

Start Here

Scan One Time Only

And

Copy for Multiple Numbers

HA-112

AND

HA-113

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR OFFICIAL USE ONLY
Leasehold on HA-112 and RECEIVED HA-113
DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC ~~Southern Terminal~~  
Southern Terminal of the Susquehanna and Tidewater Canal

AND/OR COMMON  
The Lock House or The Commons

2 LOCATION

STREET & NUMBER  
North of Erie St. between Conestogo St. & The Susquehanna River

CITY, TOWN  
Havre de Grace

STATE  
Maryland

VICINITY OF  
River

CONGRESSIONAL DISTRICT  
First

COUNTY  
Harford

CODE  
24

CODE  
025

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input checked="" type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input checked="" type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME  
Susquehanna Power Company

STREET & NUMBER  
1000 Chestnut Street

CITY, TOWN  
Philadelphia

STATE  
Pennsylvania 19105

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
Harford County Courthouse

STREET & NUMBER  
Courtland and Main Streets

CITY, TOWN  
Bel Air

STATE  
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

FEDERAL  STATE  COUNTY  LOCAL

**77 DESCRIPTION**NA112  
NA113

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

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

The Southern Terminal of the Susquehanna and Tidewater Canal is located along the western bank of the Susquehanna River at the northern end of Havre de Grace, Maryland, north of Erie Street. Still standing at the site are the Lock Master's House, the canal's outlet lock, and the foundations of a bulkhead wharf along the river side of the lock. Most of the structures built to serve various aspects of the canal's operations are no longer standing, but the locations of warehouses, stables and several other buildings, including a broom factory, are shown on old city maps. The foundations and cellar hole of a hotel or boarding house for boatmen remains.

The hotel or boarding house, built west of the Lock House on Conestee Street, was of red brick and measured 30'-6" by 75'-0". Its stone foundations are largely intact, but brick rubble is present in the cellar hole as well as around the outside of the foundations. Two large cut granite steps remain. The hotel was reportedly destroyed by fire.

The Lock Master's House or Lock House, built of red brick and standing about forty feet southwest of the land wall of the lock, has been little altered since its construction and is in fair condition. The Lock House yard was separated from the canal outlet by a wooden fence. This five bay house had two principal elevations, the northeast which faces the river and the southwest. The northeast elevation had, at one time, a one-story porch along its entire length similar to that now on the southwest. The southwestern porch, however, is not original. Built of brick laid in common bond, the Lock House has a large, corbelled brick cornice which incorporates a saw tooth design. The hipped roof has a very low pitch.

The Lock House has four entrances - two located near the corners of each of the principal elevations. The foundations suggest that there were two centrally located bulkhead doors to the basement along the southwest wall. Now, there is no basement since the site is only about five feet above mean high tide, and successive floods have filled it to grade level.

The first floor is of four rooms, only two of which were heated by a fireplace. On the exterior, there is one central chimney to serve both. There is a boxed stair to the second floor in both of the southwestern rooms. The one in the southern corner is original and enters into a small hall on the second floor. Initially, it went to the basement. The stair in the western corner is narrower and judged to be an addition due to a change in moldings. On the second floor, there are five rooms in addition to the stair hall. However, none of these was heated. Most interior partitions are of staggered and overlapping boards one inch thick. Sawn lath and plaster covers the board partitions and ceiling.

(See Continuation Sheet No. 1)

# 8. SIGNIFICANCE

2A112  
2A113

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Susquehanna and Tidewater Canal was chartered by Pennsylvania and Maryland in 1835. Construction began in 1836, and the canal was opened at the end of 1839. It became an integral part of the canal system which served New York, Pennsylvania, New Jersey, Delaware and Maryland. At its northern end, the S&T made contact with the central division of the Pennsylvania canal at Wrightsville. Forty-five miles down the Susquehanna, the S&T provided access to the port of Harve de Grace and the Chesapeake Bay.

This canal, when it was built, extended the capabilities of shipping through the Hayre de Grace port. Having been a port since 1695, when the General Assembly gave Messrs. Young and York the exclusive right to operate a ferry across the Susquehanna River from Stocket's Town (Hayre de Grace), the town was one of the important shipping points for the Chesapeake Bay area by the early nineteenth century. Thus, the S&T Canal was built primarily to facilitate shipment of goods upstream from Hayre de Grace. At the southern terminal, some freight was transferred to or from the railroad or bay boats. However, much of it remained on the canal boats which were towed to Baltimore or to the Chesapeake and Delaware Canal to go to Wilmington and Philadelphia.

The S&T Canal, as was the case with most other canals, was unable to meet railroad competition and fell into disuse. Much of the canal has been obliterated. However, at Hayre de Grace the physical features are unusually well preserved and are accessible to the public. Even though operation of the lower portion ceased about 1900, this canal, as part of the larger network of such waterways, played a significant role in the economic development of the mid-Atlantic states. Outlet locks which discharge directly into tidewater as do those at Hayre de Grace are rare. Thus, this site which contains the Southern terminus of the waterway as well as the lockmaster's house, represents an important aspect of this canal system.

The City of Hayre de Grace anticipates turning this site into a park. The proposed restoration of the Lock House, the locks as well as removal of the sediment now filling the canal boat basin would prove to be a valuable educational asset.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Milton. Our Harford Heritage, A History of Harford County, Maryland.  
No publisher given, 1967.

RA 12 E  
HA 113

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 20

UTM REFERENCES

A									
	ZONE	EASTING	NORTHING						
C									

B									
	ZONE	EASTING	NORTHING						
D									

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

George Andreye, Assistant Architectural Historian (c.s.)

ORGANIZATION

Maryland Historical Trust

DATE

April, 1975

STREET & NUMBER

21 State Circle

TELEPHONE

267-1212

CITY OR TOWN

Annapolis

STATE

Maryland

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

44-113

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

Southern Terminal of the Susquehanna and  
Tidewater Canal - Harford County  
Havre de Grace, Maryland  
CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

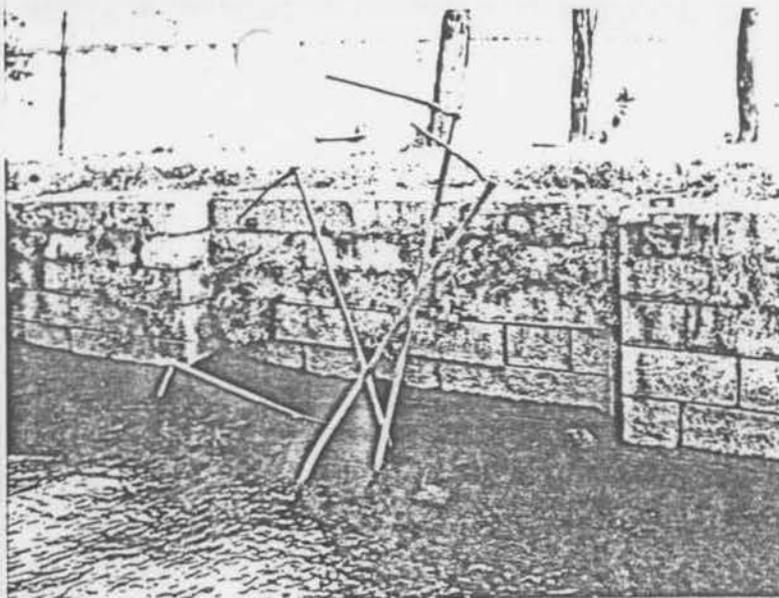
The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals: Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings of plywood, linoleum, rugs and similar materials. Window openings are splayed inside and their trim, as well as all other openings, is not elaborate.

The canal's towpath was formed by enclosing a strip of the Susquehanna River with walls of cut granite. Showing fine workmanship, the stone blocks were laid without mortar, the top course being tied together by U-shaped iron rods inserted into holes drilled into the granite. As a result, the waterway, forming the western bank of the river for a distance of approximately 3 1/2 miles from Lapidum to Havre de Grace, easily achieved independence of tidal fluctuations and currents. Though the engineering involved was not inventive, it is unusual. Within this site the towpath is clearly visible since it still maintains its original level and width in most places. However, trees now line portions of its sides.

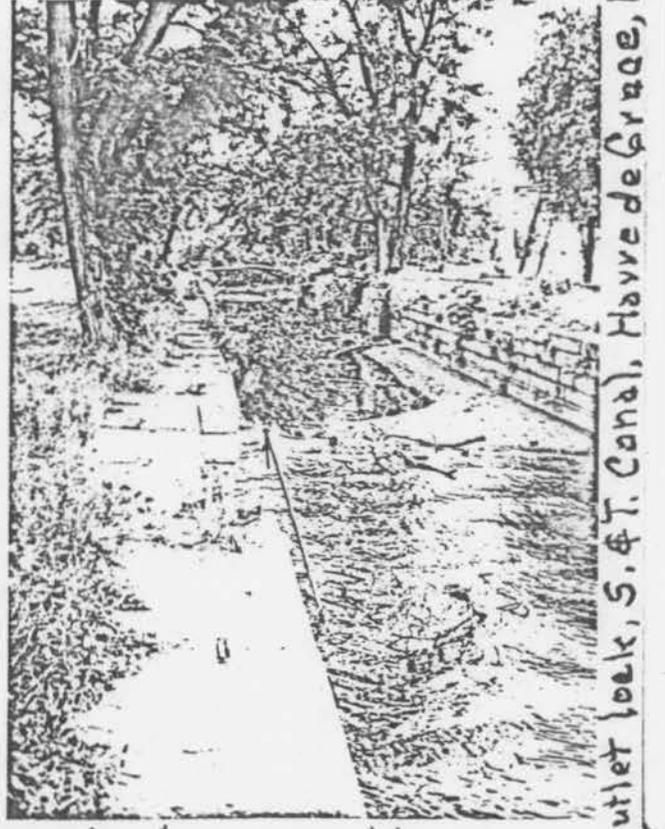
The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the location of these gates. It is probable that the sills are well preserved and that most of the iron fittings for the gates can be found, thus enabling their design to be determined. Though the outlet lock walls remain, they are in need of repair since some of the stone blocks have been dislodged from the upper courses.

The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and a top layer of earth to provide a site for warehouses. Some of the piles for a dock serving the warehouses can still be seen along the river bank when the water level is low.

NA112 E  
NA113

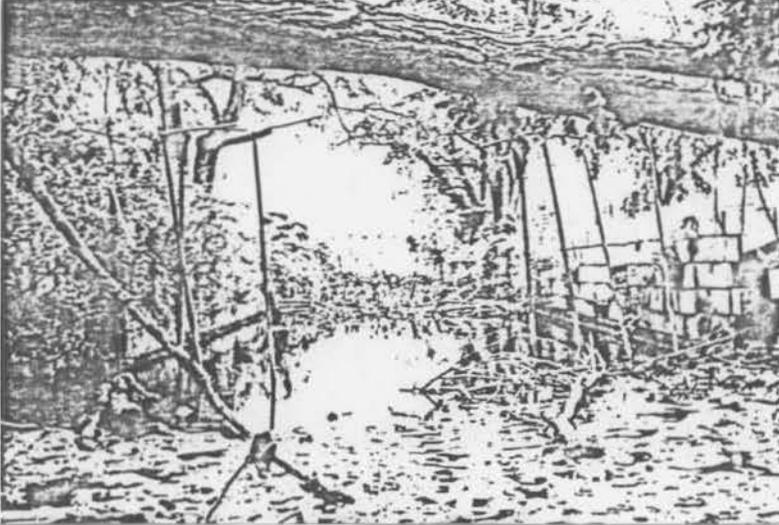


S. & T. Canal, Harve de Grace, East lock

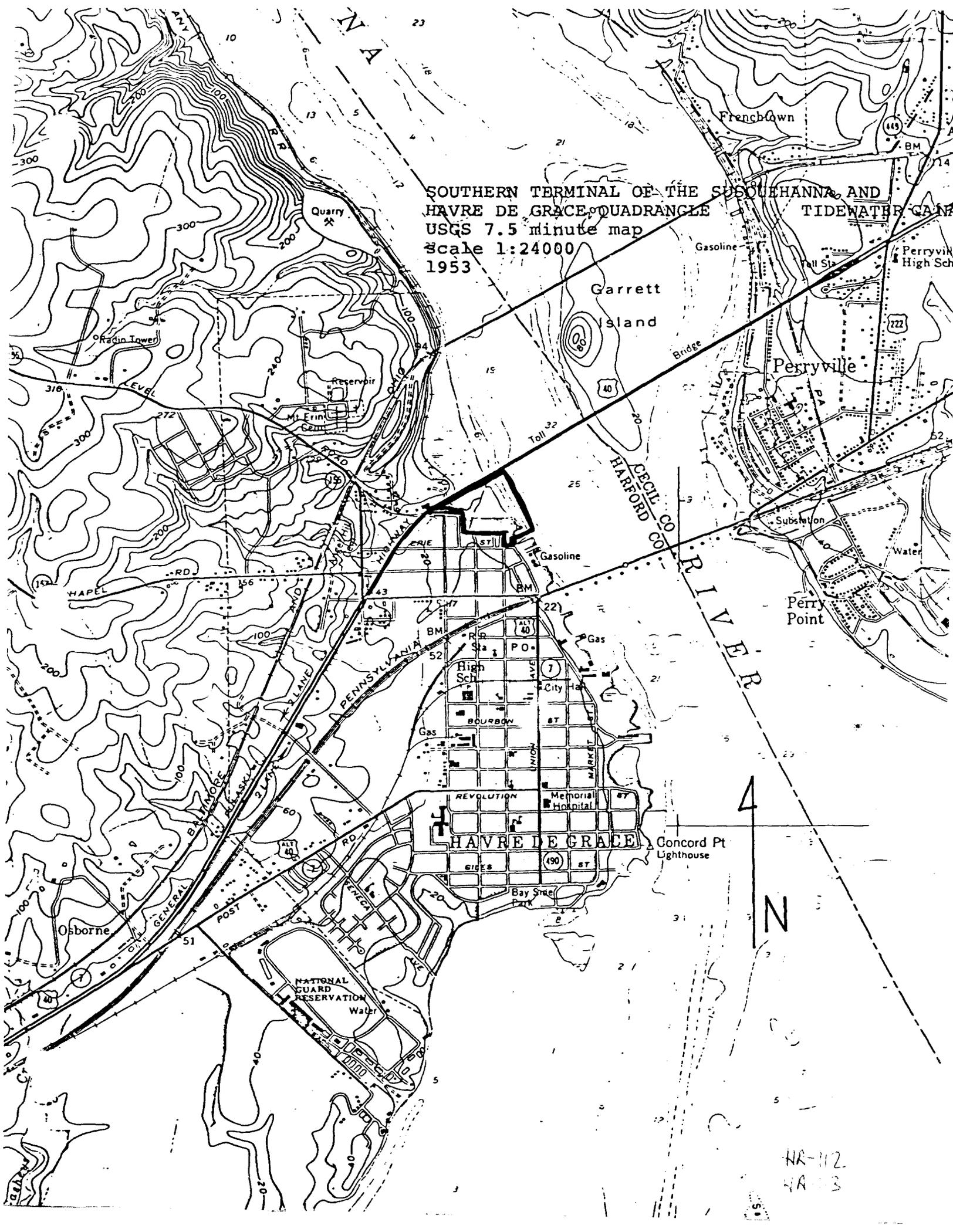


Outlet lock, S. & T. Canal, Harve de Grace, MD

10 Looking north



SOUTHERN TERMINAL OF THE SUSQUEHANNA AND  
HAVRE DE GRACE QUADRANGLE  
USGS 7.5 minute map  
Scale 1:24000  
1953



HR-112  
HR-113

Easement N. R. FIELD SHEET 1301124V13 HA 112

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON: Toll House - Susquehanna & Tidewater Canal

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Lane enters north off Eric Street at Stokes Street

CITY OR TOWN: Havre de Grace

STATE: Maryland

COUNTY: HARFORD

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input checked="" type="checkbox"/>	Public <input type="checkbox"/>	Occupied <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/>	Private <input checked="" type="checkbox"/>	In Process <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Unrestricted <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/> Comments <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	Rental Housing <input checked="" type="checkbox"/>
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	

4. OWNER OF PROPERTY

OWNERS NAME: Susquehanna Electric Company

STREET AND NUMBER: Conowingo

CITY OR TOWN: STATE: Md

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: CLERK OF THE CIRCUIT COURT

STREET AND NUMBER: HARFORD COUNTY COURTHOUSE

CITY OR TOWN: BEL AIR STATE: MARYLAND

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 40 S. MAIN ST

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE

6918

SEE INSTRUCTIONS

45  
1112  
P31

STATE:  
COUNTY:  
ENTRY NUMBER  
DATE  
FOR NPS USE ONLY

## 7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input checked="" type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input checked="" type="checkbox"/>	Unaltered <input type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Brick house, 5 bays x 2, 2 stories.  
 with a low hip roof. Facing west,  
 the roof ridge line runs north-south.  
 There is a one-story porch on the  
 east side, facing the canal.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian <input type="checkbox"/>	16th Century <input type="checkbox"/>	18th Century <input type="checkbox"/>	20th Century <input type="checkbox"/>
15th Century <input type="checkbox"/>	17th Century <input type="checkbox"/>	19th Century <input checked="" type="checkbox"/>	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	Education <input type="checkbox"/>	Political <input type="checkbox"/>	Urban Planning <input type="checkbox"/>
Prehistoric <input type="checkbox"/>	Engineering <input type="checkbox"/>	Religion/Philosophy <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Historic <input type="checkbox"/>	Industry <input type="checkbox"/>	Science <input type="checkbox"/>	_____
Agriculture <input type="checkbox"/>	Invention <input type="checkbox"/>	Sculpture <input type="checkbox"/>	_____
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input type="checkbox"/>	_____
Commerce <input type="checkbox"/>	Architecture <input type="checkbox"/>	Theater <input type="checkbox"/>	_____
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>	_____
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		_____
	Music <input type="checkbox"/>		_____

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

This is the management office of the old Canal. First chartered by the Maryland General Assembly of 1783, construction on the canal began in 1836, operation in 1839. This was the <sup>main</sup> toll house and business office of the canal company that continued until after 1900. (During peak years <sup>(around 1870)</sup> canal boats were dispatched by bay and along the coast to Baltimore, Philadelphia and New York.)  
 Acquired by the

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Milton; Our Harford Heritage pp 121-127

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0	'	"	0	'	"	0	'	"
NE	0	'	"	0	'	"	0	'	"
SE	0	'	"	0	'	"	0	'	"
SW	0	'	"	0	'	"	0	'	"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: **JEAN S. EWING**

ORGANIZATION: **MARYLAND HISTORICAL TRUST**      DATE: \_\_\_\_\_

STREET AND NUMBER: **50 STATE CIRCLE**

CITY OR TOWN: **ANNAPOLIS**      STATE: **MARYLAND**      CODE: \_\_\_\_\_

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National       State       Local

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

Easement

HA-113

Form 10-300 (Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FIELD SHEET 1301131422

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON: Susquehanna & Tidewater Canal - South lock

AND/OR HISTORIC: Lock # 1

2. LOCATION

STREET AND NUMBER: About 100 feet northeast of the T intersection of

CITY OR TOWN: Havre de Grace Stokes Street at Eric St

STATE: Maryland CODE: COUNTY: HARTFORD

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> <del>Building</del>	Public <input type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: Restricted <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/>	Private <input type="checkbox"/>	In Process <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	No: <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	

4. OWNER OF PROPERTY

OWNERS NAME: Susquehanna Power Company

STREET AND NUMBER:

CITY OR TOWN: Conowingo STATE: Maryland

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: CLERK OF THE CIRCUIT COURT

STREET AND NUMBER: HARTFORD COUNTY COURTHOUSE 40 S. ...

CITY OR TOWN: BEL AIR STATE: MARYLAND

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER DATE FOR NPS USE ONLY

6919

## 7. DESCRIPTION

CONDITION	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	<u>Deteriorated</u> <input checked="" type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input type="checkbox"/>	<u>Unaltered</u> <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	<u>Original Site</u> <input checked="" type="checkbox"/>		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

These granite masonry walls once supported canal gates and held the water of the Susquehanna & Tidewater Canal. Stone from either side of the river from several quarries, but primarily from a quarry above Port Deposit supplied these locks that controlled the level of water in the "ditch" that was dug beside the river.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian  16th Century  18th Century  20th Century   
 15th Century  17th Century  19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |                |              |                          |                |                                     |                 |                          |
|----------------|--------------|--------------------------|----------------|-------------------------------------|-----------------|--------------------------|
| Aboriginal     | Education    | <input type="checkbox"/> | Political      | <input type="checkbox"/>            | Urban Planning  | <input type="checkbox"/> |
| Prehistoric    | Engineering  | <input type="checkbox"/> | Religion/Phi-  |                                     | Other (Specify) | <input type="checkbox"/> |
| Historic       | Industry     | <input type="checkbox"/> | losophy        | <input type="checkbox"/>            | _____           |                          |
| Agriculture    | Invention    | <input type="checkbox"/> | Science        | <input type="checkbox"/>            | _____           |                          |
| Art            | Landscape    | <input type="checkbox"/> | Sculpture      | <input type="checkbox"/>            | _____           |                          |
| Commerce       | Architecture | <input type="checkbox"/> | Social/Human-  |                                     | _____           |                          |
| Communications | Literature   | <input type="checkbox"/> | itarian        | <input type="checkbox"/>            | _____           |                          |
| Conservation   | Military     | <input type="checkbox"/> | Theater        | <input type="checkbox"/>            | _____           |                          |
|                | Music        | <input type="checkbox"/> | Transportation | <input checked="" type="checkbox"/> | _____           |                          |

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

SEE INSTRUCTIONS

This canal was first chartered by the Maryland General Assembly in 1783, but work was not begun until 1836. ~~It was first operated in 1839~~  
<sup>just</sup> 3 years operation ~~was~~ began, in 1839, and continued for over 60 years. The canal extended from Brightsville in Pennsylvania (opposite the town of Columbia which was later to be the Pennsylvania Railroad's major freight terminal) to the bay. Of its 29 locks, 9 were in Harford County, the most southerly, the entrance from the Chesapeake Bay. A single lock (two gates) it raised boats about 20 feet of the 1000 foot elevation reached at Brightsville.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Loretta C. Nuttall Our Harford Heritage pp 121-127

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: **JEAN S. EWING**

ORGANIZATION: **MARYLAND HISTORICAL TRUST** DATE: \_\_\_\_\_

STREET AND NUMBER: **50 STATE CIRCLE**

CITY OR TOWN: **ANNAPOLIS** STATE: **MARYLAND** CODE: \_\_\_\_\_

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

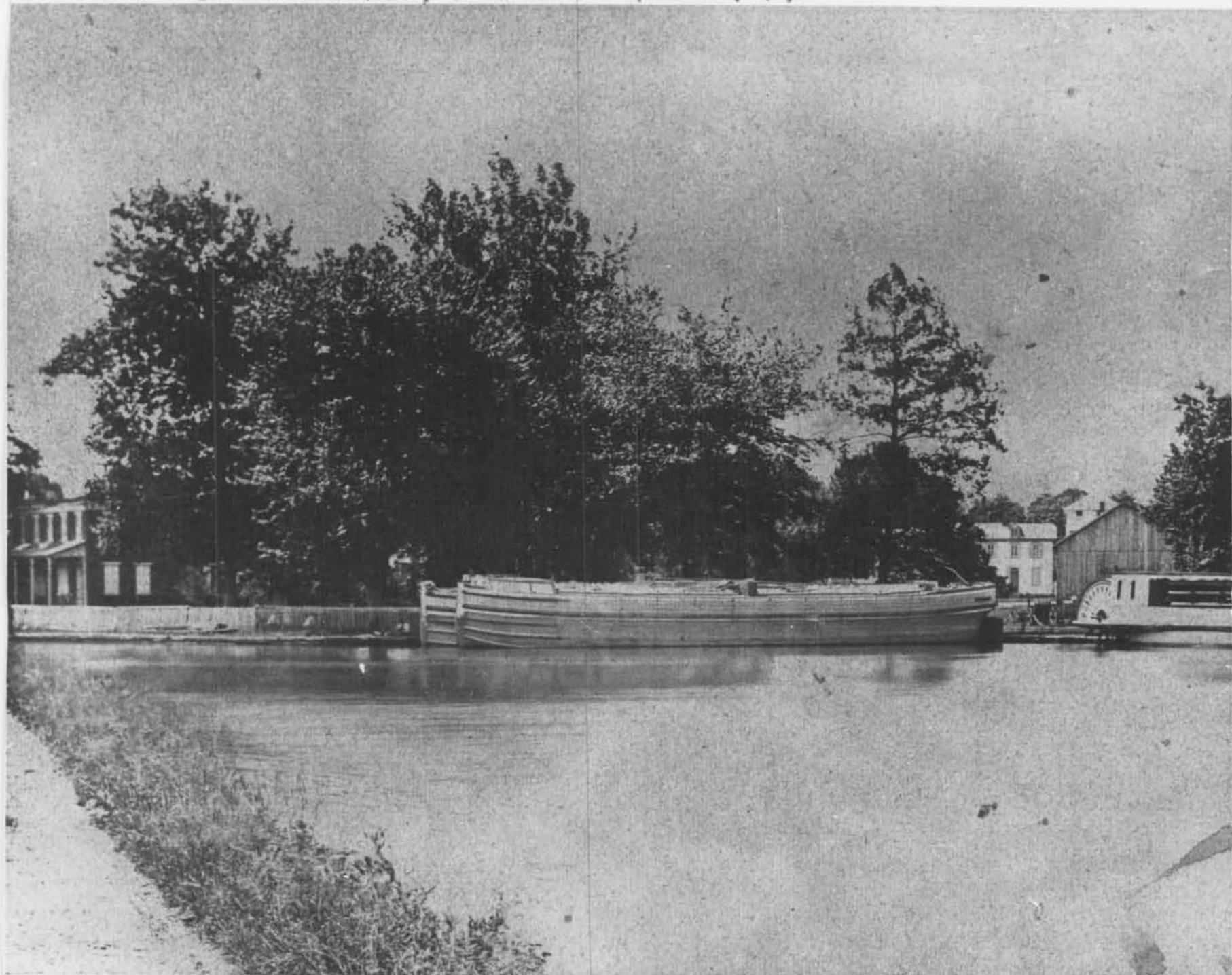
ATTEST:

\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

S. & T. Canal, Havre de Grace, Md.



1 - at masters house & Canal boat basin looking South Co. 1880

HA 112

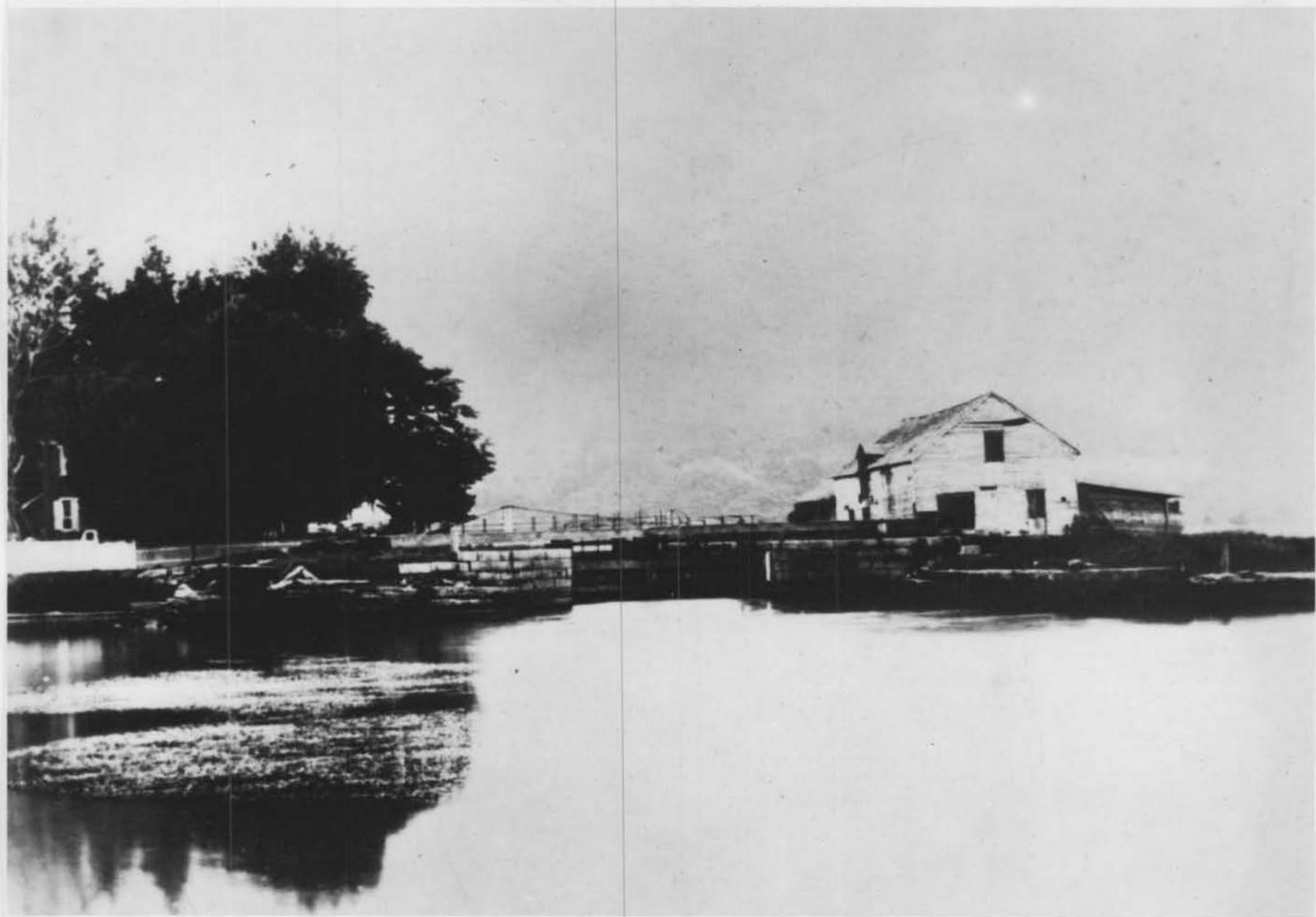


Sussex Lock House  
HA-112

A

44%

S. & T. Canal, Havre de Grace, Md.



outlet lock & warehouse from cove looking north  
Co. 1890

HA 113



DEDICATION OF LOCK HOUSE -  
JUNE 1982 HA-113

Kodak

paper & equipment used  
for picture

JUN 1982

Kodak

paper & equipment used  
for picture

JUN 1982



DETERIORATING LOCK  
SUSQUEHANNA & TIDEWATER CANAL  
AT HAVRE DE GRACE, M.D.

NA-113

JUN 1983

JUN 1983



PIVOT BRIDGE & COCK HOUSE  
SUSQUEHANNA & TIDEWATER CANAL  
AT HAVRE DE GRACE, MD 1984  
HA-113

FEB 1984

FEB 1984

---

---

**HISTORIC AREA OF NORTH PARK  
CITY OF HAVRE DE GRACE**

---

---

THE LOCK HOUSE, OUTLET LOCK AND  
SURROUNDING 6.9 ACRES OF GROUND

WERE A GIFT TO THE  
CITY OF HAVRE DE GRACE AND THE PUBLIC BY

---

THE SUSQUEHANNA POWER COMPANY  
CONOWINGO POWER COMPANY  
PHILADELPHIA ELECTRIC COMPANY

---

---



SUSQUEHANNA MUSEUM

1984

HA-113



BELOW THE AREA OF THE BRIDGE  
WAS THE SITE OF THE  
FIRST BRIDGE IN THE AREA  
BUILT IN 1850  
AND DESTROYED  
IN 1862  
DURING THE CIVIL WAR  
THE BRIDGE WAS REBUILT  
IN 1865 AND IS THE  
PRESENT BRIDGE

HISTORIC AREA NORTH PARK

HAVRE DE GRACE, MD

HA-113

THIS PROPERTY HAS BEEN  
PLACED ON THE  
NATIONAL REGISTER  
OF HISTORIC PLACES  
BY THE UNITED STATES  
DEPARTMENT OF THE INTERIOR

---

---

THE LOCK HOUSE  
BUILT c. 1840  
SUSQUEHANNA AND  
TIDEWATER CANAL CO.

---

---

OFFICE AND LOCKTENDER'S HOME  
RESTORED 1981

---

THROUGH GENEROUS EFFORTS OF  
THE SUSQUEHANNA MUSEUM OF HAVRE DE GRACE, INC.  
PHILADELPHIA ELECTRIC COMPANY  
CITY OF HAVRE DE GRACE  
MARYLAND HISTORICAL TRUST  
U. S. DEPARTMENT OF THE INTERIOR  
OTHER INTERESTED INDIVIDUALS  
AND ORGANIZATIONS

---

---

SUSQUEHANNA MUSEUM

1984

HA-113



EXHIBIT OF NEEDLEWORK

SUSSEX COUNTY MUSEUM

(Lock House)

1983

HA-113

JUN 1983

JUN 1983

SUSQUEHANNA MUSEUM OF HAVRE DE GRACE, INC.  
OPEN SUNDAYS 1 - 5 P. M.  
GROUPS BY APPOINTMENT



**Programs**

Open House - 10:00 a.m. - 5:00 p.m.



Open House - 10:00 a.m. - 5:00 p.m.

OUTDOOR VISITORS INFORMATION  
WHEN MUSEUM (LOCK HOUSE)  
CLOSED. DESCRIBES HOUSE,  
GROUNDS, AND SITES OF  
INTEREST

HA-113

End Here

Scan One Time Only  
And  
Copy for Multiple Numbers

HA-112

AND

HA-113