

American Canal Society Canal Index

CANAL <b>Cascade Canal &amp; Lock</b>	STATUS <b>PARK</b>		ACS 5 HAER																							
STATE/PROVINCE: <b>Oregon</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="writing-mode: vertical-rl; transform: rotate(180deg);">ENLARGEMENTS</th> <th colspan="2" style="text-align: center;">L E N G T H</th> <th style="text-align: center;">LIFT LOCKS</th> </tr> <tr> <th style="text-align: center;">DATES IN USE</th> <th style="text-align: center;">CANAL    SLACKWATER    TOTAL</th> <th style="text-align: center;">No. / SIZE</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1896 -1937</td> <td style="text-align: center;">3000 feet</td> <td style="text-align: center;">1 90x462</td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">4</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		ENLARGEMENTS	L E N G T H		LIFT LOCKS	DATES IN USE	CANAL    SLACKWATER    TOTAL	No. / SIZE	1	1896 -1937	3000 feet	1 90x462	2				3				4				
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COUNTIES: <b>Hood River</b>																										
LOCATION (Endpoints of Canal): <b>On Columbia River at Cascade Locks, OR</b>																										
TOPOGRAPHIC MAPS: <b>15': BONNEVILLE DAM</b>																										
HISTORICAL SIGNIFICANCE: <p>The lock and canal were constructed to bypass the Cascades, a considerable waterfall on the Columbia River, where the river cuts through the lava beds of the Cascade Mountains, making a descent of about 300 feet through a canyon six miles long. Prior to the construction of the canal, passage was by portage railroad, a monopoly operation of the Oregon Steam and Navigation Company.</p> <p>Much of the equipment and materials for the construction were hauled by horse-drawn rail cars. Originally the gates were to be of wood although steel was finally used in actual construction. These were hydraulically operated, and at 40 and 46 feet high, said in 1906 to be the largest mitre gates in the world. (Whitford) A wall-gate was installed above the main lock to serve as insurance against failure of the main lock. It was in effect a second lock but was rarely used.</p> <p>The lock is currently maintained as a park by the town of Cascade Locks. One of the three tender's cottages has been converted into the Cascade Locks Marine Park Museum.</p>																										
PHYSICAL DESCRIPTION: <p>The canal scheme was originally proposed by the Corps of Engineers; construction began late in 1878 by Ball &amp; Platt of New York. The death of the senior partner of the firm resulted in the bulk of the direction of the project by C of E personnel. A great number of delays plagued the project and the lock was not completed until 1896. Work continued on the canal until 1914. Even before the project was finished, local citizens drolly commented that only the earliest residents could recall when the canal work began.</p> <p>Total cost of construction was \$ 3,891,536.83. The canal was made unnecessary by the construction of the Bonneville Dam.</p>																										
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANALS PRESERVATION/RESTORATION: <p style="text-align: center;"><b>PORT OF CASCADE LOCKS, Box 416, Cascade Locks, OR 97014</b></p>																										
BIBLIOGRAPHICAL SUMMARY: <p><b>HISTORY OF THE PORTLAND DISTRICT, CORPS OF ENGINEERS, Henry R. Richmond III, March 1970</b>                  (no publishing information included).                  "The Cascade Locks," <u>Oregon Journal</u>, Fred Lockley, 1932 Sec. 7, p.2</p>																										
UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR, HAER, HABS, Local or Regional Historical Societies, Libraries, etc.): <p style="text-align: center;"><b>Construction Photos, other data:</b>  <b>Port of Cascade Locks</b>  <b>Oregon Historical Society, 1230 SW Park Ave., Portland, OR 97205</b></p>																										
EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.): <p style="text-align: center;"><b>Register form in preparation.</b></p>																										
REPORTER'S NAME & ADDRESS: <b>David M. Hansen, 2519 S. Columbia, Olympia, Wash. 98501</b>			DATE: <b>6/13/73</b>																							
R E T U R N   T O : <b>CANAL INDEX COMMITTEE, c/o P.H.STOTT, HAINES ROAD, MOUNT KISCO, NY 10549</b>																										