

United States Department of the Interior
National Park Service

ENTERED MAR 16 2003
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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

historical name: Clinton Ohio & Erie Canal Historic District; Clinton Lock 2 & 3; Clinton Upper (Lock 2) & Clinton Lower (Lock 3)

other name/site number: Ohio Historic Inventory #s SUM-3102-19, SUM 3103-19, SUM 3104-19

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2. Location

street & number: Section 29, 31, and 32; Village of Clinton, Summit County

not for publication: N/A

city/town: Clinton

vicinity: N/A

state: OH county: Summit

code: 153

zip code: 44216

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this x nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets _____ does not meet the National Register Criteria. _____ See continuation sheet.

Barbara Pavers Dept. Head Planning, Inventory & Registration
Signature of certifying official Date January 15, 2003

Ohio Historic Preservation Office -- OH SHPO
State or Federal agency and bureau

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: **Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick**

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6. Function or Use
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Historic: **Transportation**
Domestic

Sub: **Water-related**

Current : **Outdoor Recreation**

Sub: _____

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7. Description
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Architectural Classification: **No Style**

Other Description:

Materials: foundation: **Concrete, Stone** roof:
Walls: **stone** other: _____

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance
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Certifying official has considered the significance of this property in relation to other properties: Local.

Applicable National Register Criteria: **A and C**

Criteria Considerations (Exceptions) : **N/A**

Areas of Significance:

Transportation
Engineering

Period(s) of Significance: **1828-1913**

Significant Dates: Historic: 1828, 1907-1908, 1913

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: _____

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet.

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9. Major Bibliographical References
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See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: _____

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10. Geographical Data
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Acreage of Property: 10 acres

UTM References: Zone Easting Northing Zone Easting Northing

1) 17	447180	4531600	3) 17	447020	4531020
2) 17	447220	4531600	4) 17	446960	4531020

 X See continuation sheet.

Verbal Boundary Description: X See continuation sheet.

Boundary Justification: X See continuation sheet.

=====
11. Form Prepared By
=====

Name/Title: Sam Tamburro, Historian for the Village of Clinton

Organization: NPS/ Cuyahoga Valley NP Date: 6/2000, rev. 8/2002

Street & Number: 15610 Vaughn Road Telephone: (330) 657-2096

City or Town: Brecksville State: OH ZIP: 44141

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Additional Documentation
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Continuation Sheets

Maps

- A USGS map indicating the property's location.
- Map 1: 1892 Silliman Map of the Clinton Locks overall.
- Map 2: 1892 Silliman Map of the Clinton Lock 2 & 3.
- Map 3: 1892 Silliman Map of the Clinton Guard Lock.
- Map 4: 1916 O&E Canal Map, Clinton Upper and Lower overall.
- Map 5: 1916 O&E Canal Map, Clinton Upper and Lower Locks 2 & 3.
- Map 6: 1916 O&E Canal Map, Clinton Upper and Lower Guard Lock.

Additional Documentation (continued)

Figure 1 Site map.

Figure 2 Site map.

Figure 3 Photo map.

Figure 4 Photo map.

Photographs

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Page 1

Clinton O&E Canal Historic District
Village of Clinton
Summit County, Ohio

Description

The Clinton Ohio & Erie Canal Historic District is a linear resource that extends from north of the community to south of the Village of Clinton. The Metro Parks, Serving Summit County (MPSSC) has rehabilitated the district as part of the towpath trail enhancement in the Ohio & Erie Canal National Heritage Corridor. All of the work completed by MPSSC complied with Section 106 of the National Historic Preservation Act and has not negatively effected the historic integrity of the district.

Topographically, the district is mostly a flat flood plain of the Tuscarawas River. The northern section of the district begins directly north of Lock 2 and extends in a southerly direction (encompassing Lock 3) to the Tuscarawas River. At this point the towpath crosses a contemporary pedestrian bridge (non contributing) and the section south of the Tuscarawas River continues 1,300 feet through the western section of the village.

South of North Street, the canal prism remains intact and extends through the village ending 300 feet south of Main Street. The east and west boundaries of the district are defined by the former canal channel and the extant towpath and heel path (berm).

The O&E Canal channel, in the northern section of the district, between Lock 2 and Lock 3, is not watered and most of the earthen walls in this area have been reduced. However, the depression of the channel is still visible. The channel south of Lock 3 is partially watered and ends at the western bank of the Tuscarawas River.

The canal towpath is intact south of Lock 3. The towpath is ten feet wide and is located along the west side of the canal basin. The MPSSC has recently paved the towpath as part of a trail

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Description (continued)

enhancement project. There are also two flood gates located in the northern section.

The southern section of the district contains a guard lock. The canal prism in the southern section is watered and contains a ten-foot wide towpath to the west of the prism.

The district includes 13 contributing structures which consist of the following: Lock 2, Lock 3, the guard lock, two flood gates, four towpath sections, and four canal prisms. The district also contains four contributing sites: the foundation ruins of the lock tender's house near Lock 3 and a house foundation adjacent to Lock 2 and two piles of sandstone rubble near Lock 2 and Lock 3.

The district includes the following noncontributing structures: a waste weir bridge, Lock 3 bridge, Tuscarawas River pedestrian bridge, and the Guard Lock boardwalk.

At the northernmost end of the district, a flood gate is situated on the west side of the former canal basin, adjacent to Lock 2. The flood gate is approximately 20 feet wide by 4.5 feet high and is constructed of poured concrete. The flood gate's base is sloped downward from the west side of the former canal prism. Judging from construction materials, the flood gate was rehabilitated in 1907-08, along with the other structures. According to an 1892 Silliman Survey map, the flood gate connected with a regulating channel that bypassed Lock 2 (map 2). There are no visible remains of the regulating channel extant and the area is occupied by several large trees.

Lock 2 is located 25 feet south of the flood gate. Lock 2 is approximately 120 feet long by 18 feet wide. The lock chamber,

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Description (continued)

the area between the lock gates, is 90 feet long, which was standard for locks on the O&E Canal. The lock is roughly 16 feet in depth and the floor is covered by water. Both exterior sides of the lock have earthen ramps built up to parallel the lock's walls (photos 1-3, 7).

The lock is constructed of poured concrete that was applied during the State's 1908 rehabilitation project. None of the original cut-sandstone blocks are visible in the lock chamber. Both the coping, or capstones, and the header and stretcher ends of the lock are also constructed of concrete. The lock walls contain gate chambers, a recess built into the walls of a lock into which open gates could fit. This gave a passing boat the entire 15 foot width of the lock chamber.¹ The floor of the lock chamber is covered by water, but the lock (miter) sill is evident.

Sections of the concrete coping, or top of the lock, are delaminating. The coping measures 3.5 feet and expands to 5 feet around the gate chambers. The coping around all of the gate chambers contain evidence of gooseneck straps, a metal strap that held the door hinge pin of a miter lock gate to the top of the lock (photo 3).

The west lock wall (north end) contains a lock culvert. The lock culvert measures 3 foot square and is located directly above lock sill (photo 2). The lock culvert's conduit extends down the west lock wall as well as under the lock sill and connects with the east wall facilitating the flow of water to lower lock culvert openings near the base of the lock chamber. Standing

¹ Terry Woods, The Ohio & Erie Canal: A Glossary of Terms, (Kent, Ohio: Kent State University Press, 1995), 15.

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Description (continued)

water in the chamber conceals the lower lock culvert openings. The coping above the lock culvert is 6 feet wide and contains a 3 inch cylindrical opening that housed the valve control for the lock culvert.

A pile of cut-sandstone blocks is located directly east of Lock 2 (photos 4). The blocks are remnants of the original lock prior to the 1908 rehabilitation and are considered a contributing resource.

A building foundation (20'x 28') is located 40 feet east of Lock 2. Both the 1892 Silliman map and the 1916 survey map indicate the existence of a house on this site. The foundation is considered a contributing resource within the historic district for its potential to convey information regarding the function of the building in relationship to Lock 2 (maps 2 & 5) (photos 5 and 6).

Approximately 200 feet southeast of Lock 2 is a pond (photo 8). The pond, which does not show up on any of the historic surveys of the area, appears to be a contemporary addition to the landscape. However, the pond's historic relationship to the Ohio & Erie Canal is not known at this time.

Roughly 242 feet south of Lock 2, a flood gate is located on the east side of the channel (photo 9). The flood gate is 20 feet wide by 4.5 feet high and is constructed of poured concrete. The 1892 Silliman Map indicates that the flood gate maintained a narrow channel (waste weir) that connected with the Tuscarawas River to control water levels (map 2). The MPSSC has built a wooden pedestrian bridge over the flood gate to carry the towpath trail over the structure. This footbridge is considered noncontributing.

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Description (continued)

Lock 3 is situated approximately 158 feet south of the second flood gate. Lock 3 is approximately 127 feet long by 15 feet wide. The lock chamber, the area between the lock gates, is 90 feet long. The lock is approximately 16 feet in depth. Both exterior sides of the lock have earthen ramps built up to parallel the lock's walls (photos 10-12, 15-18).

The lock is constructed of poured concrete that was applied during the State's 1907 rehabilitation project (photo 11). None of the original cut-sandstone blocks are visible in the lock chamber. Both the coping, or capstones, and the header and stretcher ends of the lock are also constructed of concrete. The lock walls contain four gate chambers located at the ends of the chamber.

The floor of the lock chamber is covered by water, but the lock (miter) sill is evident. The concrete coping is cracked in various places and is delaminating. The coping measures 3.5 feet and expands to 5 feet around the gate chambers. The coping around all of the gate chambers contains evidence of gooseneck straps. The MPSSC has constructed a wooden "change" bridge over the southern end of the lock. This bridge is considered a noncontributing resource (photo 10).

The west lock wall at the north end contains a lock culvert. The lock culvert measures 3 foot square and is located directly above lock sill. A water conduit extends down the west lock wall as well as under the lock sill and connects with the east wall facilitating the flow of water to lower lock culvert openings near the base of the lock chamber. Standing water in the chamber conceals the lower lock culvert openings. The coping above the lock culvert is 6 feet wide and contains a 3 inch cylindrical opening that housed the valve control for the lock culvert.

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Description (continued)

According to the Silliman Map, a house was located directly west of Lock 3 (map 2). Remnants of the house's foundation bricks are evident adjacent to the lock. The foundation site is considered a contributing resource for its potential to convey information regarding the function of the building in relationship to Lock 3 (photos 13-14).

There is a pile of cut-sandstone blocks located along the east of Lock 3. Historically, no buildings or structures were located in this area. The sandstone blocks were most likely part of Lock 3 prior to the 1907 rehabilitation and the site is considered a contributing resource in the district.

A fully-watered canal channel is connected to the south end of Lock 3, and extends approximately 1,200 feet, terminating at the western bank of the Tuscarawas River (photo 20). The channel is roughly 40 feet wide and has a 10 foot wide towpath along its west side (photos 18-19). Both the canal channel and the towpath are considered contributing resources for their historical association with the day-to-day operation of the O&E Canal.

At this point, historically, the O&E Canal connected with the Tuscarawas River and a dam enabled a slack-water crossing (maps 2,3,5, and 6). No remnants of the dam still exist. A pedestrian bridge spans the river and connects the northern and southern sections of the district (photos 21, 24).

The southern section of the district begins at the eastern bank of the Tuscarawas River. The section contains approximately 1,300 feet of partially watered canal channel with a 10 foot wide towpath. Both structures are considered contributing resources in the nomination.

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Description (continued)

A guard lock is located 110 feet from the east bank of the river. The guard lock is 134 feet long and 15 feet wide. The north and south ends of the guard lock contain 35-foot concrete gate support structures and are connected by an earthen channel chamber (photos 25-29).

Rehabilitated in 1908, the gate supports are constructed of poured concrete and all contain gate chambers. The coping is approximately 6 feet wide around the gate chambers and 5 feet wide in all other areas. The sides of the gate supports extend approximately 3 feet above the lock's ramp banks.

Several trees are situated near the gate supports. The north gate support's concrete coping is delaminating. The south gate support's concrete is in good condition.

According to the 1892 survey map, the guard lock contained a flood gate and regulating channel (waste weir) to handle excess water (map 2). No above-ground remnants of either structure are extant.

Directly south of the guard lock, MPSSC has constructed a wooden boardwalk that connects a trailhead parking lot with the towpath trail (photo 30). The boardwalk is considered a noncontributing resource.

In the area between the south side of North Street and the north side of Main Street, the canal prism and towpath are extant (photos 31-34, 39). There are several buildings along the east and west side of the canal prism (photos 35-36, 38, 40, 41). All of the structures were constructed after the period of significance for the Clinton O&E Canal Historic District (1828-1913) and/or have lost historic integrity. Moreover, none of the

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Description (continued)

buildings had a direct association with the day-to-day operation of the Ohio & Erie Canal. None of the buildings were included in the nomination's resource count and are outside the district's boundaries.

South of Main Street, the canal channel and towpath extend for another 200 yards (photos 43-45).

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Photographs

The following information is the same for all photographs.

Name of Property: Clinton O&E Canal Historic District
County and State: Summit County, Ohio
Photographer: Sam Tamburro
Date of Photograph: September 2002
Location of Negatives: Cuyahoga Valley National Park

1. Lock 2, looking south.
2. Lock 2, west wall lock culvert, facing west.
3. Lock 2, gooseneck strap markings on the east coping, facing north.
4. Sandstone rubble east of Lock 2, facing east.
5. Sandstone foundation east of Lock 2, facing west.
6. Sandstone foundation east of Lock 2, facing west.
7. Lock 2, facing north.
8. Pond south of Lock 2, facing east.
9. South east Flood Gate, west side, facing east.
10. Towpath and Lock 3, looking south.
11. Lock 3 date legend in west wall, facing west.
12. Towpath east of Lock 3, looking south.
13. Foundation west of Lock 3, looking east.
14. Foundation west of Lock 3, looking east.
15. Lock 3, looking south.
16. Lock 3 (from the change bridge), looking north.
17. Lock 3, looking north.

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Photographs (continued)

The following information is the same for all photographs.

Name of Property: Clinton O&E Canal Historic District
County and State: Summit County, Ohio
Photographer: Sam Tamburro
Date of Photograph: September 2002
Location of Negatives: Cuyahoga Valley National Park

18. Towpath south of Lock 3, looking south.
19. Towpath south of Lock 3, looking south.
20. O&E Canal prism south of Lock 3, looking south.
21. Bridge over the Tuscarawas River (northside), looking south.
22. Tuscarawas River, looking west.
23. Tuscarawas River looking east.
24. Bridge over the Tuscarawas River (southside), looking north.
25. Guard Lock, looking north.
26. Guard Lock, looking north.
27. Guard Lock (south east end), looking east.
28. Guard Lock date legend(south east end), looking east.
29. Guard Lock (north east end), looking east.
30. Boardwalk south of the Guard Lock, looking east.
31. Towpath south west of the Guard Lock, looking south.
32. O&E Canal prism, south of the Guard Lock and north of North Street, looking south.
33. O&E Canal prism, south of the Guard Lock and north of North Street, looking north.
34. O&E Canal prism, south of North Street, looking south.
35. Houses east of the O&E Canal between North and Main Streets.
36. Houses west of the O&E Canal between North and Main Streets.

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Photographs (continued)

The following information is the same for all photographs.

Name of Property: Clinton O&E Canal Historic District
County and State: Summit County, Ohio
Photographer: Sam Tamburro
Date of Photograph: September 2002
Location of Negatives: Cuyahoga Valley National Park

37. O&E Canal prism and towpath north of Main Street, looking north.
38. Houses west of the O&E Canal between North and Main Streets.
39. O&E Canal prism and towpath south of Main Street, looking south.
40. House west of the O&E Canal on Main Street.
41. House east of the O&E Canal on Main Street.
42. Elizabeth Park, looking southwest.
43. O&E Canal prism south of Main Street, looking south.
44. O&E Canal prism south of Main Street, looking north.
45. O&E Canal prism south of Main Street, looking north.

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Clinton O&E Canal Historic District
Village of Clinton
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Statement of Significance

The Clinton Ohio & Erie Canal Historic District is being nominated under Criterion A for transportation significance and Criterion C for engineering significance.

The significance of the O&E Canal Historic District's impact on the development of the Village of Clinton is clear—without the opening of the waterway the town would not exist. The O&E Canal linked the community and its rich natural resources with the rest of the state, and for a large part of the nineteenth century, the canal's commerce fueled the economy of the Clinton area.

The Clinton O&E Canal Historic District is also significant under Criterion C for its engineering significance. All of the canal structures collectively comprise the former canal system in the Clinton area and are evocative of the engineering principles that allowed the hydraulic lift system to operate. Furthermore, because of the close proximity of Lock 2 and Lock 3, the Messenger Canal slip was constructed, allowing the O&E Canal direct access to Rogue Hollow coal shipments.

Historical Development

After statehood in 1803, Ohio's economic development remained stagnant without a transportation network to ship its agricultural products and raw materials to eastern markets. With the initial construction of the Erie Canal in New York in 1817, the Ohio Legislature began to debate the need for an inland canal navigation system to connect with New York's system. By 1822 the state legislature passed a bill to establish a seven member canal commission and hire a competent engineer to survey a route from Lake Erie to the Ohio River.

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Historical Development (continued)

James Geddes, the lead engineer of the Erie Canal, was hired to survey possible routes. The Scioto River Valley had already been predetermined as the southern route of the Ohio & Erie Canal system. However, the northern section still remained unknown. Quickly, Geddes focused in on three possible river connections: the Grand and Mahoning; the Cuyahoga and Tuscarawas; and the Black and Killbuck.² Geddes concluded that the Cuyahoga-Tuscarawas route was the only one that provided a sufficient water supply—the Portage Lakes.

The limited labor force then available in Ohio made it imperative that the projected 308-mile O&E Canal be built in segments.³ Historian Harry Scheiber notes that because future funding for the canal was uncertain, the best strategy seemed to be one of building from the projected termini inland by stages. The result, the canal commission presumed, would be partially-built canals that could be capable of sustaining navigation in case of forced abandonment or curtailment.⁴

The canal commission divided the canal system into four divisions and Clinton was situated in the Northern Division, which stretched from Cleveland to Massillon. The commissioners decided to focus their resources initially on the O&E Canal's Northern Division to fulfill one of the principal goals of the

² Harlan Unrau and Nick Scrattish, Historic Structure Report: Ohio & Erie Canal, Cuyahoga Valley National Recreation Area, (Brecksville, Ohio: National Park Service, 1984), 123.

³ Harry N. Scheiber, Ohio Canal Era: A Case Study of Government and the Economy, 1820-1861, (Athens, OH: Ohio University Press, 1987), 42.

⁴ Scheiber, Ohio Canal Era, 42.

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Historical Development (continued)

canal movement—the opening of a route from the interior of the state to Lake Erie to connect with the lucrative New York market.⁵ The state began construction on the O&E Canal in July 1825, concentrating on the Northern Division's Cleveland to Akron section. By 1827, contracted companies completed the construction of the canal from Cleveland to Akron and proceeded south to Barberton and Clinton.

The canal commissioners used the same engineering specifications that were used on New York's Erie Canal: the main channels were to be 26 feet wide at the base and 40 feet wide at the water line, with a depth of four feet. Irish immigrants and local farmers comprised most of the initial workforce. Both Cleveland and Akron were home to Irish workers' shanty towns and the quality of life left plenty to be desired. Historian George Knepper summarizes the life of a canal worker in the following manner:

Were it not for their labor, twelve hours a day, often in sinking ooze up to their waists, the canals could not have been built so expeditiously. Thirty cents a day and a gill of whiskey was their usual wage. Many died from malaria, typhoid, and smallpox, and from occasional epidemics such as the cholera scourge of 1832. Too much alcohol, poor nutrition, accidents, and murderous fights took many lives. Many a canal worker, we are told,

⁵ Unrau and Scrattish, Historic Structure Report, Chapter 4, 1.

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Historical Development (continued)

was placed in an unmarked grave alongside, or occasionally in, the canal bed.⁶

The Village of Clinton, like other communities along the O&E Canal, experienced substantial growth as a result of the ability to ship large quantities of products to far off markets.

Because of transportation improvements, farmers and manufacturers transformed from subsistence to large scale, market production. The opening of the O&E Canal brought the "Market Revolution" to the Village of Clinton.

Clinton benefited from being adjacent to the O&E Canal as well as being the location of several canal locks. Barring any complications, it took a canal boat approximately fifteen minutes to pass through a lock, but often the process took much longer. The area appeared to be so congested that the canal commission felt a need to appoint a lock tender to direct traffic. According to the 1850 Canal Commissioner's report, Nicholas Smith served as the lock tender and was paid a yearly salary of \$240.00. Smith was one of 31 lock tenders on the Northern Division of the O&E Canal. Smith owned the structure situated west of Lock 3.⁷

The area between the locks served as a location for commerce. The Messenger Canal, a coal canal slip constructed in 1847, sat

⁶ George Knepper in Jack Gieck, A Photo Album of Ohio's Canal Era, 1825-1913, (Kent, OH: Kent State University Press, 1988), xvi.

⁷ Silliman Maps, Summit County, Franklin Township, 1892, Ohio Canal Maps, Ohio Historical Society.

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Historical Development (continued)

to the southwest of Lock 2 and connected with the O&E's channel. Approximately 1,200 feet long, the Messenger Canal Slip provided access to coal shipments from the Rogue Hollow area, west of Clinton.

Shortly after the opening of the O&E Canal, Clinton became a major inland port town along the waterway. Most of the early commercial development took place along the east side of the canal along Water Street in the Pumroy Lot.

According to Summit County records, several general stores, hotels, blacksmiths, harness shops, and mechanics existed in Clinton during the 1850s. The 1852 Summit County Tax Auditors Red Book notes that the Pumroy Lots contained four provision stores, one hotel/tavern, and three warehouses. Historian Samuel Lane writes that three or four large grain warehouses existed in Clinton and horse teams laden with wheat, corn, and wool were seen daily in the village loading and unloading canal boats.⁸ As a result of the commercial activity, Clinton became a forwarding center, holding ordered goods in warehouses for area merchants.

By the 1850s, the State of Ohio began to invest heavily in a new transportation technology—railroads. By 1852, the Cleveland, Zanesville & Cincinnati Railroad serviced Clinton with a line running adjacent to the O&E Canal. In addition, severe droughts in 1851 and 1856 caused a significant downturn in the productivity of the canal, which forced the state to put out the O&E Canal system for public bid for a ten year lease in 1861, hoping that private enterprise could save the system.

⁸ Samuel A. Lane, Fifty Years and Over of Akron and Summit County, (Akron, OH: Beacon Job Department, 1892), 786.

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Historical Development (continued)

A syndicate of six operators ran the canal privately for a period of sixteen unprofitable years. Under the syndicate's tenure, the canal system fell into disrepair with most annual maintenance being deferred. After the syndicate defaulted on its lease of the system, the O&E Canal fell into receivership and the Ohio Board of Public Works took control. During the 1880s, the problems for the canal continued. A decrease in tonnage due to the additional competition from new railroads and two floods left the canal in poor financial and physical shape.

In 1902, in a Progressive Era response to the problems of the canal, the state surveyed and studied the system and reported their findings to the State Legislature. In that same year, the legislature passed a bill stating that the O&E Canal would be maintained and retained as a public canal.

A 1903 report by Charles Perkins, chief engineer of the Board of Public Works, recommended a rehabilitation program designed to adapt the canals for "modern traffic." The State Legislature appropriated money from the General Fund and most of the locks between Cleveland and Dresden (Muskingum County) were dredged and repaired between 1905-1909. In the Village of Clinton, Lock 2 was rehabilitated in 1907 and both the guard lock and Lock 3 were repaired the following year. Lock 2 was rebuilt by S.W. Parshall at a cost of \$6,215.⁹ James Wildes rebuilt Lock 3 and the guard lock (and sluice) at a total cost of \$8,489.

The Flood of 1913 effectively closed the entire O&E Canal system. The Village of Clinton was inundated with over four feet

⁹ 1909 Ohio Board of Public Works, Executive Documents, (Columbus: Board of Public Works, 1909), 72-73.

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Summit County, Ohio

Criterion A: Transportation

of water. Although the Clinton locks remained intact, most of the O&E Canal's connections to the Akron area and north, were demolished. In essence, the flood effectively closed the canal in the Village of Clinton to outside traffic.

The district is being nominated under Criterion A: Transportation, which is identified in the Canal, Railroad, and Industrial Resources of the Clinton/Warwick Multiple Property Documentation Form.

The O&E Canal's ability to transport people and goods created the need for the settlement of Clinton. Prior to the construction of the canal, Clinton's economy languished. Subsistence farming and small scale "cottage" manufacturing drove the early economy. With the opening of the O&E Canal, the town became an inland port and a "break-of-bulk" location for area farmers' products.

The construction of the O&E Canal brought commercial development to Clinton. According to Summit County records, several general stores, hotels, blacksmiths, harness shops, and mechanics existed in Clinton during the 1850s. The 1852 Summit County Tax Auditors Red Book notes that the Pumroy Lots contained four provision stores, one hotel/tavern, and three warehouses.¹⁰

Most of the commerce generated by the O&E Canal was focused on the shipment of grain and coal products. An 1856 Matthews & Taintor map of Summit County and Clinton depicts two large warehouses on the east corner of Water and Main Streets. Businesses also line Main and North Streets. North Street

¹⁰ Summit County Tax Auditor's Red Book, 1852.

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Village of Clinton
Summit County, Ohio

Criterion A: Transportation (continued)

included the businesses of John Price, General Merchandise & Coal merchant, Dr. W.S. Hand, general merchandise, and M&S Weaver Wholesale Groceries and Provisions. Main Street references include L. Wagner Shoe and Boot Manufacturer, and H. Oster Groceries & Provision.

U.S. Census industrial records from the 1850s further reinforces the importance of canal commerce to the village's economy. The 1850 U.S. Census' Products of Industry for Franklin Township contain 14 entries that include a tannery, a wheelwright, two shoemakers, and several blacksmiths. These businesses point to a service industry that catered to farmers who hauled their products to Clinton's transportation node. The industrial schedule strongly suggests that the focus of the township's mid-nineteenth century service industry related directly to wagon-to-canal transportation.

Clinton served as the main market place for the area farmers from Stark, Wayne, and southern Summit and Medina counties. The main crop sold in the community was grain. According to the 1850 U.S. Census Productions of Agriculture Schedule, 155 Franklin Township farmers produced a total of 38,416 bushels of wheat, 33,585 bushels of Indian corn, and 20,695 bushels of oats.¹¹

Clinton maintained one grain mill, the Clinton Milling Company, and several grain warehouses. Historian Samuel A. Lane reports that three or four large grain warehouses existed in Clinton and horse teams laden with wheat, corn, and wool were seen daily in

¹¹ U.S. Census, Productions of Agricultural Schedule, 1850, No. 140 Franklin Township.

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Village of Clinton
Summit County, Ohio

Criterion A: Transportation (continued)

the village loading and unloading canal boats.¹² According to Historian William Perrin, from 1840 to 1850, grain merchants in Clinton purchased more than did the merchants in Akron. Clinton also became a goods forwarding center, holding ordered goods in warehouses for western merchants.¹³

Clinton's coal mining industry also burgeoned during the canal era. The 1850 U.S. Census for Franklin Township enumerated ten coal miners and by the 1860 Census the number rose to twenty-seven.¹⁴ However, the 1850 U.S. Census Products of Industry does not list any coal mines and the 1870 Products of Industry lists only one, the Franklin Coal Company.¹⁵ According to the records, The Franklin Coal Company employed twenty men and produced 15,000 tons of coal a year.

County histories suggest that Franklin Township had three operational coal mines in 1838. William Perrin maintains that in that same year Michael Becker, a Prussian miner, moved to Clinton and opened a large operation.¹⁶

The major port of destination for Clinton's coal was Cleveland, and by the 1850s shipments exceeded 60,000 tons annually.

¹² Lane, Fifty Years and Over, 786.

¹³ William H. Perrin, History of Summit County, (Chicago: Baskin & Battley, Historical Publishers, 1881), 636.

¹⁴ U.S. Census, Population Schedule, 1850, 1860.

¹⁵ U.S. Census, Products of Industry, 1850, 1870.

¹⁶ Perrin, History of Summit County, 630.

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Clinton O&E Canal Historic District
Village of Clinton
Summit County, Ohio

Criterion A: Transportation (continued)

Cleveland's growth as an industrial center was facilitated by the coal shipments transported on the O&E Canal.¹⁷

The Ohio Canal System's shipping records for the port of Cleveland illustrate the expansion of the coal mining industry. According to the O&E Canal's shipping records for the port of Cleveland, coal shipments in 1837 totaled 183,484 bushels, compared to 1,212,887 bushels in 1847.¹⁸

To facilitate coal shipments, mine owners built the Messenger Canal, a canal slip connected to the east end of Rogue Hollow, in 1847.¹⁹ The Messenger Canal ran directly into the coal mines northwest of the village and connected with the O&E Canal near Lock 2 at Clinton. This canal slip provided essential access for the coal companies into the O&E Canal system and the Cleveland market.

Several coal distributors ran advertisements in Cleveland newspapers during the 1830s, such as George C. Davis & Company, emphasizing the quality of their coal stock from the "celebrated" mines of Clinton.²⁰

¹⁷ Harry N. Scheiber, "The Pennsylvania & Ohio Canal: Transportation Innovation, Mixed Enterprise, and Urban Commercial Rivalry, 1825-1861, Old Northwest, 1980 6 (1): 119.

¹⁸ Scheiber, Ohio Canal Era, 193.

¹⁹ Silliman Maps, Summit County, Franklin Township, 1892, Ohio Canal Maps, Ohio Historical Society.

²⁰ Annals of Cleveland, (Cleveland: Works Progress Administration, 1936), Volume XX, page 77; Volume XII.

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Village of Clinton
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Criterion C: Engineering

The Clinton O&E Canal Historic District is also significant for its association with the nineteenth-century hydraulic technology used to transport boats through the lift locks. All of the locks and the flood gates in the district fit the standard dimensions that are characteristic of the O&E Canal system's original building designs.

In Addition, the orientation of Locks 2 and 3 express the functioning of Clinton's locks as an important part in linking the Tuscarawas River's water supply to the O&E Canal. The Clinton canal district maintained one of only three dams on the Tuscarawas River and facilitated the flow of water from the river to the canal basin. Moreover, the Clinton guard lock assisted in maintaining adequate water levels in the canal channel south of Clinton.

The lock chambers of Lock 2 and Lock 3 are 90 feet long and 15 feet wide and held approximately 13,000 cubic feet of water (about 100,000 gallons).²¹ As Jack Gieck notes, the Canal Commissioners observed that it would require an average flow of 15,000 cubic feet of water per minute to provide for the passage of a hundred boats per day (generally considered the maximum a lock tender could handle).²²

As a result of this necessity, a plentiful supply of water was needed at each of the O&E Canal's summits. At the northern summit in Akron, several small, interconnecting lakes that were the headwaters of the Tuscarawas River provided an ample water supply. These lakes were dammed and enlarged to form the Portage

²¹ Gieck, Photo Album, 13.

²² Gieck, Photo Album, 13.

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Village of Clinton
Summit County, Ohio

Criterion C: Engineering (continued)

Lakes Reservoir, encompassing about a thousand acres of water on three different levels.²³

The Clinton locks served as a type of water control valve for canal water levels south of the Portage Lakes. The Clinton area proved to be the first section of the canal, south of the Portage Summit, to pass through the Tuscarawas River. The slack water pool of the dam provided an important water source for the O&E Canal between Clinton and Massillon.²⁴

The spatial relationship between the locks, flood gates and waste weirs illustrates how the hydraulic technology operated. Both lift locks and the guard lock contained flood gates and waste weirs to bypass excess water around the locks during periods of less-than-peak boat traffic. All of the flood gates were located north of the locks and allowed for the constant flow of water around the locks.

The flood gates were utilized for water control on the canal systems and are a common occurrence along the extant portions of the O&E Canal. There are two flood gates in the northern section of the district. One flood gate is situated to the northeast of Lock Two and another is located on the east side of the canal channel, approximately 242 feet from Lock 2 and 158 feet from Lock 3.

²³ Gieck, Photo Album, 13.

²⁴ Frank W. Trevor, Ohio's Canals: History, Description, and Biography, (n.p., 1973), 111.

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Clinton O&E Canal Historic District
Village of Clinton
Summit County, Ohio

Criterion C: Engineering (continued)

Both of the lift locks fit the standard dimensions of the O&E Canal locks. Set into the walls with iron hardware at each end of the lock were a pair of vertical whaler gates constructed from white oak. The gate closed against a wooden lock, or miter, sill forming a "V" pointing upstream to resist the pressure of the head water. Near the bottom of the gate was a butterfly sluice valve, called a paddle or wicket, operated by an iron control lever that permitted water to flow in and out of the lock's chamber.²⁵ Some of the O&E Canal's locks contained lock culverts, masonry conduits built into the lock's walls to fill the chamber from the upper level with water.²⁶ The O&E Canal's lock chamber, the volume of space between the closed gates of a lock in which a canal boat was raised and lowered, were typically 15 feet wide by 90 feet long.

The locks were originally constructed of cut sandstone blocks that were "doubled-walled" and tuck pointed with lime mortar.²⁷ Between 1907 to 1909, most of the Ohio & Erie Canal's locks, from Cleveland, Ohio to Dresden, Ohio, were rehabilitated with a waterproof concrete lining. The renovation work involved chipping away at the sandstone facing to provide a sound base for the concrete and to preserve the 15 foot width of the inner chamber.

²⁵ Gieck, Photo Album, 16.

²⁶ Woods, O&E Canal Glossary, 22.

²⁷ Gieck, Photo Album, 16.

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Village of Clinton
Summit County, Ohio

Historical Integrity

The district maintains a high degree of historical integrity by reflecting the Canal era setting of Clinton. The locks, flood gates, and towpaths are all in their original location and retain integrity of design. The locks and the flood gates are consistent with other O&E Canal locks in the elements of wall height, channel depth, and the square lock culverts located in the lock walls.

The towpath also maintains integrity of setting and feeling of the district as no new development has encroached on the historic canal landscape. Finally, all of the canal structures have a direct association to the day-to-day operation of the O&E Canal.

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Major Bibliographic References (continued)

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Village of Clinton
Summit County, Ohio

Geographical Data

UTM References: (Continued)

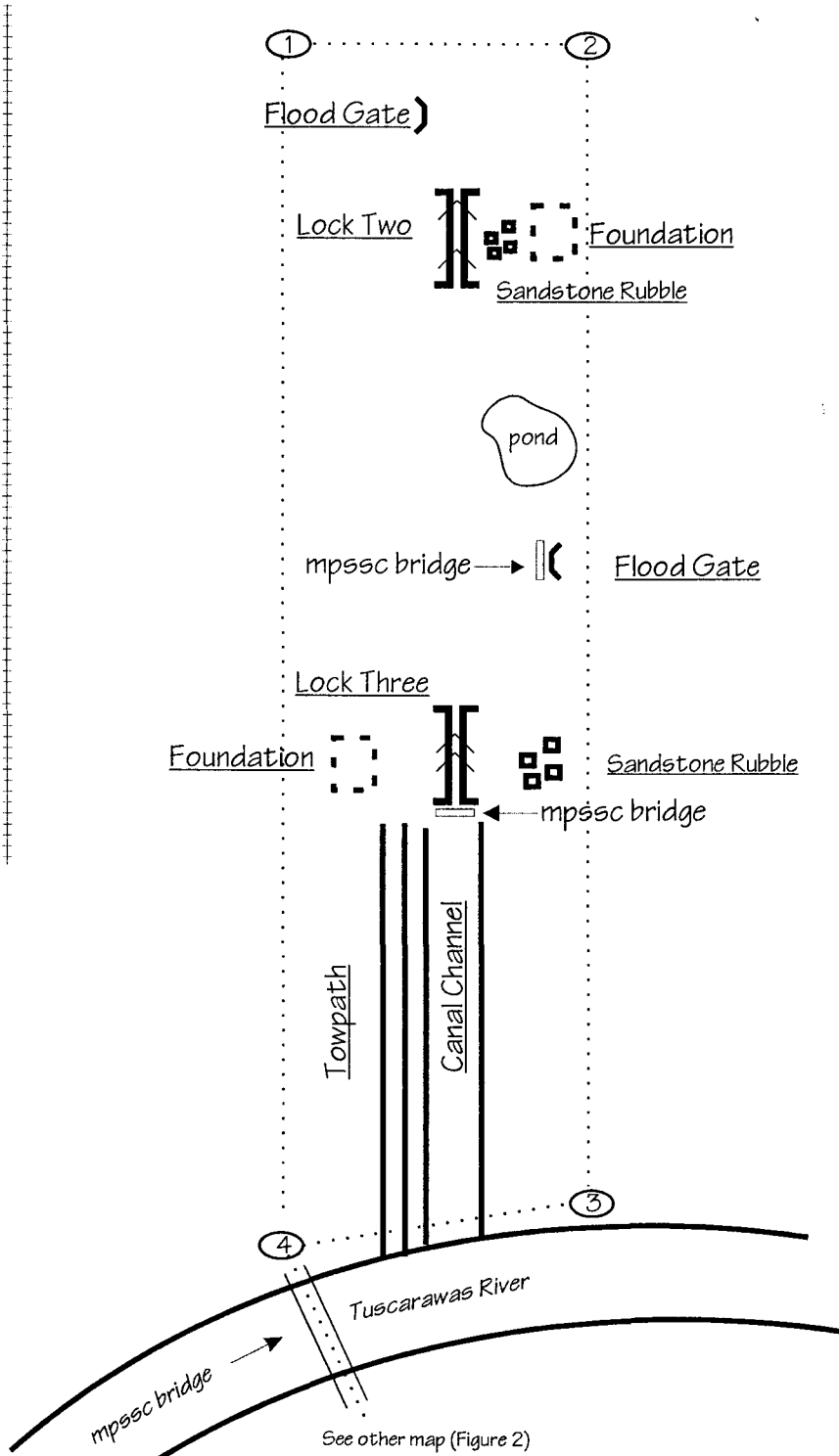
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6)	17	447020	4530940
7)	17	446960	4530440
8)	17	446760	4530480

Verbal Boundary Description

Beginning at Point 1, proceed east 75 feet to Point 2; thence proceed along the edge of the tree line south a distance of 1,820 feet to Point 3; thence proceed southwest a distance of 80 feet to Point 4; thence proceed south (on the pedestrian bridge over the Tuscarawas River) a distance of 110 feet to Point 5; thence proceed east 75 feet to Point 6; thence proceed 1,300 feet to Point 7; thence proceed 75 feet to Point 8; thence proceed 3,250 feet back to the point of origin (Point 1).

Boundary Justification

The district boundary includes all of the extant, above-ground O&E Canal resources in the Clinton area. The boundary line follows the relevant property lines as recorded in the Summit County Tax Auditor's office. The historic district is bisected by the Tuscarawas River, a natural break in the boundary. The southern section is delineated by the remaining intact canal structures or landforms themselves.



- CONTRIBUTING
- noncontributing

FIGURE ONE
 SITE MAP
 CLINTON O&E CANAL HISTORIC DISTRICT
 SUMMIT COUNTY, OHIO
 CLINTON VICINITY
 SEPTEMBER 2002

NORTH
 NOT TO SCALE

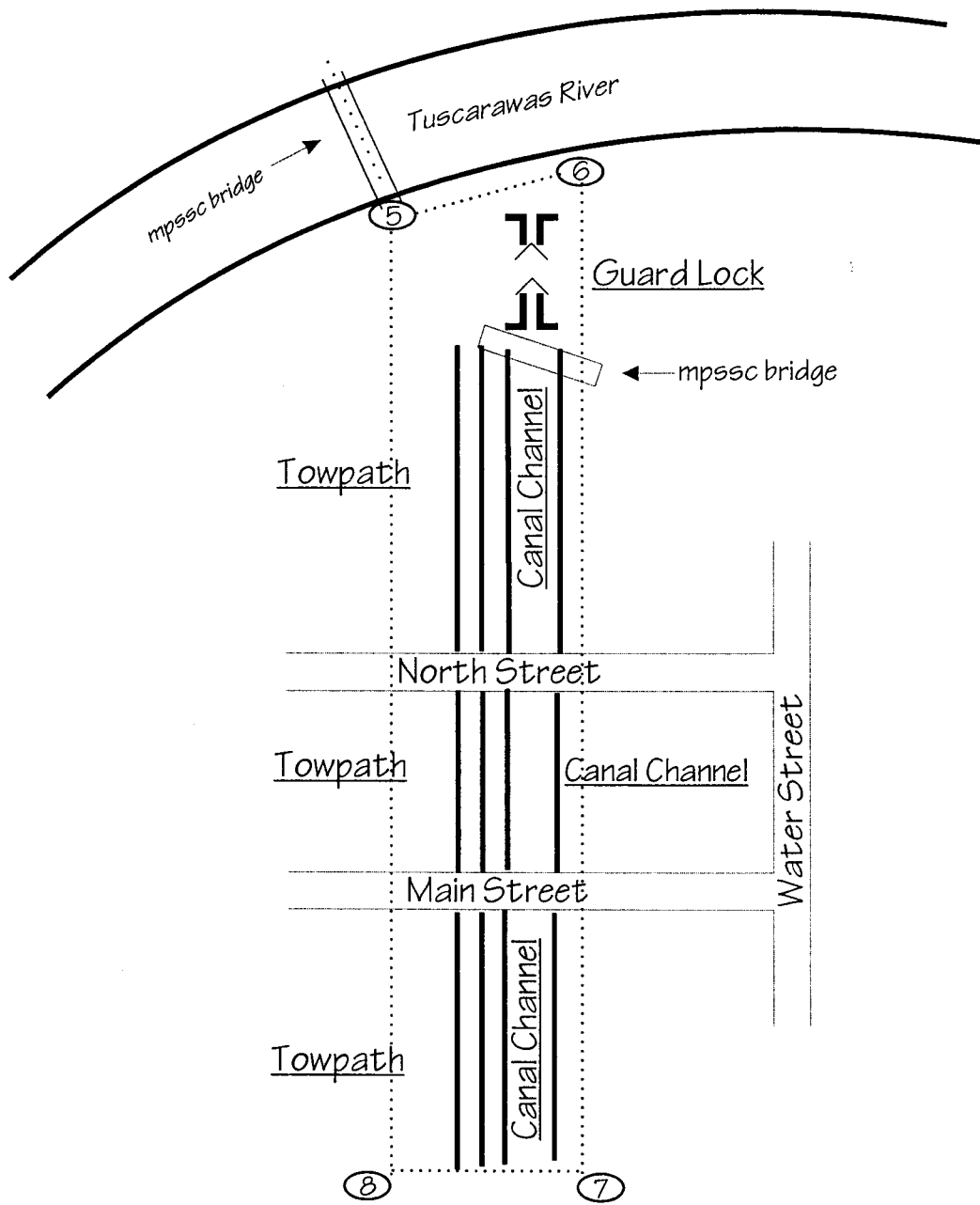



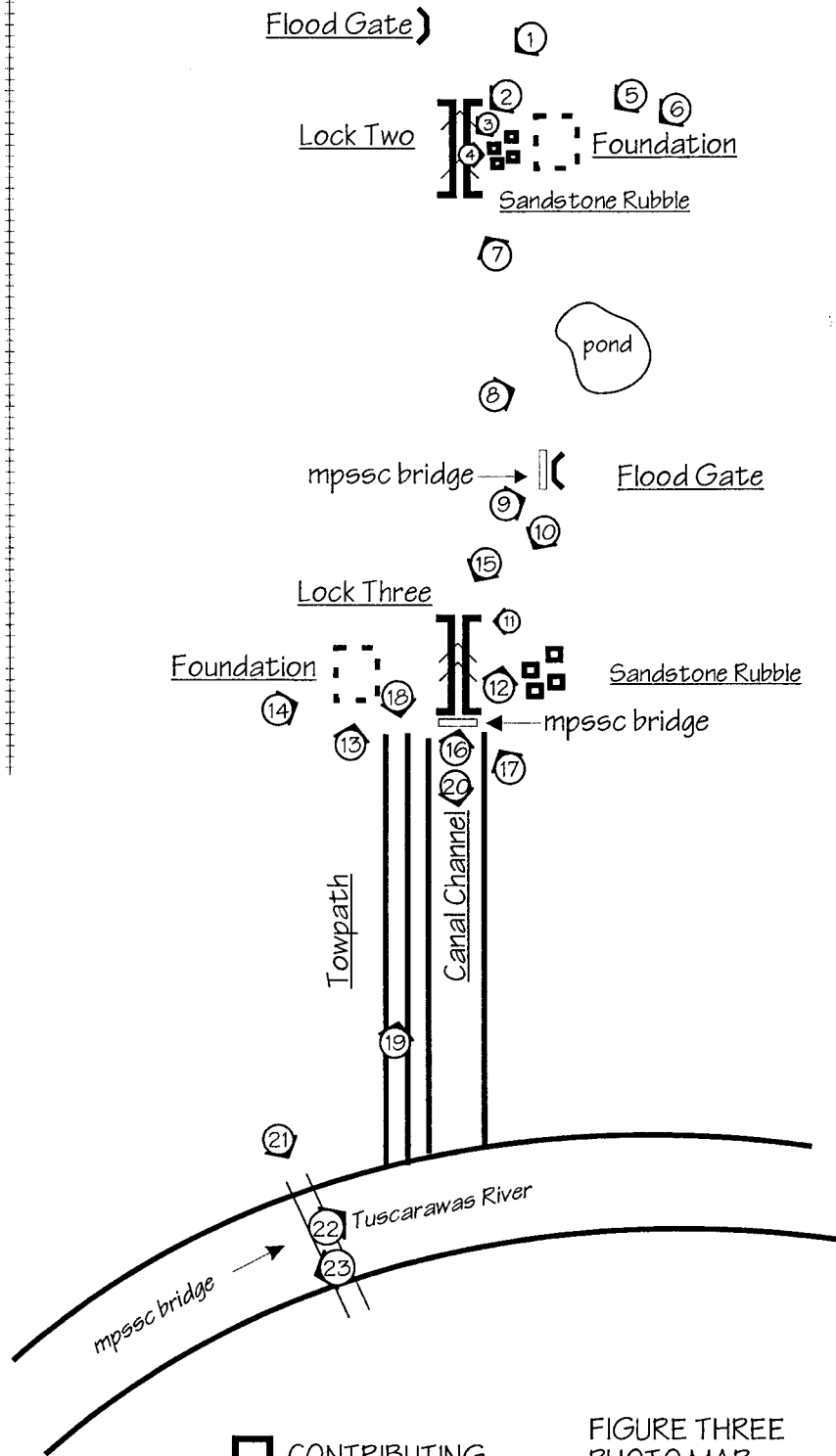


FIGURE TWO
 SITE MAP
 CLINTON O&E CANAL HISTORIC DISTRICT
 SUMMIT COUNTY, OHIO
 CLINTON VICINITY
 SEPTEMBER 2002

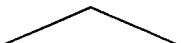

 NORTH
 NOT TO SCALE

 CONTRIBUTING
 noncontributing



- CONTRIBUTING
- noncontributing
- Photoview

FIGURE THREE
 PHOTO MAP
 CLINTON O&E CANAL HISTORIC DISTRICT
 SUMMIT COUNTY, OHIO
 CLINTON VICINITY
 SEPTEMBER 2002


 NORTH
 NOT TO SCALE

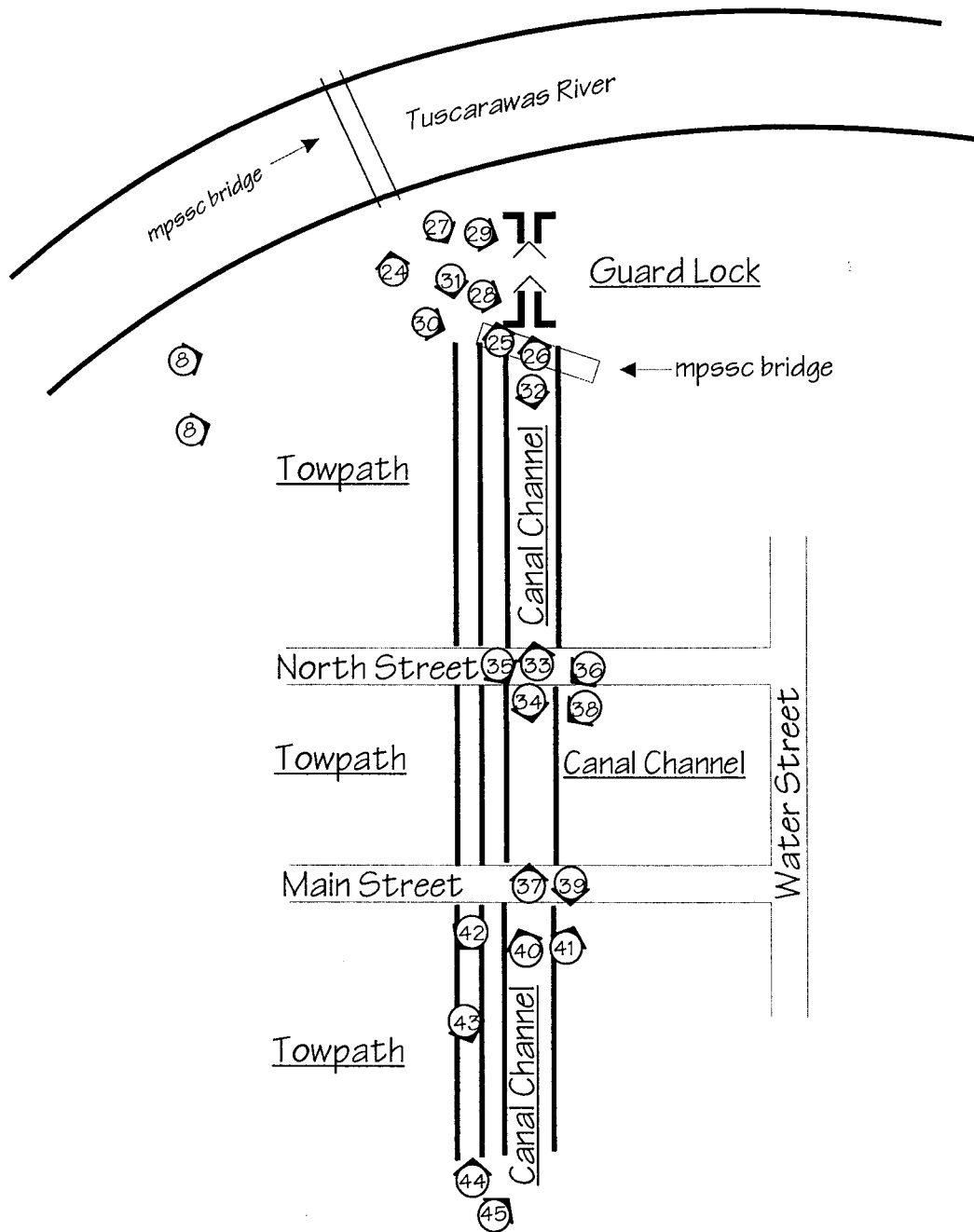
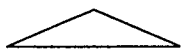



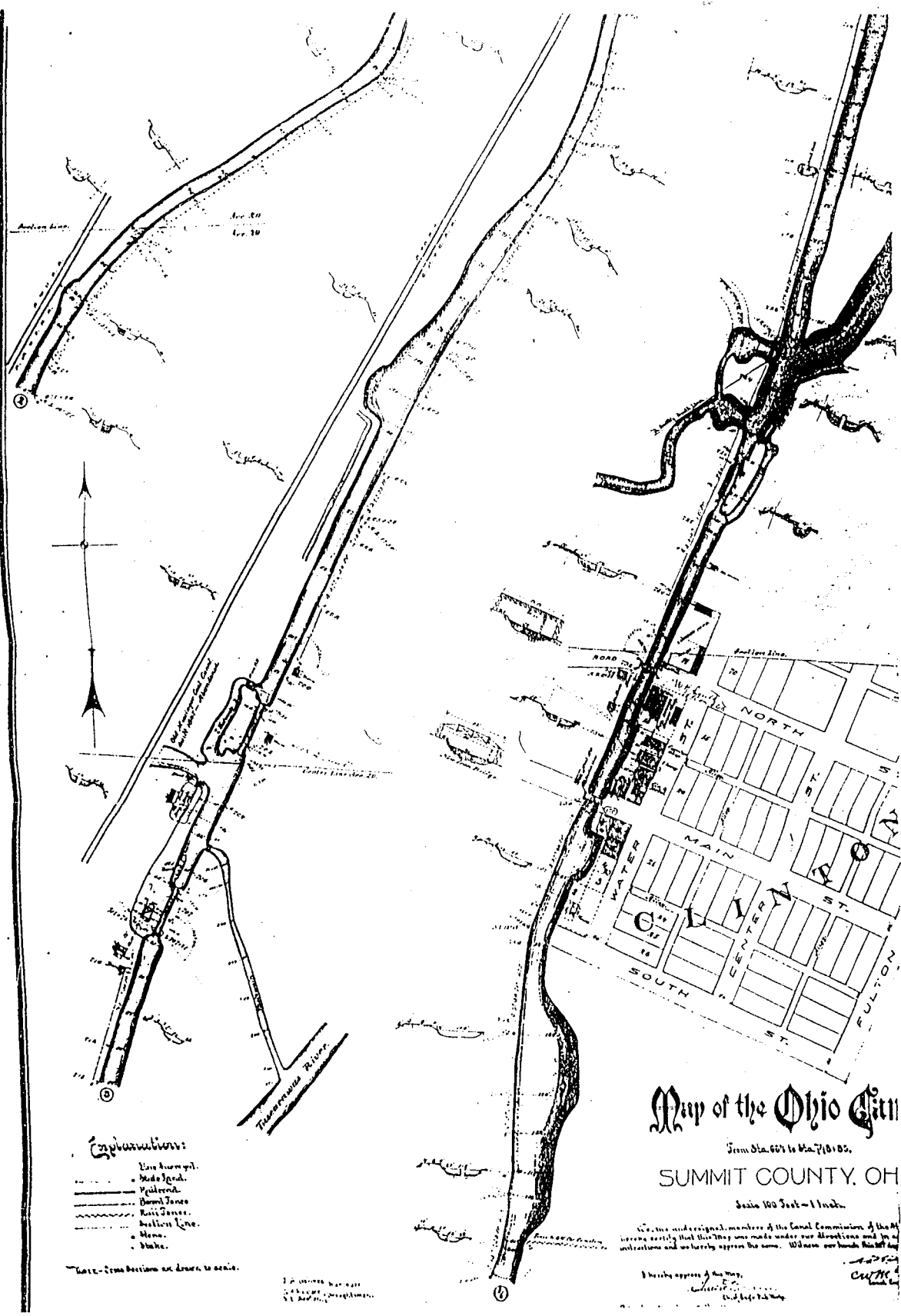


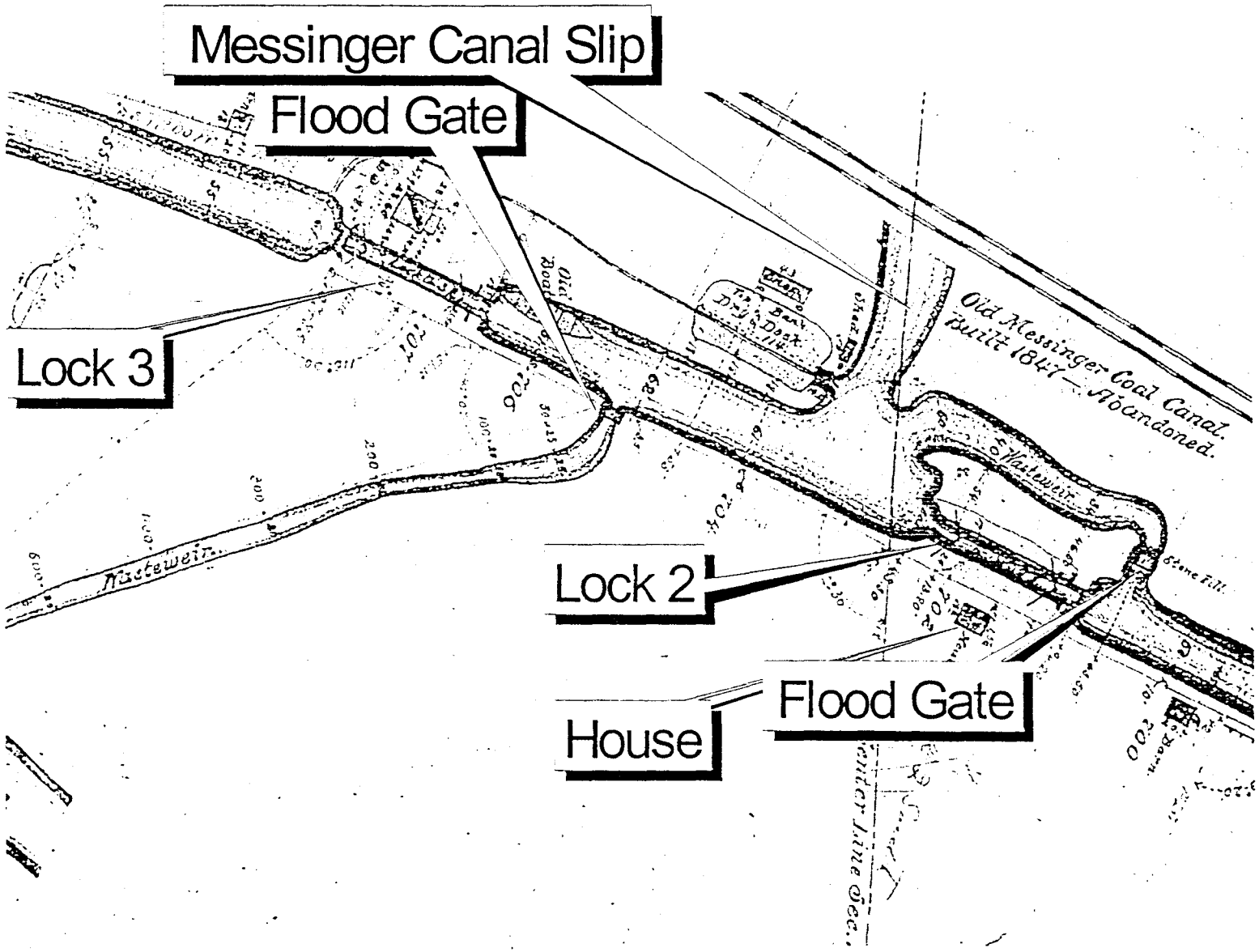
FIGURE FOUR
 PHOTO MAP
 CLINTON O&E CANAL HISTORIC DISTRICT
 SUMMIT COUNTY, OHIO
 CLINTON VICINITY
 SEPTEMBER 2002


 NORTH
 NOT TO SCALE

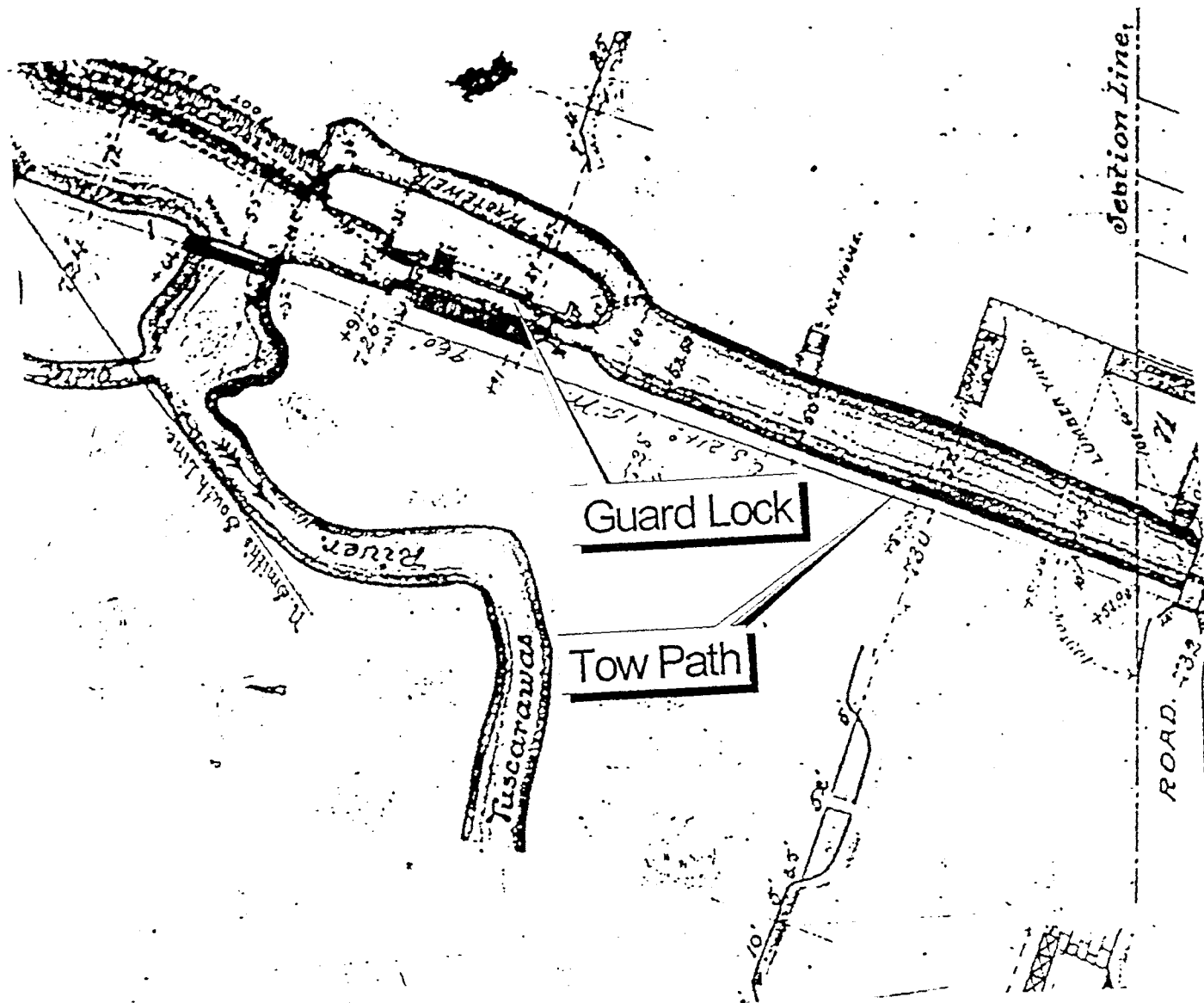
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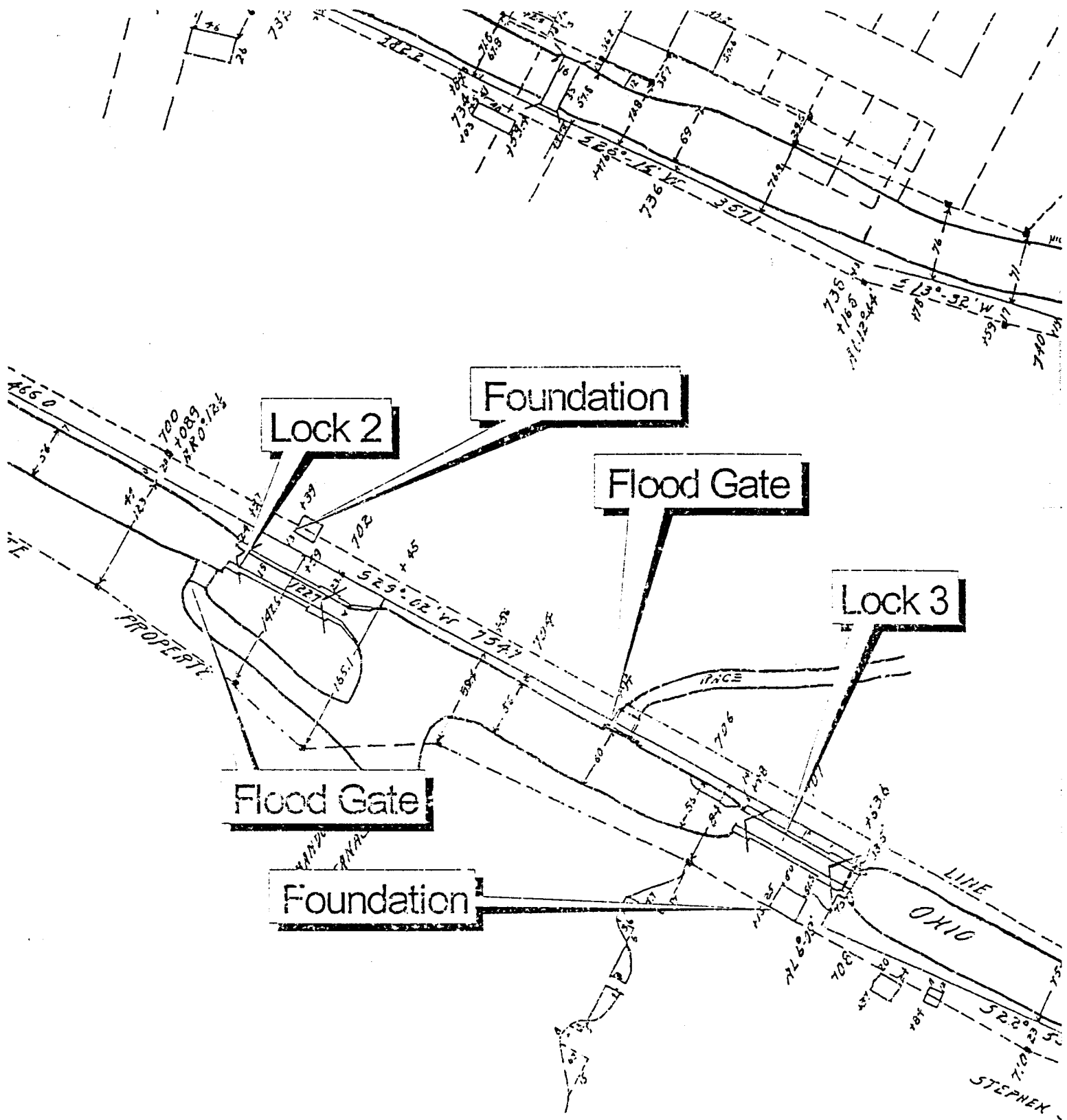
Map 1: 1892 Silliman Map of the Clinton Locks overall. Clinton O&E Canal H.D. Summit County, Ohio



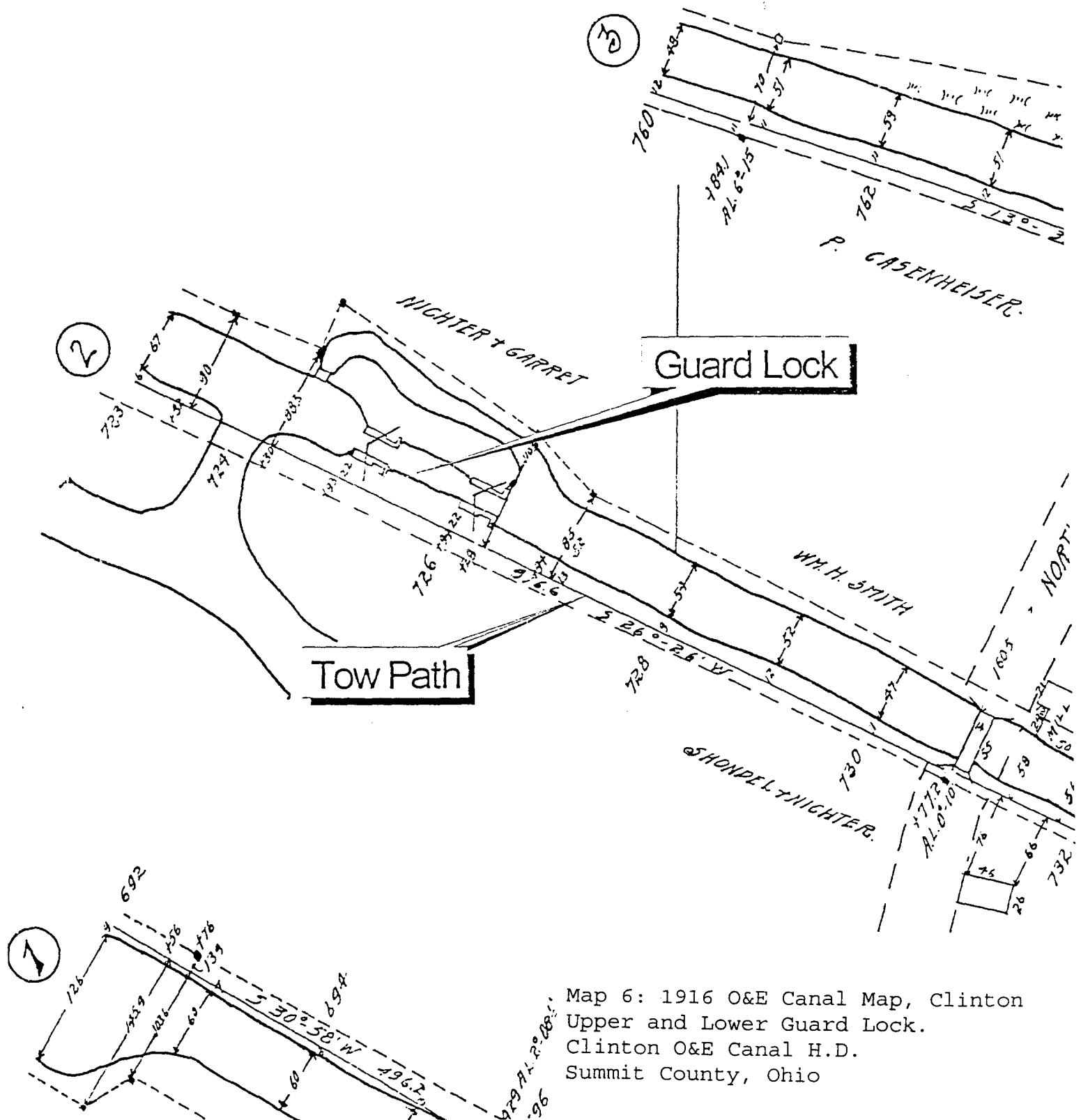
Map 2: 1892 Sillman Map of the
Clinton Lock 2 & 3.
Clinton O&E Canal H.D.
Summit County, Ohio



Map 3: 1892 Silliman Map of the
Clinton Guard Lock.
Clinton O&E Canal H.D.
Summit County, Ohio



Map 5: 1916 O&E Canal Map, Clinton
 Upper and Lower Locks 2 & 3.
 Clinton O&E Canal H.D.
 Summit County, Ohio



Map 6: 1916 O&E Canal Map, Clinton
 Upper and Lower Guard Lock.
 Clinton O&E Canal H.D.
 Summit County, Ohio



CLINTON O.E.
CANAL HISTORIC
DISTRICT

- Z E N
- ① 17-447180-4531600
 - ② 17-447220-4531600
 - ③ 17-447020-4531020
 - ④ 17-446960-4531020
 - ⑤ 17-446940-4530940
 - ⑥ 17-447020-4530940
 - ⑦ 17-446960-4530440
 - ⑧ 17-446760-4520480

Summit Co, OH

T. 2 N.
T. 1 N.
#29

#28

#27

Ohio Historic Preservation Office

567 East Hudson Street
Columbus, Ohio 43211-1030
614/ 298-2000 Fax: 614/ 298-2037

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OHIO
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SINCE 1885

April 18, 2003

Mayor Tom Mayberry
Village of Clinton
7871 Main Street
Clinton, Ohio 44216

Dear Mayor Mayberry:

Congratulations on the recent listing of your property into the National Register of Historic Places!

The National Park Service, United States Department of the Interior listed the **Ohio & Erie Canal** in Clinton, Ohio on March 16, 2003. The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966 as amended.

The Ohio Historic Preservation Office (OHPO) is available to advise you in maintaining the historic character of your property. As you know from previous mailings received from this office, there are no restrictions placed on your property following the National Register listing. However, the OHPO strongly encourages owners of historic properties to consider all options before completing work that could damage the structure or impair its historic integrity. Careful planning can facilitate the sensitive incorporation of contemporary alterations with the historic fabric. The OHPO provides free information on how to sensitively rehabilitate and repair historic properties, upon request.

Thank you for your interest in historic preservation and the National Register of Historic Places.

Sincerely,

Barbara A. Powers
Department Head
Planning, Inventory, and Registration

Cc: Sam Tamburro, National Park Service, Form Preparer
Senator Leigh E. Herington, District #28
Representative Twyla Roman, District #48
Akron Metropolitan Area Transportation Study
Paul Graham, Ohio Department of Transportation