Form No 10-300 (Rev. 10-74) HA-2+3 GCC – June 75

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

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

1 NAME

HISTORIC ~~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 Conesteo St. & The Susquehanna River __NOT FOR PUBLICATION

CITY, TOWN
Havre de Grace __ VICINITY OF

CONGRESSIONAL DISTRICT
First

STATE	CODE	COUNTY	CODE
Maryland	24	Harford	025

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	__OCCUPIED	__AGRICULTURE	X MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	X PARK
__STRUCTURE	__BOTH	X WORK IN PROGRESS	X EDUCATIONAL	__PRIVATE RESIDENCE
X SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Susquehanna Power Company

STREET & NUMBER
1000 Chestnut Street

CITY, TOWN
Philadelphia __ VICINITY OF

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

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

HA112
HA113

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	X_DETERIORATED	X_UNALTERED	X_ORIGINAL SITE
_GOOD	_RUINS	_ALTERED	_MOVED DATE_____
_FAIR	_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 Conesteo 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

-A112
-A113

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
X 1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__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 Havre 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 (Havre 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 Havre 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 Havre 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 Havre 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 Havre 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

HA-113

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

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 20

UTM REFERENCES

	ZONE	EASTING	NORTHING
A			
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
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

GPO 888-445

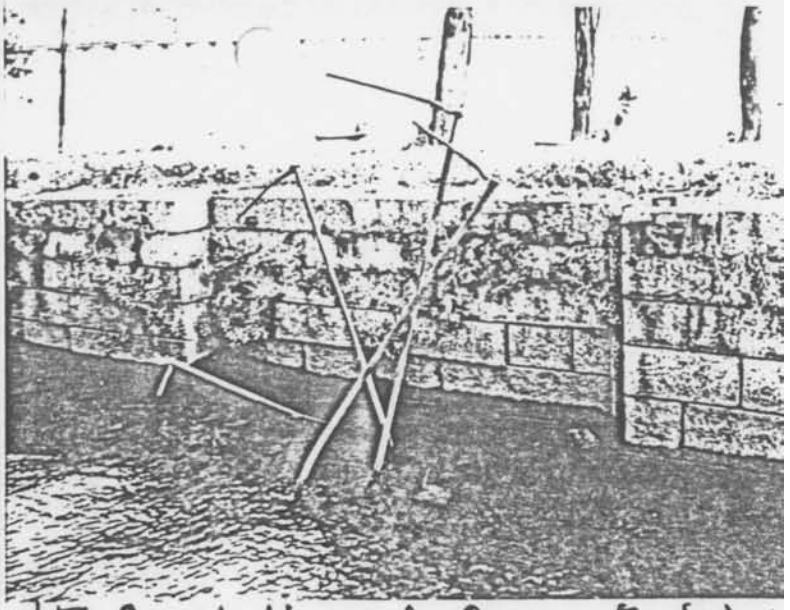
The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals. Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings 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.

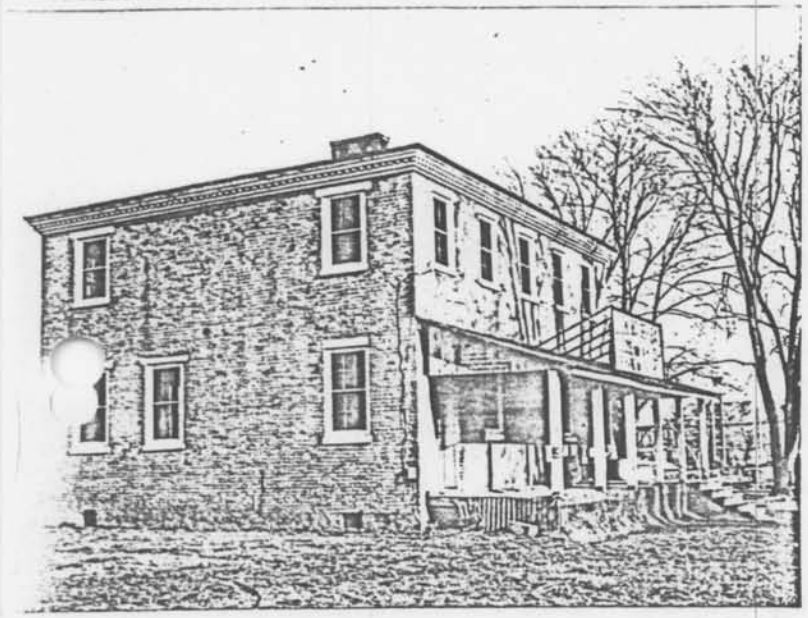
The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the location of these gates. It is probable that the sills are well preserved and that most of 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.

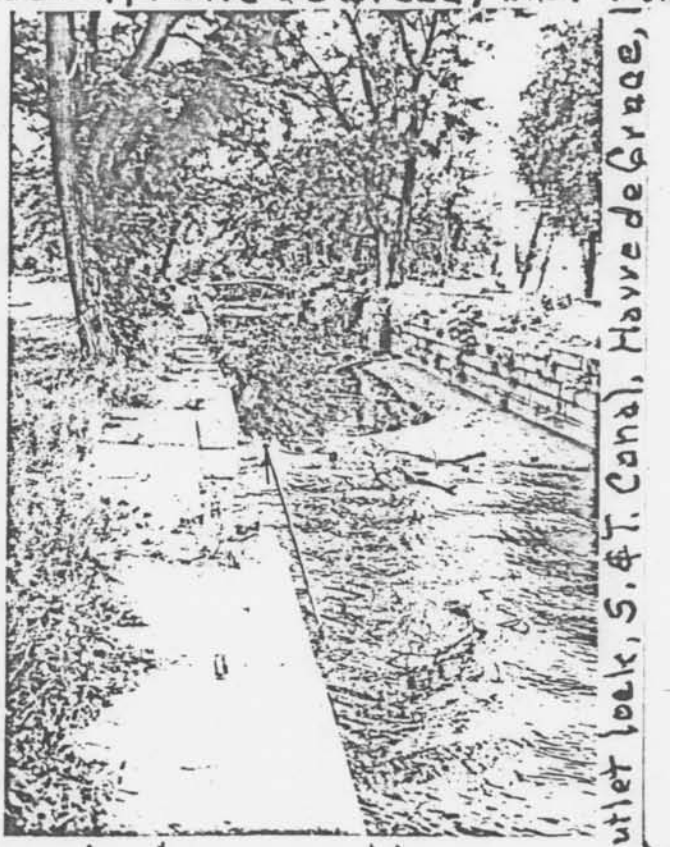
The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and a top layer of earth to provide a site for warehouses. Some of the piles for a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

HA112 &
HA113



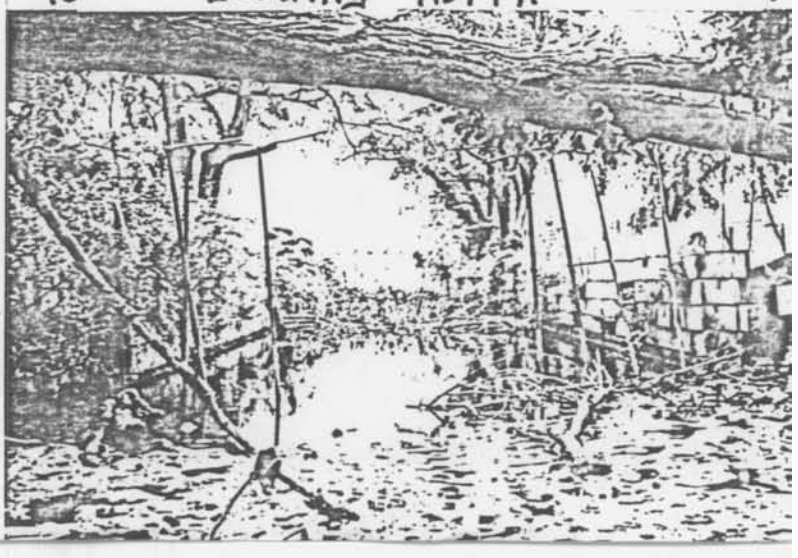
. & T. Canal, Havre de Grace, East lock

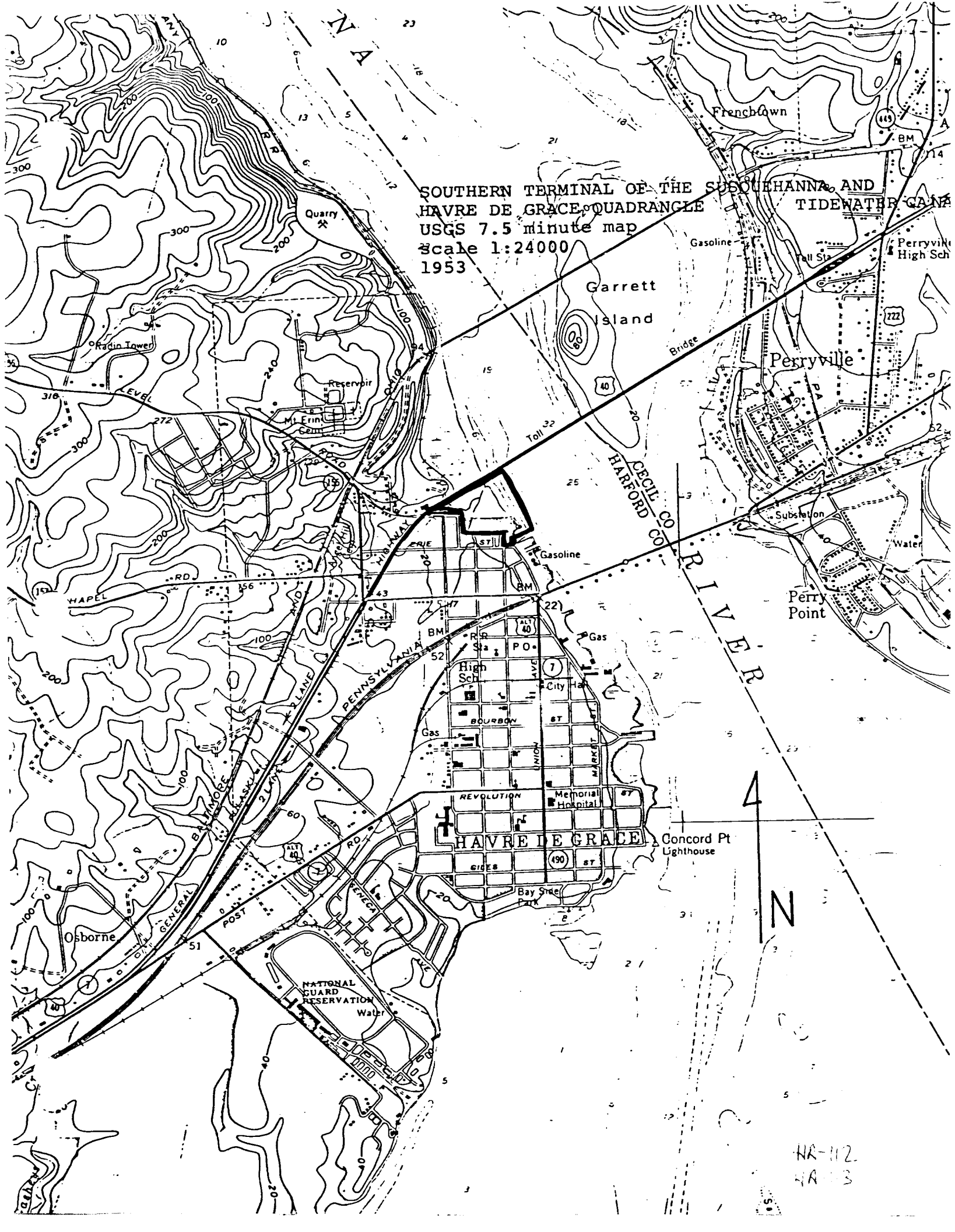




Outlet Lock, S. & T. Canal, Havre de Grace,

lo Looking north




SOUTHERN TERMINAL OF THE SUSQUEHANNA AND
HAVRE DE GRACE QUADRANGLE TIDEWATER CANA
USGS 7.5 minute map
scale 1:24000
1953
Frenchtown
Quarry
Gasoline
Garrett
Island
Perryville
High Sch
Radio Tower
Reservoir
Mt Erin Cem
Toll
Bridge
CECIL CO
HARFORD CO
RIVER
Substation
Water
Perry
Point
Gasoline
HAPEL RD
ERIE ST
PENNSYLVANIA
High Sch
City Hall
BOURBON ST
REVOLUTION ST
Memorial Hospital
HAVRE DE GRACE
Concord Pt
Lighthouse
GILES ST
Bay Side Park
POST RD
GENERAL BALTIMORE
Osborne
NATIONAL GUARD RESERVATION
Water
N

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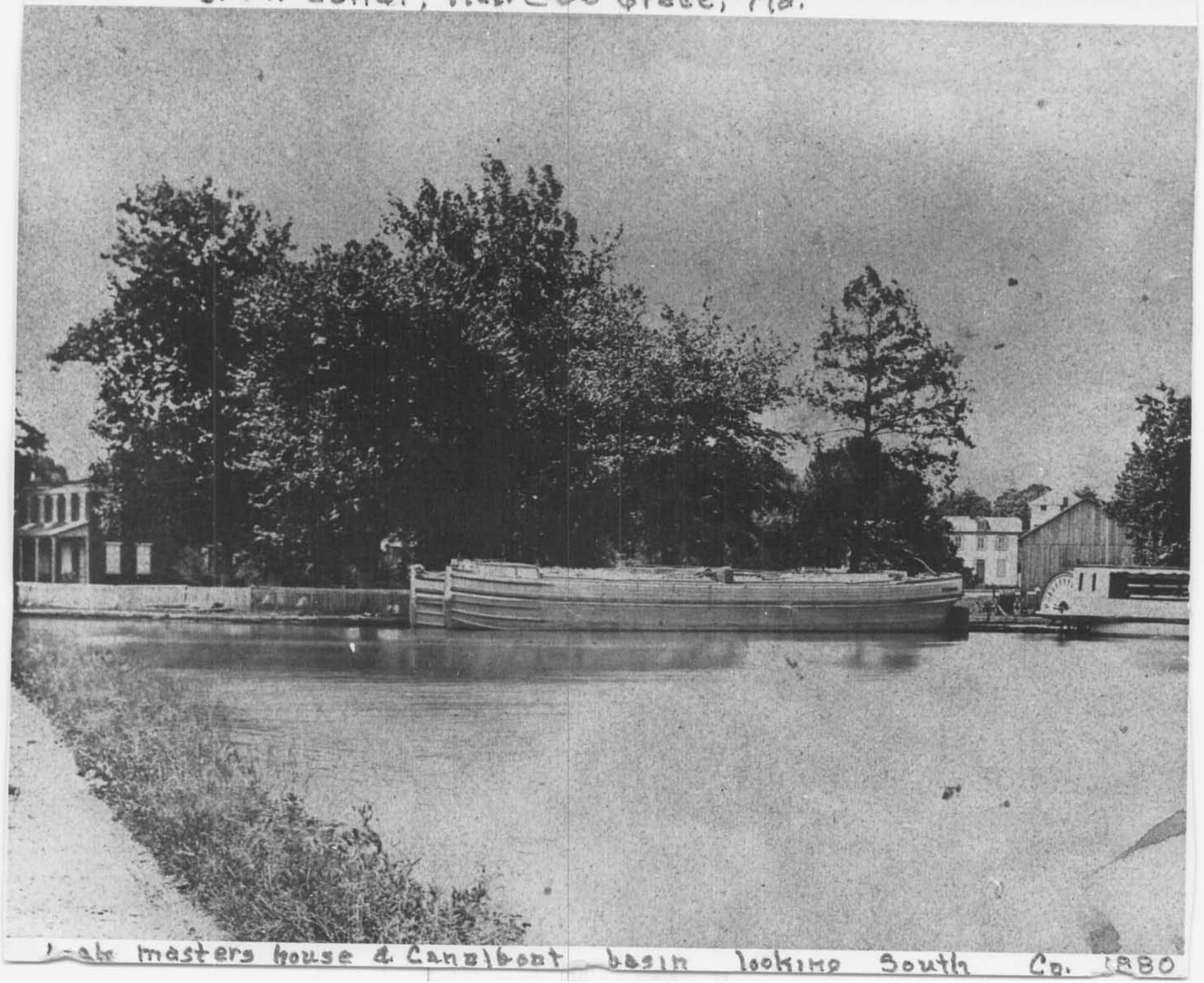
S.A.T. Canal, Havre de Grace, Md.



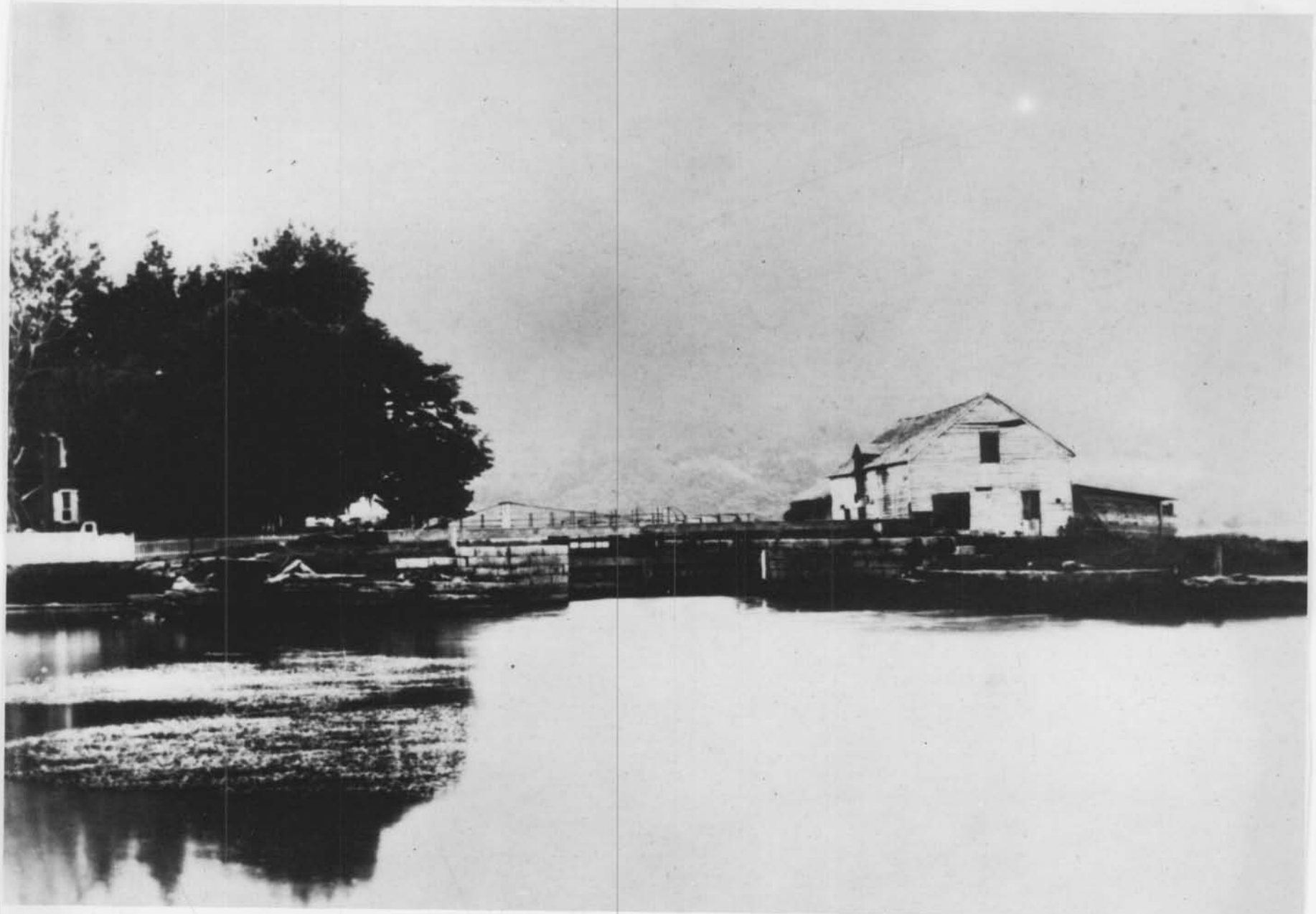
Locks masters house & Canalboat basin looking South Co. 1880

HA 112

Susquehanna Lock House
HA-112

(A) 44%

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



outlet Lock & warehouse from cove looking north
Ca. 1890

HA 113

DEDICATION OF LOCK HOUSE
JUNE 1982 HA-113

Kodak
paper & equipment used
to produce this picture
JUN 1982

Kodak
paper & equipment used
to produce this picture
JUN 1982

DETERIOTING LOCK
SUSQUEHANNA & TIDEWATER CANAL
AT HAVRE DE GRACE, MD.

NA-113

JUN 1983

JUN 1983

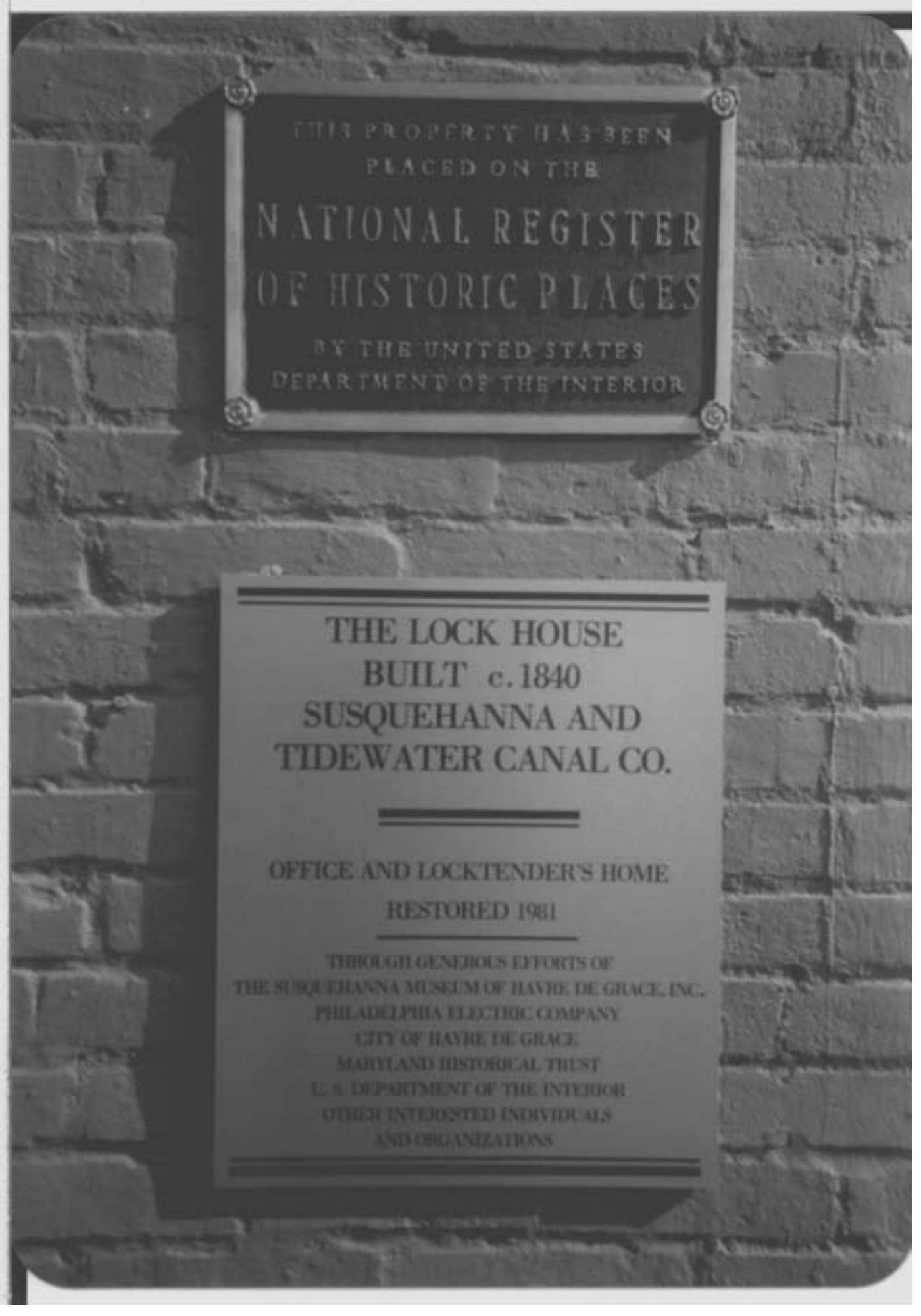
PIVOT BRIDGE & LOCK HOUSE
SUSQUEHANNA & TIDEWATER CANAL
AT HAVRE DE GRACE, MD 1984
HA-113

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

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
SUSQUEHANNA 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

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

HA-113