left. 41 of 60 locks (68.3%) remain in Ohio on the Eastern Division of the Sandy & Beaver Canal: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 24, 26, 27*, 28, 29, 30, 31, 32, 33, 34, Guard Lock at Dam No. 9*, 36*, 37*, 38*, 39*, 40*, 41*, 42*, 44, 45,

47, 48, 49, Guard Lock at Dam No. 15, 50, 51, 52, Guard Lock at Dam No. 19, 54, and 55 with 9 of these accessible to the public in Beaver Creek State Park.

Nimishillen & Sandy Canal

Nimishillen & Sandy Canal. The Nimishillen & Sandy Canal was never completed and thus no locks were ever constructed although some excavation work was done. About a dozen locks would have likely been required to overcome the 100' elevation difference between Sandyville and Canton.

Sandy & Beaver Canal, Main Line and Navigable Branches Summary

Section	Total	Remaining	Pct.
Western Division	37	2	5.4%
Eastern Division (Ohio only)	60	41	68.3%
Nimishillen & Sandy	0	0	0.0%
TOTAL	97	43	44.3%

Other Private Works

Cincinnati & Whitewater Canal

Cincinnati & Whitewater Canal, Harrison to Cincinnati. There were 3 locks on the 25-mile long Cincinnati & Whitewater Canal. Locks at the Whitewater Canal junction in Harrison and at the Great Miami Aqueduct north of Cleves are missing but the middle lock near Dry Fork remains. Dry Fork Lock is the only surviving canal lock in Hamilton County and an outstanding example of rubble-stone composite construction. 1 of 3 locks (33.3%) remain on the Cincinnati & Whitewater Canal. It is not accessible to the public.

Milan Canal

Milan Canal. 2 locks were constructed on the 3-mile long Milan Canal. Both were made of wood and neither remains although the wreck of the schooner *Idaho* may be viewed at low water at the Huron River outlet lock. Like those on the Ohio & Erie Canal at Cleveland, the Milan Canal locks were larger than typical canal lock dimensions to accommodate lake sailing vessels. 0 of 2 locks (0.0%) remain on the Milan Canal.

Ohio City Canal

Ohio City Canal. There were no locks on this short cross-cut opposite the northern terminus of the Ohio & Erie Canal at Cleveland.

New Philadelphia Lateral Canal

New Philadelphia Lateral Canal. A lift lock and guard lock were on opposite sides of the Tuscarawas River at the intersection of the New Philadelphia Lateral with the Ohio & Erie Canal. A lift lock was built by the state on the west bank of the river at the canal junction while the citizens of New Philadelphia funded a guard lock at the head of the lateral canal behind the Baker Dam. Some stone may still exist but has not been confirmed. 0 of 2 locks (0.0%) remain on the New Philadelphia Lateral Canal.

Zoar Sidecut & Feeder Canal

Zoar Sidecut & Feeder Canal. Like at New Philadelphia, there were 2 navigable guard gates on either side of the river at Zoar. Both the feeder gate on the west bank and the sidecut guard lock on the village side of the river still remain. Just off the Towpath Trail, the feeder lock is covered with mason's marks while the inscription "1830" can clearly be read on the Zoar guard lock across the river. 2 of 2 locks (100.0%) remain on the Zoar Sidecut & Feeder Canal. Both are apparently accessible to the public.

Lancaster Lateral Canal

Lancaster Lateral Canal. Before being taken over by the state in 1836 and becoming the Hocking Canal, there were two locks on the Lancaster Lateral Canal between Carroll and Lancaster. Both were removed when the canal was improved. 0 of 2 locks (3.8%) remain on the Lancaster Lateral Canal.

Other Private Works, System Summary

<u>Canal</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Cincinnati & Whitewater	3	1	33.3%
Milan	2	0	0.0%
Ohio City	0	0	0.0%
New Philadelphia Lateral	2	0	0.0%
Zoar Sidecut & Feeder	2	2	100.0%
Lancaster Lateral	2	0	0.0%
TOTAL	11	3	27.3%

SUMMARY

So in summary, there were over 500 canal locks in Ohio and just over 200 of these or 40% remain. Of these 211 surviving canal locks, about 110 are within the public domain. Local property owners are caring for many of the non-public canal locks but many others are endangered.

<u>Canal</u>	<u>Total</u>	<u>Remaining</u>	<u>Pct.</u>
Ohio & Erie, Main Line	165	86	52.1%
Ohio & Erie, Branches	12	5	41.7%
Walhonding	13	8	61.5%
Muskingum	15	13	86.7%
Hocking	31	9	31.0%
Miami & Erie, Main Line	107	36	33.6%
Miami & Erie, Branches	12	7	58.3%
Warren County	6	0	0.0%
Wabash & Erie	6	0	0.0%
TOTAL – STATE	367	164	44.7%
Pennsylvania & Ohio	53	1	1.9%
Sandy & Beaver	97	43	44.3%
Other Privates	11	3	27.3%
TOTAL - PRIVATE	161	47	29.2%
TOTAL	528	211	40.0%

Opportunities exist for preserving many of these historic structures including Lock #1 in Akron, Lock #11 north of Dover, Newcastle Lock #14 south of New Philadelphia, Wild Turkey Lock #25 east of Coshocton, Locks #29 and #30 at Adams Mills, Triple Locks at Dresden, Lock #18 (Upper Webb's) east of

Frazeysburg, excavation of Lock #9 at Newark, Baltimore Locks #3 to #5, Lockville Locks #14 to #18, Lock #31 at Millport, Three Locks (#41, #42, #43) south of Chillicothe, Rushtown Locks #48 & #49, and the Ohio River outlet lock at Portsmouth on the Ohio & Erie Canal; Eckert's Lock #7 and Horn's Mill Lock #8 east of Lancaster, excavation of Lock #9 and Lock #10 at Sugar Grove on the Hocking Canal; Rialto Lock #38 near Port Union, excavation of Lock #28 at Franklin, Lock #19 in Huber Heights, Picayune Lock #16 south of Tipp City, Landman Mills Lock #7 north of Piqua, bridging Loramie Creek to connects Crooked Lock #6 to the flight of locks at Lockington, improved public access to Stone Lock #8 near St. Marys, Vials Lock #32 in Paulding County, Locks #33 to #35 south of Defiance on the Miami & Erie Canal; excavation of a lock at either Warren or Lowellville on the Pennsylvania & Ohio Canal; opening of a hiking trail along the towpath from Magnolia Mills to "Lock #24", Lock #11 in Furnace Hollow west of Lisbon, "Lost" Lock #49 south of Fredericktown, and Lock #50 along Grimms Bridge Road on the Sandy & Beaver Canal; and Dry Fork Lock beside Kilby Road on the Cincinnati & Whitewater Canal. All these are viable candidates for historical marker recognition or creation of small canal lock parks.

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