

Canal Timeline:

1826 – Lancaster Lateral Company organized to build a side cut to connection to the Ohio & Erie Canal.

1832 Lancaster Lateral Canal finally put under contract for construction.

1836 Lancaster Lateral Canal completed and opened to its terminus at Lancaster. The state of Ohio began work on the Hocking Canal – planned to extend southward from the terminus of Lancaster Lateral Canal at Lancaster.

1838 The State of Ohio purchased the Lancaster Canal from its owners and incorporated it into the Hocking Canal.

1839 The Hocking Canal was completed to Bowner's Lock some sixteen and ½ miles from Lancaster.

1840 The Canal was completed to Nelsonville. The first boatload of coal was taken out of the Hocking Valley.

1841 The Canal was navigable as far as Monday Creek.

1842 The Canal was opened to the salt works near Chauncey.

1843 The Canal was completed to Athens. A celebration of opening the canal was held at 10:00 A.M. of Friday, October 20, 1843.

1847 A great flood caused many thousands of dollars in destruction through the Hocking Valley.

1852 Severe floods occurred in the Hocking Valley.

1854 The basin at Athens was enlarged to about 90 feet wide by 140 feet long.

1856 Railroad passenger service began through Athens on the Marietta & Cincinnati R.R. (later B.&O.)

1857 During this year, two million bushels of coal which was mined in the vicinity of Nelsonville was shipped on the Canal. There was a great fire in Nelsonville; C. Steenrod's flouring mill burned.

1858 Several disastrous floods swept down the valley causing many breaks in the Canal.

1861 An act was passed to provide for leasing of State Canals to private enterprises for a period of 10 years. The lease was subsequently renewed for another 10 years.

1863 Confederate General Morgan and his band of cavalrymen attacked Nelsonville and burned a covered bridge over the canal and a dozen Canal boats.

1870 The first train on the Hocking Valley R.R. (later the C. & O. R.R.)

1873 A portion of the canal below Chauncey (7 miles) was abandoned by legislative act and given to the City of Athens. A great flood throughout the Hocking Valley well-nigh destroyed most of the canal from Logan to Athens. Traffic was suspended for two months.

1875 The valley was again inundated. The river reached higher than ever before in Athens.

1876 The canal from the first lock below Nelsonville to Chauncey (3 miles) was abandoned. All stone and other material was sold.

1878 Lessees forfeited the lease of The State resumed operation and maintenance of the canal.

1884 Still another flood brought the canal to its knees.

1889 The last boat through Haydenville was the "Frances" loaded with coal and bound for Logan.

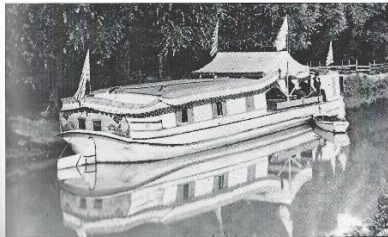
1894 The State Legislature authorized abandonment of the canal from Carroll to the terminus at Nelsonville and the lease of the facility to the Columbus, Hosking Valley & Athens R.R. The canal was drained at Lancaster.

References: History of Fairfield Co 1833; History of the Ohio Canals, 1905; Athens County, Ohio, 1947; Ohio's Canals, 1973; and misc. papers with no dates.

Info of traveling along the canal.

Canal Lock No. 11 Jackson Lock-towpath continued on the west side until its route bends to the east and the river comes extremely near to the towpath. Named after Mr. A.G. Jackson (19 miles - Carroll)

Lock 11 near Rockbridge was the scene of a boating accident where a boat loaded with barrels of flour struck the wall of the lock and sank. Owner of the boat and cargo thought he had lost his entire investment. Young Henry Troxel believed that the water would penetrate the cracks in the barrels and create a paste that would seal the barrels, thus saving the largest portion of the flour. Troxel offered \$300.99 for the boat and cargo. Troxel begun work on raising the boat and cargo. After some considerable effort, he cleaned the flour that was still good and shipped it to Cleveland and sold it at a profit of \$3000.



Lock 12 Sheep Pen Lock on Dupler Road. It is a lift Lock. It sat idle for some time and while it waited, a sheep farmer saw the lock and decided to use it to pen his sheep for as long as he could. The towpath was still on the south side of the canal in this area. (21 miles from Carroll)

Millville (Rockbridge) to Logan

Lock 13 Green's Lock lowered the level of the Hocking River at the junction of the canal, Crocket's Run (from the north), and the Hocking River. A small bridge over Crocket's Run permitted the tow animals to cross it there. NOTE: usually change bridges are located on the "down" side of a lock so the animals can pull the boat into the lock and then change sides. Here, the bridge is above the lock (on the "up" side). It was assumed the boat would be poled into and out of the lock by the crew.

The towpath continued along the east bank, along with slack water continued south until the canal exited the river near a slack water dam. This short section of canal was used to bypass the dam in the river and then lower the boats to the next slack water. (22 miles from Carroll)

Lock No. 14 was named Bowner's (or Bonner's/Boner's) Lock. This lock again lowered the canal's level into the Hocking River where the boats moved in slack water to the village of Stiverssonville (Enterprise) then on to Logan. As the hills were close to the river, in some areas, the towpath was cut into the hillside rocks. Occasionally during high water, the boat would get jerked and a horse or mule on a short tow rope would get jerked off the path into the water. Experienced crew kept a man with an ax ready in case the boat got moving too fast the crewman could chop the towrope.

The canal boat shown, is docked at the intersection of the Canal Bridge at Main Street and Gallagher Ace. The fist boat to come to Logan was the A. McCaw in October 1840. It used two yokes of oxen to carry several passengers who came to Logan to celebrate the "log cabin and cider" campaign when Tom Corwin addressed the crowd.

As the canal approached Logan, the Hocking River moved further to the south and canal boats exited the slack water about a quarter mile above **State Dam 5. Falls Mill Dam.** (27 miles from Carroll)

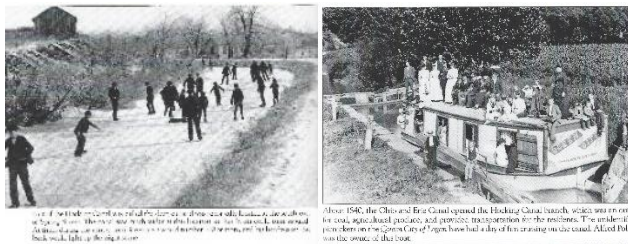
Worthington built a dam across the river in 1818 a few hundred feet from the Falls Mill. This backed up the river for several miles and where the river between Rockbridge and the dam was used as part of the canal. A few hundred feet above the dam the canal was shunted off to enter Logan along West Hunter St. A lock was built at this junction. Worthington (first Governor of Ohio) built a pioneer Grist Mill that stood at Falls Mill.

As the boats came into Logan from the west, the first business was the Logan Furnace Company which made charcoal and had a foundry and forged iron ore deposits. It was operated by S. Churchill for many years.

The McCortney House (272 W. Main St.) was built in 1847 (or earlier) and was used as an inn on the Hocking Canal. It later housed a tavern and grocery store. It has been owned by the Wells family for many years. The Wells family is responsible for the Logan Christmas Lights. Currently owned by Sandy Wells Hammer.

An open bridge was over the canal crossing the Gallagher property. (on Gallagher Ave.)

There was a boat basin at Gallagher Avenue, it veered southeast, crossing what is now West Second Street and West Front Street, following the lower ground south around the end of High Street, there is turned east, lying parallel to, and south of Front Street. After the canal crossed Second Street, the right of way encroached on the earliest burial ground of Logan. The remains of these pioneer settlers were carefully lifted, wrapped in muslin, which was a gift from John Rochester Store, and reburied in the Old Cemetery across from the St. John Church on North Market Street. Local citizens carried this out.



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PART 4 Following the Hocking Canal Through Logan

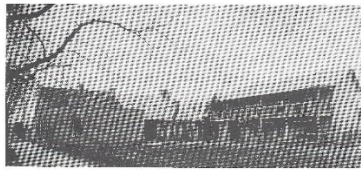
In the early canal days, there was a building called Freisner's Warehouse near Keynes Mill. It was in this building that the first steam-operated mill was located. It was installed by the firm of James and Dorr. It operated for several years, but eventually burned down and was replaced by a building at the Keyne's Mill location. This business was called the Logan Flouring Mill and was built by Robert W. Keynes and John Wellman in 1855. This building also burned down and was replaced. A pond extended from Keyne's Mill to the west and because it was shallow, it was the first to freeze in the winter months. The local youth gathered here to ice skate after they had built a fire on the banks to periodically warm themselves on the cold winter days.

The next building as Tritsch's Woolen Mill which was owned by Jacob Tritsch. Canal boats could be loaded directly for the warehouse here. (on the south corner of Front and Mulberry)

On the north corner of Front and Market was the first Ice Cream Parlor. (At the site of the gas station). The Ice Cream Parlor was in the small room attached to the home of Mary and William Montgomery, who owned and operated this establishment after the end of the Civil War. To the right of the photo was a rooming house.

At Mulberry Street, a covered bridge went over the canal which was built by Mike Krieg and Mike Risely. The bridge was torn down at the end of the canal era in 1890. The canal continued east, on the south side of Front Street until it left the eastern edge of the town. (28 miles from Carroll)

The original portion of King Lumber is a wood and beam construction warehouse built on the Hocking Canal in 1855. In 1861, J.E. Tritsch, purchased the building which was used as a flouring mill and founded the Logan Woolen Mill. In 1908 the site became the Lumber Company and in 1936 the King Lumber Company was established. The old bell that alerted the yard workers when a canal boat was approaching was donated to the Hocking County Museum.



FIRST ICE CREAM PARLOR
A small ice cream parlor was in the early days of the canal. It was built by the Montgomerys, who owned and operated this establishment after the end of the Civil War. To the right of the photo was a rooming house, where Logan's home was located. The photo is a copy of the original photo of the parlor, which was in the early days of the canal. It was built by the Montgomerys, who owned and operated this establishment after the end of the Civil War. To the right of the photo was a rooming house, where Logan's home was located.



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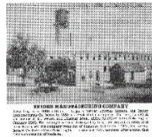
PART 5 USED 1 22, 2021.

Hocking Canal

Just east of Mulberry Street stood the Rochester and Sons Warehouse which was built in 1846. The boats tied up directly to the building while they were being loaded or unloaded. Since Mr. Rochester was a firm believer in the sabbath, no business was done on Sunday.

The Logan Foundry was the next business along the canal. It was built by Raymond Belt to build steam engines, hot blast pipes, coal cars, plows, iron railings, grates and fire fronts using iron ore from the region. A coal yard was located adjacent to the Logan foundry property which permitted easy loading of coal on the boats. (at the site of the Logan Clay Storage Yard)

Snyder Plaining Mill used steam power to plain the lumber needed for Logan Manufacturing to build furniture and carriages. This business was located between Orchard and Culver Streets on Front Street.



Logan Manufacturing Company built all types of furniture and furnished undertaker's carriages. They also manufactured window sashes, doors, wooden blinds, moldings, and siding.

There was another Coal Yard on the North side of Front St. near where the Railroad track crosses Front Street.

There were a couple draw bridges – one was near the Poling and Ogden docks in Logan. (Which I have not located yet.) Another one was south of Haydenville near the Homer Stiers farm, just east of Haydenville).

AQUEDUCT: After passing through Dew's Lock, Three-Mile Run passed under the Canal at the edge of Logan (Old Town Creek Aqueduct) The Hocking Canal ran over the aqueduct.

As the boats pulled out of Logan to go south, the crew could see the unusual railroad switch lift bridge that went over the canal for the Straitsville Branch of Columbus & Hocking Valley Railroad.

Lock 15 Boardman's Lock named after J.D. Boardman's Sawmill and planing mill near the lock. He used the hydraulic power from the lock to turn the flutter wheel and moved a saw blade to saw the lumber. Mr. John Cash of Logan was attempting to walk across the lock gate when he slipped and drowned in the lock. The towpath was towards the river. The sawmill was on the North east corner of the canal. (30 miles from Carroll) The lock was located near the 328 and Front Street intersection according to an 1876 map.

Lock 16 Dew's Lock The towpath was on the river side. I have not located the exact location of this one.

PART 6 1 23, 2021

Hocking Canal Through Hocking County

Hocking Canal Through Hocking County

Haydenville AQUEDUCT: Five Mile Run passed under the canal through a culvert (aqueduct) just before Lock 17.

Lock No. 17 – Pattonville or Wright's Lock. Built in 1855. The Lock House was on the South East corner of the Canal. This area has been turned into a Park.

The canal closely followed the course of East Front Street and Hocking Drive to the Lock (#17) at the St. Rt. 33 and Haydenville Rd. Exit. This lock, like all locks, was fifteen feet wide by ninety feet long.

Below this lock was a large storage lake, or basin. Basins were needed at intervals along the canal to supply the water needed to raise and lower the boats in the lock.

Haydenville was built around the canal so Hayden could utilize all the iron ore, clay and coal minerals and the canal transportation.

There was a footbridge over the canal in the middle of the Haydenville Sewer Pipe yard for company use. The canal continued through the heart of Haydenville. Just below Haydenville, near where Laurel Run Road meets the Old U.S 33, there was another lock.

Lock 18 Wolf's Lock near Laurel Run Rd. This was about a mile past Haydenville. A locktenders's house was located here. These 'lock operators' interrupted their daily chores whenever a boat came along. It was their responsibility to keep the canal traffic moving smoothly. Since the water level in the canal was different at different places, the locks were needed to raise or lower the boats to the change in water level.

The towpath which had been on the west side of the canal was moved to the east side here by a change bridge. The canal used the natural topography of the valley in the area and was much wider than the minimum forty foot that the state required. Wolf's Lock Mill was built on the Hocking Canal in 1855 near

Lock No. 18. The mill was operated by Wilford Stiers for several years until 1861 when he sold it to fight in the Civil War.

Wolf's Basin was a wide water area which varied from 397 feet at widest spot to 245 feet at its narrowest. The Lockkeeper house was located on the side towards the river. This one was operated by a woman. (Leland Conners' grandma ran this lock and tended her family)

Lock No. 19 Johnny Appleseed Park near the Hocking/Athens County line. This is the last lift lock in Hocking County. No one knows how it got its name. The lock, near the Athens County line, is the last one before leaving Hocking County (At Johnny Appleseed Park). Most of the stone structure is still standing. The oaken timbers, having been deprived of their protective water cover, have long since disintegrated. The photo is of Old Town Aqueduct, but they are similar in build and appearance.



Some of the frequent Canal Boats and captains of Logan.

The packet boat "Eagle" carried passengers up and down the Hocking Canal during the Civil War. Captain was Mart Pritchard.

The "Constitution" was operated for years by George Thatcher, who had lost his leg in a boating accident.

The boat "Madam" was operated by Joe George and George Peters for many years.

After the Civil War, the showboat, "George Stewart" of Logan went to towns along the canals of central Ohio and the actors and actresses performed "tent shows" for the local citizens. Minstrel shows were especially popular in those days.

The boat "The Statesman" was owned by John Ruff and operated for many years on the Hocking Canal. At the end of the canal era, it was towed to the boat graveyard at the end of Second Street in Logan and sunk there.

High water was always dangerous to boats. Denny Noonan of Logan was on the boat "Friendship" when it went over the State Dam Number 4 of the Hocking Canal near Enterprise during high waters.

The "Gale" captained by Nick Rowe also had a similar experience on the dam at Lockbourne on the Columbus Feeder Canal.

The boat "Chesapeake" was a 'peddler' boat which carried supplies needed by the people up and down the canal. It carried a wide variety of dry goods and other items needed by customers along the canal.

There was a passenger boat called "Amazon" that was one of the finest boats at the time.

“The Twins” was first captained by Killion Johnson but was later sold to George Cook and captained by Noah Cook of Logan.

“The Frances” carried the last load of coal out of Haydenville in 1899 bound for Logan.

THE DEPOT: In 1882, the Railroad erected an impressive depot just east of the end of Gallagher Avenue, adjacent to the main tracks. This beautiful building housed a hotel and restaurant, as well as a ticket office, waiting room, baggage room, and mail room. This Depot was the local center of railroad activity for seventy years.



The bricks for this structure were hand molded from clay taken from the old Gallagher farm just east of the depot site. (FYI A shanty type of camp to house a sizeable crew of Negro laborers, brought in by the R.R. Company for this job, was erected nearby, it gave several Logan residents their first appreciation of the melodic rhythm of the old Negro spirituals.)

Canal Businesses Through Logan

The first Canal boat arrived in Logan on August 30, 1840.

As the boats came into Logan from the west, the first business was the Logan Furnace Company which made charcoal and had a foundry and forged iron ore deposits. It was operated by S. Churchill for many years.

South of the village wharf at Main Street was a three-story building which was erected along the bend of the canal just north of Second Street. It was called Rippey Warehouse, and, like most canal warehouses, its second story was at ground level. To load the boats, chutes from the warehouse were placed on the boats and then small cars were used in the warehouse to haul the loose wheat to the chutes where it was dumped. Andrew was captain to the boat that hauled much of the wheat to Cleveland. The brokers at Logan's Rippey Warehouses were Charles W. Jones, Sr., and Jesse Collins.

Kessler's Furniture Factory is on the 1876 atlas. The factory sat directly behind the Feed Mill at Gallagher and Main St., on Gallagher Ave.

Logan Clay Products was started in 1874 by Capt. William Bowen to product firebrick. (Clay from the east of Logan and Maxville was used here.)

There were no buildings for several hundred feet since there was a steep embankment in this area of the canal. The local people knew this area as the “deep cut” since it was excavated into a hill and the water was much deeper than other areas of the canal. Usually, the canal was five or six feet deep, but here it was usually 15 to 20 feet deep. This was a favorite swimming hole and fishing since sunfish were

plentiful. At the end of the canal era, there were several sunken boats in this area which further improved these waters for swimming since the boys loved to stand on the partially submerged cabin roof and dive into the waters.

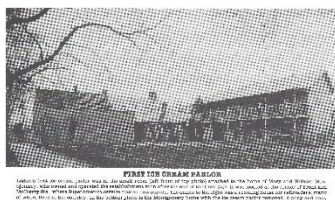
Just east of the coal yard was the brewery which was originally built by a Lancaster resident named Shrenk. The first owner and brew master was Jake French. Charles Becker succeeded him, and he sold out to Andrew Holl, who learned his brewing skills in Germany. Under the brewery buildings, there were a series of underground passageways which were at some places forty feet deep. These cool rooms were storage rooms for the barreled beer and ice to keep it cold. The stone lined passageways extended toward the canal and opened within twenty feet of the canal bank. In the winter months, ice cut on the canal was moved up a wooden chute into the underground caverns. After the brewery was closed. I.N. Stairs used the building to store wool and later it was used for packing pork.

At the head of Market Street, McKinney's wharf adjoined the brewery building. The wharf was the side of public 'dunking' for anyone who angered the young men of Logan. It was also a busy place for boats to unload goods from more distant cities. (The 1876 Atlas has Stiers and Todd Pork Packing House at the corner of Market and Front St. on the north side.

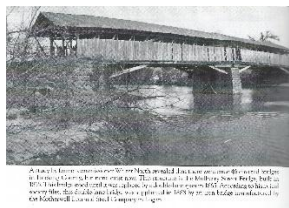
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