Start Here

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And

Copy for Multiple Numbers

HA-112

AND

HA-113

Form No 10-300 (Rev. 10-74) HA 112 + 113 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
-F 113

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-112 & 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

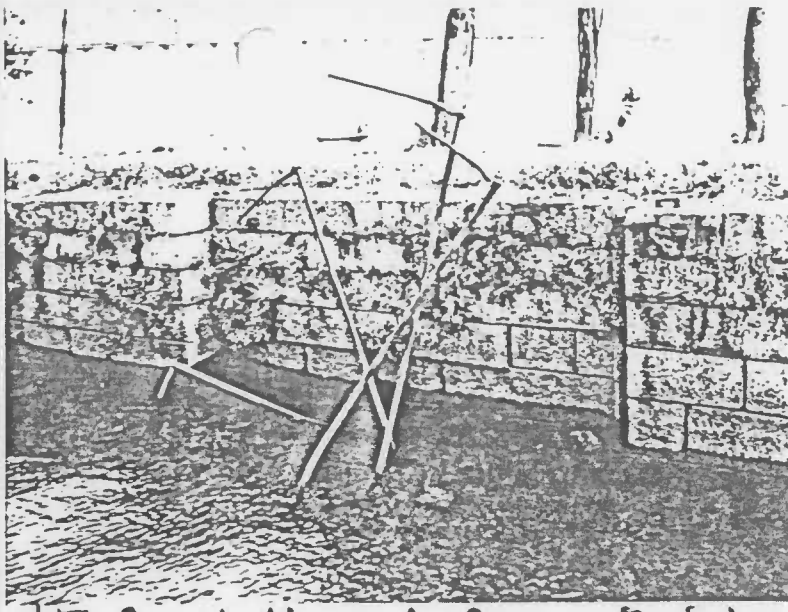
The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals. Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings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

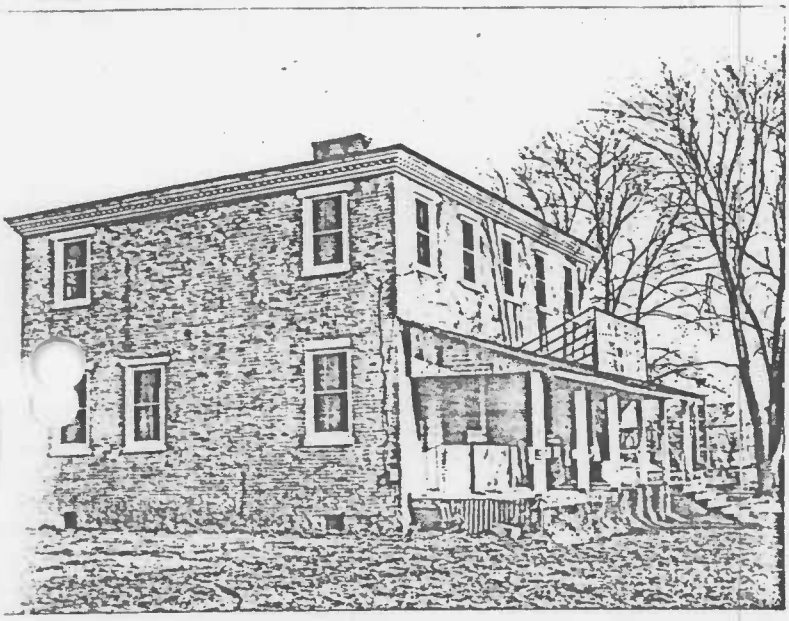
The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the location of these gates. It is probable that the sills are well preserved and that most of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

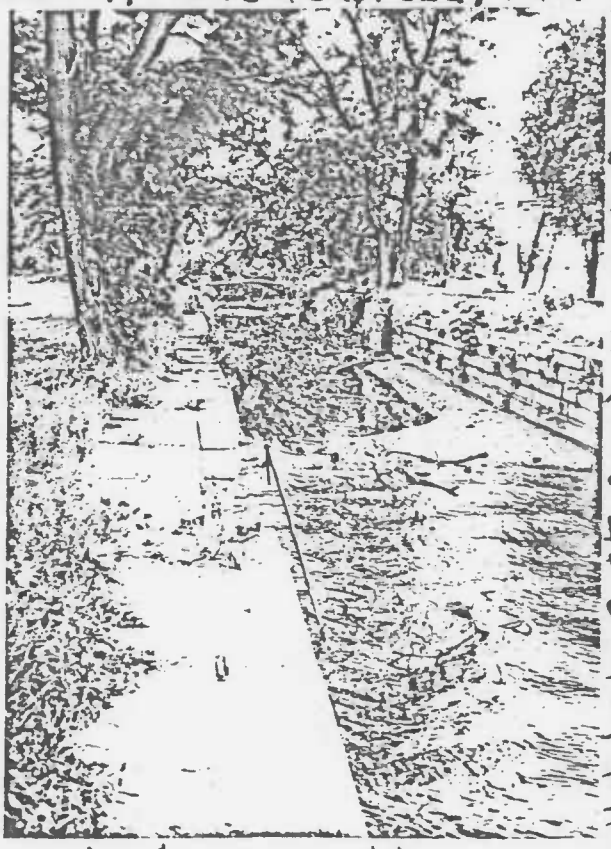
The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and a top layer of earth to provide a site for warehouses. Some of the piles for a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

HA112 &
HA113



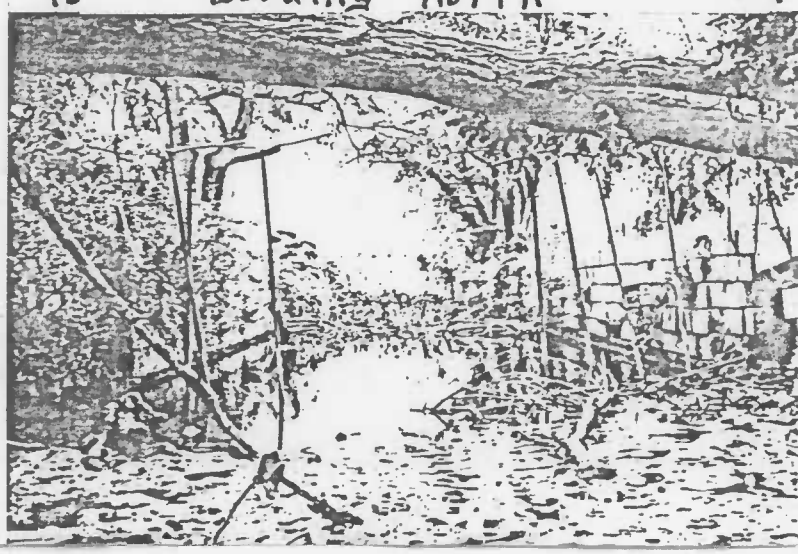
.&T. Canal, Havre de Grace, East lock

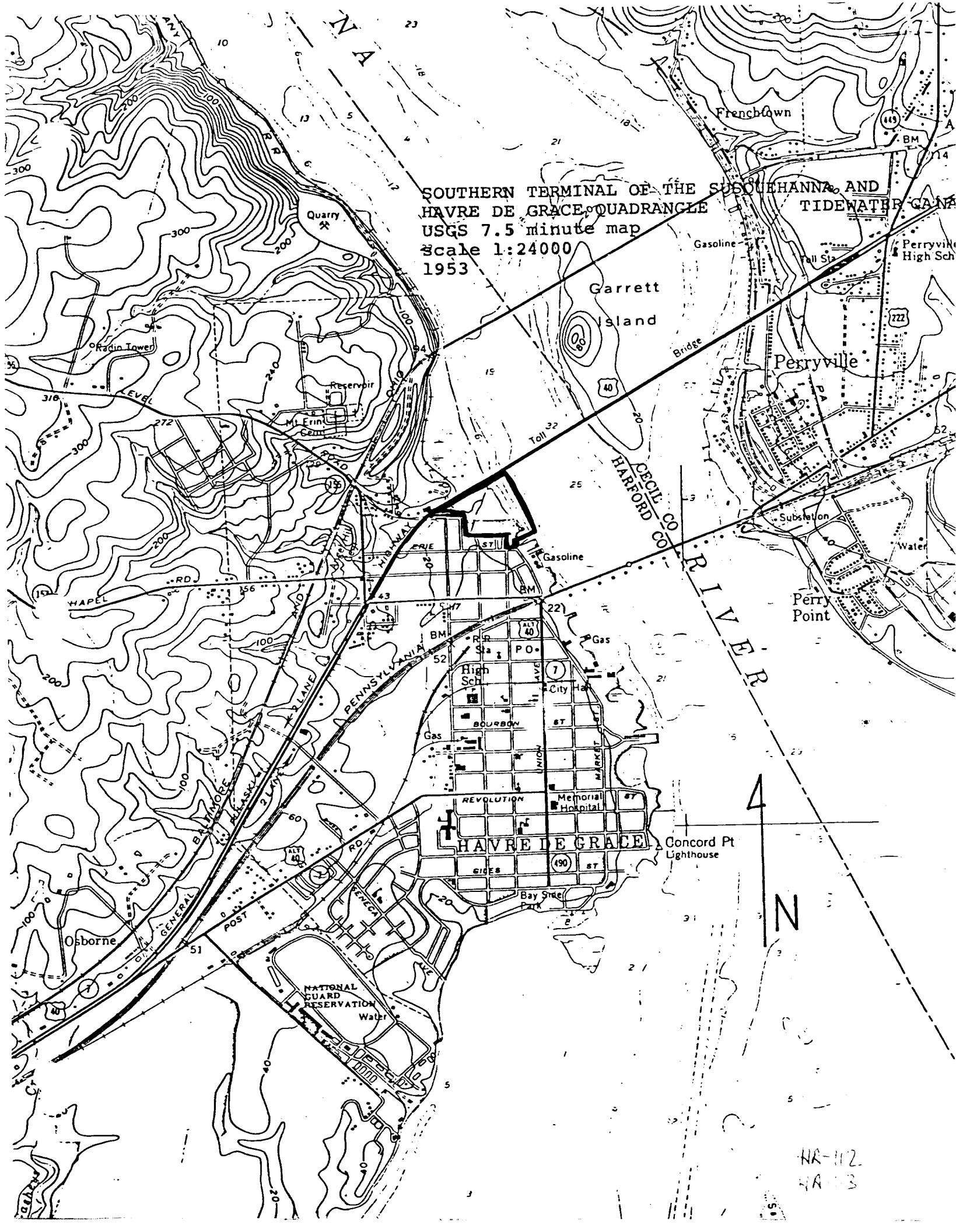




Outlet lock, S.&T. Canal, Havre de Grace, l

10 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
Toll Sta
Perryville High Sch
Garrett Island
Radio Tower
Reservoir
Mt Erin Cem
Perryville
Bridge
Toll
CECIL CO
HARFORD CO
Substation
Water
Perry Point
RIVER
Gasoline
HAPEL RD
ERIE ST
PENNSYLVANIA
HIGHWAY
R R Sta
P O
High Sch
City Hall
Gas
BOURBON ST
UNION AVE
MARKET ST
REVOLUTION ST
Memorial Hospital
HAVRE DE GRACE
Concord Pt Lighthouse
GILES ST
Bay Side Park
SENECA AVE
POST RD
GENERAL BALTIMORE
PULASKI
2 LANE
Osborne
NATIONAL GUARD RESERVATION
Water
N

HA-112
HA-13

Easement N. R. FIELD SHEET 1301124418 HA 112

Form 10-300
(Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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 Erie Street at Stokes Street.

CITY OR TOWN: Havre de Grace

STATE: Maryland | CODE: | COUNTY: HARFORD | CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District ☐ Building ☐	Public ☐	Public Acquisition:	Occupied ☐	Yes:
Site ☐ Structure ☑	Private ☐	In Process ☐	Unoccupied ☐	Restricted ☐
Object ☐	Both ☐	Being Considered ☐	Preservation work in progress ☐	Unrestricted ☐
				No: ☐

PRESENT USE *(Check One or More as Appropriate)*

Agricultural	☐	Government	☐	Park	☐	Transportation	☐
Commercial	☐	Industrial	☐	Private Residence	☐	Other *(Specify)*	☐
Educational	☐	Military	☐	Religious	☐		
Entertainment	☐	Museum	☐	Scientific	☐		

Comments ☐ Rental Housing

4. OWNER OF PROPERTY

OWNERS NAME: Susquehanna Electric Company

STREET AND NUMBER: Conowingo

CITY OR TOWN: | STATE: Md | CODE:

5. LOCATION OF LEGAL DESCRIPTION

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

STREET AND NUMBER: HARFORD COUNTY COURTHOUSE 40 S. MAIN ST

CITY OR TOWN: BEL AIR | STATE: MARYLAND | CODE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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:

STATE: | COUNTY: | FOR NPS USE ONLY: ENTRY NUMBER | DATE

SEE INSTRUCTIONS

45
HA 12
p 31

6918

HA-112

7. DESCRIPTION

CONDITION	(Check One) Excellent ☐ Good ☐ Fair ☐ Deteriorated ☐ Ruins ☐ Unexposed ☐	
INTEGRITY	(Check One) Altered ☐ Unaltered ☐	(Check One) Moved ☐ Original Site ☐

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 ridgeline runs north-south. There is a one-story porch on the east side, facing the canal.

SEE INSTRUCTIONS

HA-112

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 ☐	Political ☐	Urban Planning ☐
Prehistoric ☐	Engineering ☐	Religian/Philosaphy ☐	Other *(Specify)* ☐
Histaric ☐	Industry ☐	Science ☐	
Agriculture ☐	Invention ☐	Sculpture ☐	
Art ☐	Landscape Architecture ☐	Sacial/Humanitarian ☐	
Commerce ☐	Literature ☐	Theater ☐	
Communications ☐	Military ☐	Transportation ☐	
Conservation ☐	Music ☐		

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 main toll house and business office of the canal company that continued until after 1900. (During peak years (around 1870), canal boats were dispatched by bay and along the coast to Baltimore, Philadelphia and New York.)

Acquired by the

SEE INSTRUCTIONS

HA-112

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE CODROINATES DEFINING A RECTANGLE LOCATING THE PROPERTY						OR	LATITUDE AND LONGITUDE COOROINATES OEFINING 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

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 _____

NATIONAL REGISTER VERIFICATION

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 Stokes Street at Erie St

CITY OR TOWN: Havre de Grace

STATE	COOE	COUNTY:	COOE
Maryland		HARFORD	

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District ☐ Building ☐	Public ☐	Public Acquisition:	Occupied ☐	Yes:
Site ☐ Structure ☐	Private ☐	In Process ☐	Unoccupied ☐	Restricted ☐
Object ☐	Both ☐	Being Considered ☐	Preservation work in progress ☐	Unrestricted ☐
				No: ☐

PRESENT USE *(Check One or More as Appropriate)*

Agricultural	☐	Government	☐	Park	☐	Transportation ☐	Comments ☐
Commercial	☐	Industrial	☐	Private Residence	☐	Other *(Specify)* ☐	
Educational	☐	Military	☐	Religious	☐		
Entertainment	☐	Museum	☐	Scientific	☐		

4. OWNER OF PROPERTY

OWNERS NAME: Susquehanna Power Company

STREET AND NUMBER: —

CITY OR TOWN:	STATE:	COOE
Conowingo	Maryland	

5. LOCATION OF LEGAL DESCRIPTION

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

STREET AND NUMBER: HARFORD COUNTY COURTHOUSE 40 S. Main St.

CITY OR TOWN:	STATE	COOE
BEL AIR	MARYLAND	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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:	COOE

SEE INSTRUCTIONS

STATE: COUNTY: FOR NPS USE ONLY ENTRY NUMBER DATE

6919

HA-113

7. DESCRIPTION

CONDITION	Excellent ☐ Good ☐ Foir ☐ Deteriorated ☐ Ruins ☐ Unexposed ☐ (Check One)	
INTEGRITY	Altered ☐ Unoltered ☐ (Check One)	Moved ☐ Originol Site ☐ (Check One)

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Those granite masonry walls were supportee canal gates and held the water of the Susquehanna & Tidewater Canal. Stone from either side of the river from several quarries, but primarely 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

HA-113

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)*

Abariginal ☐	Education ☐	Politicol ☐	Urbon Planning ☐
Prehistoric ☐	Engineering ☐	Religion/Phi-	Other *(Specify)* ☐
Historic ☐	Industry ☐	lasaphy ☐	
Agriculture ☐	Invention ☐	Science ☐	
Art ☐	Landscape	Sculpture ☐	
Cammerce ☐	Architecture ☐	Social/Human-	
Communicatians ☐	Literature ☐	itarian ☐	
Conservation ☐	Military ☐	Theater ☐	
	Music ☐	Transpartation ☑	

STATEMENT OF SIGNIFICANCE *(Include Persanages, Dates, Events, Etc.)*

This canal was first chartered by the Maryland General Assembly in 1783, but work was not begun until 1836. ~~[illegible]~~ In just 3 years operation was begun, in 1839, and continued for over 60 years. The canal extended from Creightsville 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 Creightsville.

SEE INSTRUCTIONS

HA-113

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						OR	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

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 _____

NATIONAL REGISTER VERIFICATION

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

_____

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

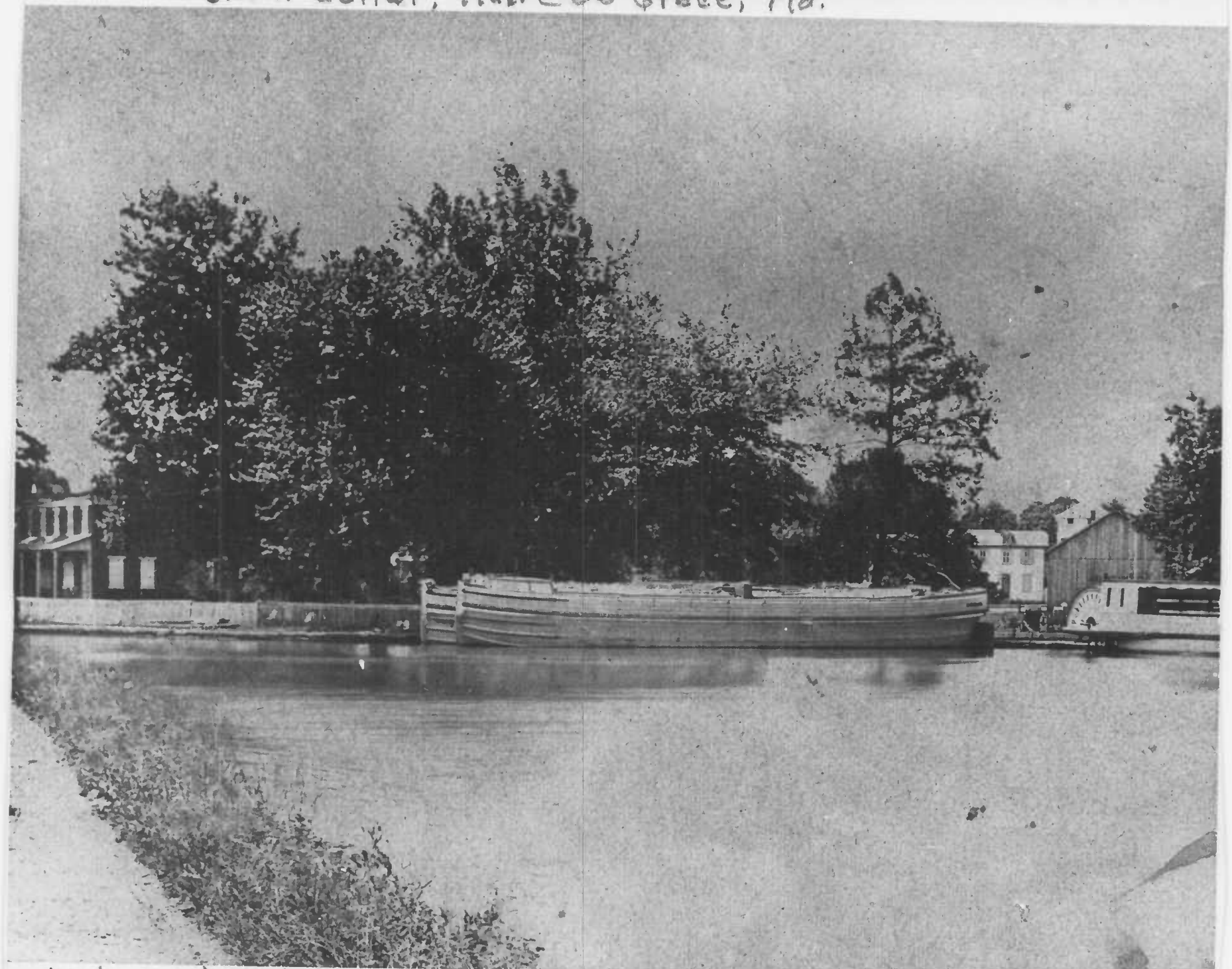
_____

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

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



Lock masters house & Canalboat basin looking South Co. 1880

HA 112

Susquehanna Lock House
#A-112

(A) 4490

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

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

NA-113

EAST WEST
EAST WEST

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

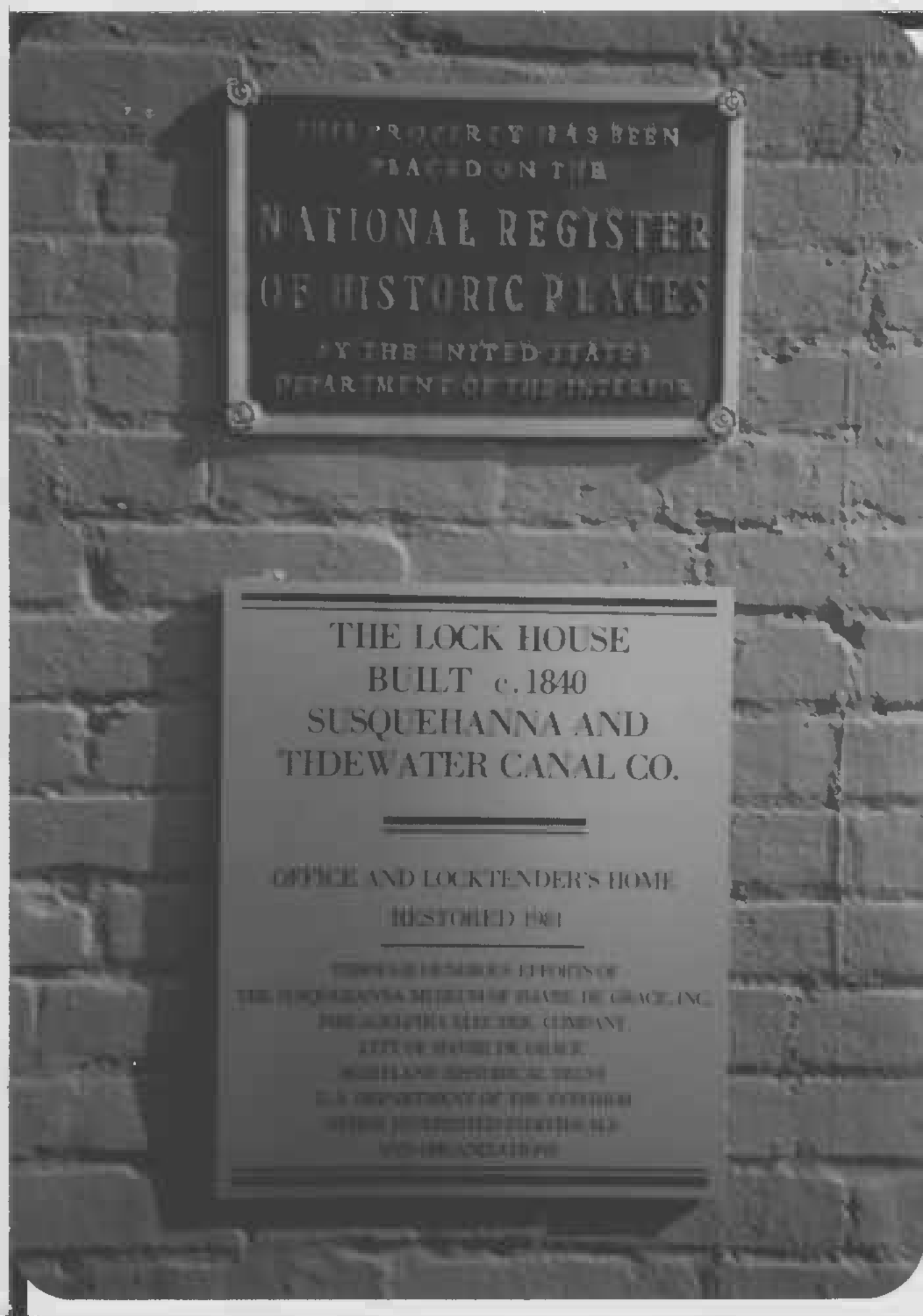
HISTORIC AREA OF NORTH PARK
CITY OF HAVRE DE GRACE

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 BY

SUSQUEHANNA MUSEUM

1984 HA-113

EXHIBIT OF NEEDLEWORK
SUSQUEHANNA MUSEUM (Lock House)

1983 HA-113

POST CARD
POST CARD

OPEN SUNDAYS 1 5 P M
GROUPS BY APPOINTMENT

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-02

AND

HA-113