

CANAL NEW YORK & SHARON CANAL		(FOR ACS USE)	
STATUS CONSTRUCTION BEGUN		DATES OF CONSTRUCTION & CLOSURE Proposed 1821; 1825-6	
LOCATION (ENDPOINTS OF CANAL) Sharon, CT -- mouth of Croton River on Hudson R.		LENGTH CANAL <u>66</u> SLACKWATER _____ TOTAL _____	
LIFT LOCKS	NBR. <u>51</u>	DIMENSIONS LOCK CHAMBER <u>70 x 12</u>	AQUEDUCTS NBR. <u>4</u>
TUNNELS			
<p>DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.)</p> <p>towpath navigation. As one of the many canal proposals in the wake of the Erie, its design would have been influenced heavily by Erie designs, with rough stone locks with cut quoins & coping. George W. Young, the engineer who carried out the 1825 survey for the NY Canal Commissioners, was an associate of John B. Jervis, and himself began his career with the Erie project. At least 2 surveys made of the proposed routes; the one which survives is Young's, reported in the NY State Assembly Journal Feb 23, 1826. The line he examined for the most part is that now followed by the Harlem Division of the former New York Central Railroad, making use of the Ten Mile, Swamp, and Croton Rivers. An alternate route from a point in Putnam would have taken the canal south through Westchester directly to the Harlem River, making use of two tunnels. (Sharon to Harlem, 92 miles). The single stone lock which was begun is on the Ten Mile River, a few feet south of Sharon Station Road (SHARON 252377).</p>			
REPORTER'S NAME & ADDRESS: <u>P.H. Stott, Haines Road, Mount Kisco, NY 10549</u>			DATE <u>23 June 1973</u>
<p>HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.)</p> <p>First proposed 1821, with extension to Great Barrington to join Housatonic R. Act of incorporation in NY, 1823. 11 furnaces & several forges in Sharon area would have sent large quantities of iron to NYC and shipped in Lehigh coal. Preliminary survey was made, \$60,000 contributed, and lost when the broker in NYC failed. Project was revived again in 1825 and NY Canal Commissioners directed state engineer, George W. Young to make a survey. Judge Cyrus Swan & Jonathan Ward of Eastchester (NY) among the ardent backers of the Canal. Chief legacy of the Sharon canal plan was the NYC water system: canal was originally suggested as both a means of transportation and a supply of "pure & wholesome water" to NY. The Canal company failed, but NYC completed its first supply project from the Croton River in 1846.</p>			
<p>BIOGRAPHICAL SUMMARY: (Published works relating to Canal)</p> <p>Noble E. Whitford, History of the NY State Canals, etc. (good reference list) Newton Reed, <u>Early History of Amenia</u> (NY)</p>			
<p>UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES</p> <p>Letters of J.B.Jervis (Jervis Library, Rome, NY) esp. from G.W.Young: 7/17/1825, 12/17/1825 et al. NY State Assembly Journal 1826, 49:662-4 C.R. Harte, "Connecticut's Canals," CT Soc. of Civil Engineers, 1938</p>			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
RETURN TO: CANAL INDEX COMMITTEE, c/o P.H.STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

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