

CANAL <b>Cumberland &amp; Oxford</b>		(FOR ACS USE)	
STATUS <b>abandoned</b>		DATES OF CONSTRUCTION & CLOSURE <b>1827-1830 1872</b>	
LOCATION (ENDPOINTS OF CANAL) <b>Portland - Sebago Lake-Long Lake-Harrison</b>		LENGTH CANAL <u>22</u> SLACKWATER <u>28</u> TOTAL <u>50</u>	
LIFT LOCKS	NBR. <b>28</b>	DIMENSIONS LOCK CHAMBER <u>10'x70'</u> OVERALL _____	
		AQUEDUCTS NBR. <u>1</u> SECTION SIZE <u>150'</u>	TUNNELS <b>0</b>
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>The C. &amp; O. Canal was dug by hand through various soils from ledge at natural falls to sand in flatland. Guard Locks at ends were of cut granite and others of timber backed by loose laid rock. Boats were two masted, towed by horses in canal with masts lowered to pass under bridges and sailed on Sebago and Long Lakes. Several feeder canals planned but none constructed. Most of ditch and some locks remain visible, mostly on private property, with many interesting sites for possible restoration.</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: <b>Cumberland &amp; Oxford Canal Association Joel Eastman, Sec'y, 36 Lester Dr., Portland, Me. 04103</b>			
REPORTER'S NAME & ADDRESS: <b>Ernest Knight, Pres. Raymond, Me. 04071</b>			DATE <b>15 March 1975</b>
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic data, transfers of ownership, etc.)  <p>C. &amp; O. Canal Corporation chartered in 1821 to open the interior of Cumberland and Oxford Counties to tidewater commerce at Portland. Holmes Hutchinson from the Erie Canal was the engineer, other officials from Portland and local area. Maximum of 150 boats in use at one time in prosperous period from 1830 to 1850, then business decreased as railroads were built to east and west of the canal route. Mortgages defaulted in 1850's and canal passed to private ownership until abandoned in early 1870's but boats continued to serve the lake communities from the railroad at Sebago Lake Station until 1900's.</p>			
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)  <p>Many papers have been written but no major published works. Corporation Records at the Maine Historical Society Library, Portland</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES  <p>Some photographs and documents held by families and some by members of the association.</p>			
NATIONAL REGISTER & MAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS: <b>Listed on the National Register in 1974.</b>			
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

USE ADDITIONAL SHEETS AS NECESSARY.

TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.