

American Canal Society Canal Structure Inventory

Structure <b>Shorts or Griffins Falls &amp; Lock</b>		Canal <b>Merrimack River Navigation</b>	HAER/CEHR Condition <b>Poor</b>
State/ <del>XXXXX</del> <b>N.H.</b> County <b>Hillsboro</b>		Designer(s) <b>Presume John L. Sullivan</b>	
City <del>XXXX</del> <b>Manchester</b>		Contractor/Builder <b>Middlesex Canal Co.</b>	
Street <b>Adjacent to route #3-A below Rt.#</b>		Source of Material <b>Local</b>	
Associated Waterway <b>193 Bridge approx. 800-1000 ft.</b>		Presume DATES OF CONSTRUCTION	
Associated Waterway <b>Merrimack River</b>		Start <b>1810-1812</b> Rebuilding <b>7</b>	
TOPOGRAPHIC MAP <b>MANCHESTER SOUTH</b>		Before Completion <b>1814</b> Abandoned <b>Late 1850's</b>	
UTM Coordinates <b>19.2996 .47564</b>			

History & Use in Service; Use Since Abandonment:

One of several river locks that served transportation from Concord, N.H. to Lowell, Mass. and via the Middlesex Canal to Boston, Mass.

Elevation drop from Concord to Chelmsford, Mass. listed from 90-120 ft. I do not know which is correct. This lock is located on the east side of the river and can be viewed partially from this side. The main section of the structure is about 200 ft. or less in the rapids, the west side of the lock which can only be seen from route #193 bridge, or by canoe (which would be very dangerous) appears to be in pretty fair condition. Only way possible to take photos would be by (Police Escort) to stop or control traffic on bridge. May

Description (Visible Remains at the site): ~~make an attempt to do this if possible in 1975.~~

This lock constructed of granite blocks and anchored to ledge with iron rods to prevent movement by ice flows. Lock will be filled with small stones and sand, plus the usual large number of blocks being scattered about over the past 160 years. But at least it is still here! Canal barriers were built to divert water from the river on the east side into the lock with the help of cribbing where necessary. Presume this lock to have the same required size of about 82 X 10ft. With one set of gates at its lower end? Barges used were flat bottom full length with turned up design at each end. Poling was necessary. Sails were used in sections where there were no rapids, steering oars used.

~~(Don't attempt to reach these locks ALONE!)~~

Other works or events associated with site:

~~Built by the Middlesex Canal Co.~~ <sup>Canal Locks & Canal Co.</sup> To open up the back country to water transportation for lumber, bricks, mill products and other merchandise to Lowell, Mass. and to Boston, Mass. via the Middlesex Canal.

Present Property Owners:

Unknown

Location of Deed Description:

Unknown

Bibliography (Published, unpublished mss, maps, photographs):

Concord Historical Society. Manchester Historical Society.  
Charles W. Mower, Reeds Ferry, Merrimack, N.H. (Photos) etc. Recent  
Alden W. Gould, 12 Shady Crest Drive, Nashua, N.H. 03060 • Recent  
Manchester Public Library (Possible)  
Litchfield Historical Society (Possible)

Agencies, Individuals Interested in Preservation/Restoration:

I doubt if any, due to type and the present condition of canals and locks.

National Register/CEHR, Other Recognition:

I would say none, but not certain.

Investigation made by:

**Alden W. Gould and (Charles W. Mower of Reeds Ferry)**

Date:

Address:

**12 Shady Crest Drive, Nashua, N.H. 03060**

**9/22/74**

RETURN TO:

A sketch map or illustration of the site should be included on the reverse.