

11/26/73 - copy received

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maine	
COUNTY: Cumberland	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	2/16/70

1. NAME

COMMON: Songo Lock

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: On Songo River 3 miles east of Naples village on U.S. Rte 302 then 1 3/4 miles S. W.

CITY OR TOWN: Naples 04055 (1st District Hon. Peter N. Kyros)

STATE Maine	CODE 23	COUNTY: Cumberland	CODE 005
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____ <input type="checkbox"/> Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME: State of Maine (State Park and Recreation Commission)

STREET AND NUMBER: State Office Building

CITY OR TOWN: Augusta 04330

STATE: Maine

CODE: 23

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Cumberland County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Portland 04101

STATE: Maine

CODE: 23

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: Maine

COUNTY: Cumberland

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

LOCATION AND SETTING:

This canal lock structure is located midway of the Songo River as it flows south between Long Lake on the north and Sebago Lake on the south. This river area lies within the town of Naples, which is 27 miles northwest of Portland, 22 miles southwest of Lewiston and 20 miles east of the New Hampshire Border, in Cumberland County. The setting is rural. The Songo River is a slow moving stream which meanders south from Long Lake's Bay of Naples for six miles until it enters Sebago Lake, an overland distance of 1 3/4 miles. Crooked River joins the Songo downstream of the Songo Lock. Scenes along this Songo River are idyllic. The traveler, once oriented in Naples village, would proceed east on U. S. Rte. 302 for 3 miles. At this point he would proceed in a southwesterly direction on a side road for 1 1/2 miles arriving at the Songo Lock.

CONSTRUCTION AND MATERIALS:

This canal lock was built in 1830 originally of stone masonry with two wooden gates, each in two sections. The site of the lock was at a point where the river width from Bank to bank was 80'. The builders at that site first built an artificial island of stone masonry, filled with rubble, which was 170' long, 25' wide, and midway of the river. On the north side of this island and to the river bank a small dam with a flood gate was built. A second temporary dam was then made from the south side of the island to the south bank. The flood gate was opened on the first dam, the river water being diverted away from the construction area. The lock built of Stone masonry was 90' long and 26' wide with gates near each end. Water control valves were built into the masonry on the south side of the lock, controlled by wooden gates. Upon the completion of the lock system, the temporary dam was removed. The flood gate of the small dam closed and the river water then passed through the lock. (See continuation sheet for a plan of the Old Songo Lock.

This Songo Lock was rebuilt in 1911 by the Sebago Improvement Company who altered the original design by increasing the length of the lock between the gates to 110' and the width to 28'. Iron gates replaced the wooden gates of the control valves of the lock. The stone masonry was then faced with concrete.

The Songo Lock is in constant use from late Spring through the fall. This Songo River, Sebago and Long Lake Region, enjoys a great summer tourist trade and the Songo Lock itself is a joy to the boat enthusiast. The Songo Lock is associated with and adjacent to Sebago Lake State Park, the largest in this state.

POTENTIAL THREAT: None

The Songo Lock is maintained by the State Park and Recreation Commission. During the tourist season attendants are on duty to assist boaters traveling along this historic and enjoyable river and lake system. The Songo Lock is in excellent condition. It has been time tested and no recorded flooding has ever done more than damage gates which are readily replaceable.

SEE INSTRUCTIONS

3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1830

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

BACKGROUND:

One hundred and forty years ago the first boat traveled on the Cumberland and Oxford Canal which had been built over a five-year period at a cost of \$206,000, and extended 20 miles from Portland to Sebago Lake and, via a lock on the Songo river, to Harrison at the head of Long Lake.

The geographic conditions here were well suited to a canal, and as early as 1791, a company was chartered to build one.

The Presumpscot River drained two chains of lakes and ponds which reached far into the interior whose rich forests and farm lands were still largely unexploited.

Roads at this time were poor or non-existent so that a canal link to Sebago, supplemented by locks and short pieces of canal between adjoining bodies of water, would offer most of the Cumberland and Oxford counties area efficient low cost water transportation and speed the development of the area.

In 1821 the Cumberland and Oxford Canal Corporation was chartered by the Maine Legislature.

When the sale of stock and the proceeds from a lottery did not succeed in raising sufficient capital, the Legislature authorized the chartering of the Canal Bank stipulating that one-fourth of the bank's capital be invested in canal stock.

But even this was not enough to complete the construction of the canal, and the bank took three mortgages on the company before the work was finished. It was on the first of June, 1830, when the first boat journeyed up the canal from Portland.

The handsomely decorated passenger craft, "George Washington," carried a group of dignitaries up the marvelous "ditch" dug with pick and shovels by hard-working Irish immigrants, through 28 locks which raised the boats 248 feet from tide level to the lakes.

It crossed over the wooden aqueduct which carried the canal across the Little River in Gorham, and went into Sebago Lake.

The canal enabled farmers, lumbermen, manufacturers and merchants to ship or receive goods from Portland cheaply, swiftly and efficiently.

The 1830's and 1840's were successful years for the canal, but by the middle of the century a cloud appeared on the horizon.

The York and Cumberland and the Atlantic and St. Lawrence railroads were completed and cut off some of the commerce which had previously gone by the canal. This loss in freight combined with increasing costs of upkeep for repair of the wooden locks and bridges of the 20-year old canal cut revenue and profit.

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Maine	
COUNTY Cumberland	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

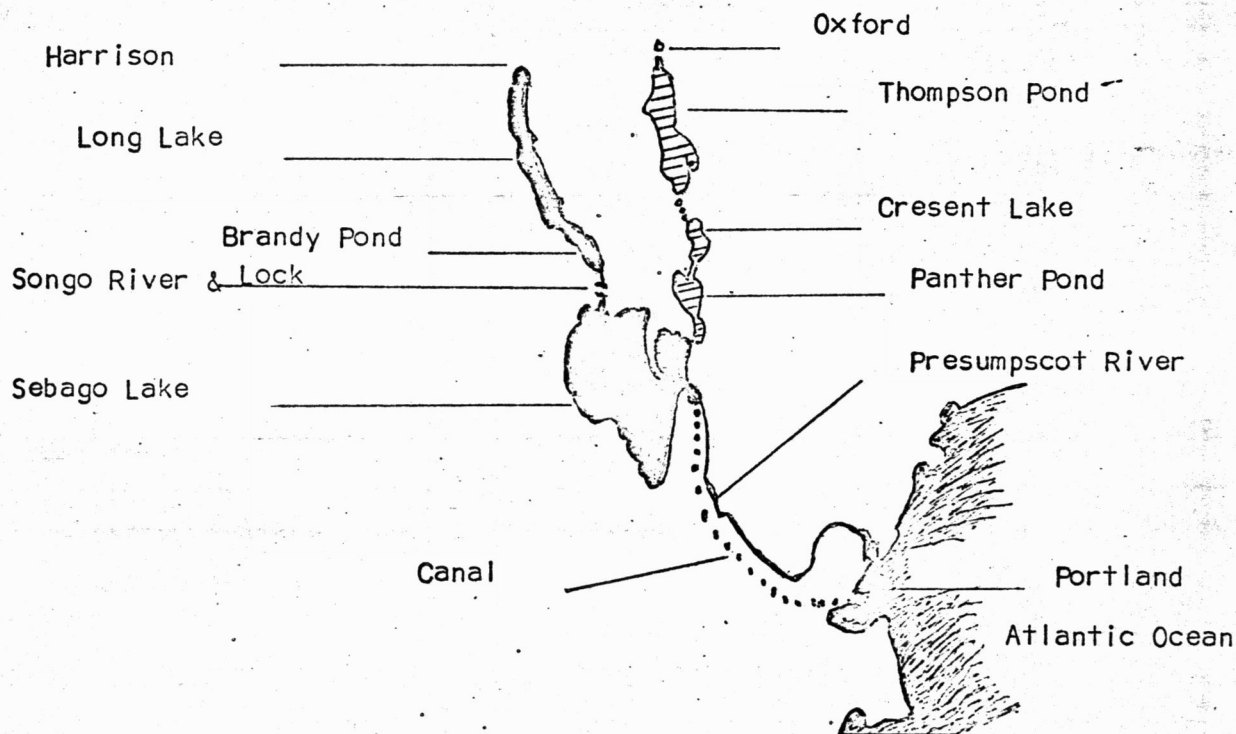
Significance

The C & C continued to operate with this reduced traffic and increased overhead for another 20 years, but in 1870, the Portland and Ogdensburg Railroad was completed to Sebago Lake, paralleling the canal all the way from Portland. The canal had revolutionized transportation in 1830, but 40 years later, it could not compete with the railroad.

For the next few years the canal, while still intact, was used to carry floating logs to saw mills. In 1896 the S. D. Warren Paper Company purchased the water rights and the canal ceased to be. At a later point the lock was again sold to the Sebago Lake Improvement Company.

THE SONGO LOCK:

This 1830 canal lock was rebuilt in 1911 by the Sebago Lake Improvement Company. This was done for water level control. However, this function did not exclude boating and for all these years river travel here has been continued and enjoyed. In 1959 the Sebago Lake Improvement Company deeded the Songo Lock property to the State of Maine. Some \$15,000 has been spent by the State Park and Recreation Commission in order to simplify the operation of the lock, so that today a boater can approach, enter, change the water level and pass through the Songo Lock with a physical effort reduced to a minimum. The Songo Lock is today a fitting reminder of the Cumberland and Oxford Canal and of an age in transportation that has past.



9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Carter, Harland H., A History of the Cumberland and Oxford Canal, University of Maine, 1950.
2. Newspaper Article, The Eastern Arous Portland, 1822-1831.
3. Rowe, Ernest R., Highlights of Westbrook History, Westbrook Women's Club, 1948.
4. Moulton, Alphonso; Sampson, Howard L., Fernald, Granville, Centennial History of Harrison, Maine, Portland, 1909.
5. Hebert, Richard A. Modern Maine, New York, 1951.
6. Records of the Canal National Bank of Portland, Maine.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		43°	55'	55"
NE	° ' "	° ' "		70°	34'	48"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 3/4 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:

John W. Briggs, Historian

ORGANIZATION:

State Park and Recreation Commission

DATE

December 24, 1969

STREET AND NUMBER:

State Office Building

CITY OR TOWN:

Augusta, Maine 04330

STATE

Maine

CODE

23

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name

Lawrence Stuart

Title

Director

Date December 24, 1969

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

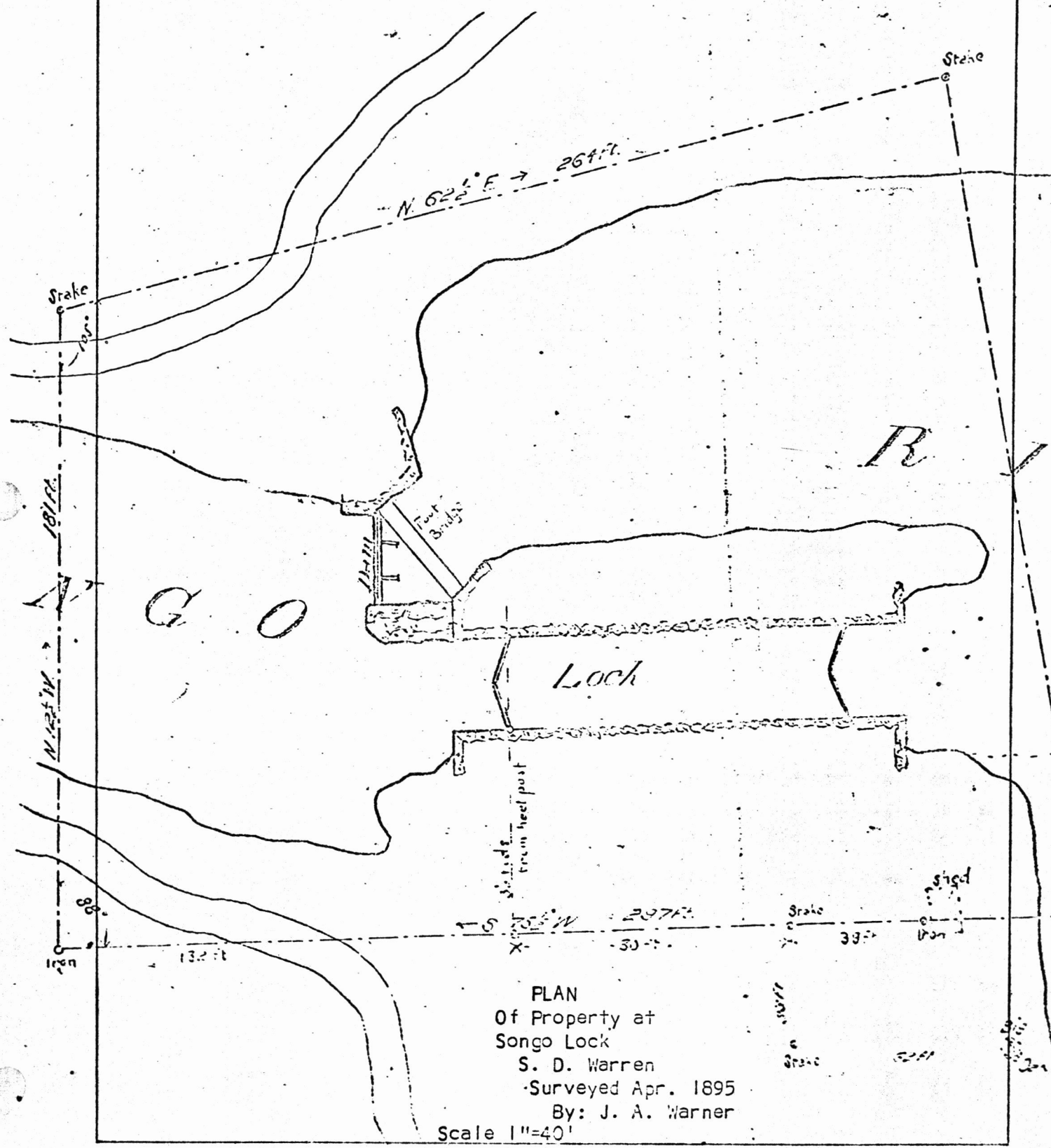
SEE INSTRUCTIONS

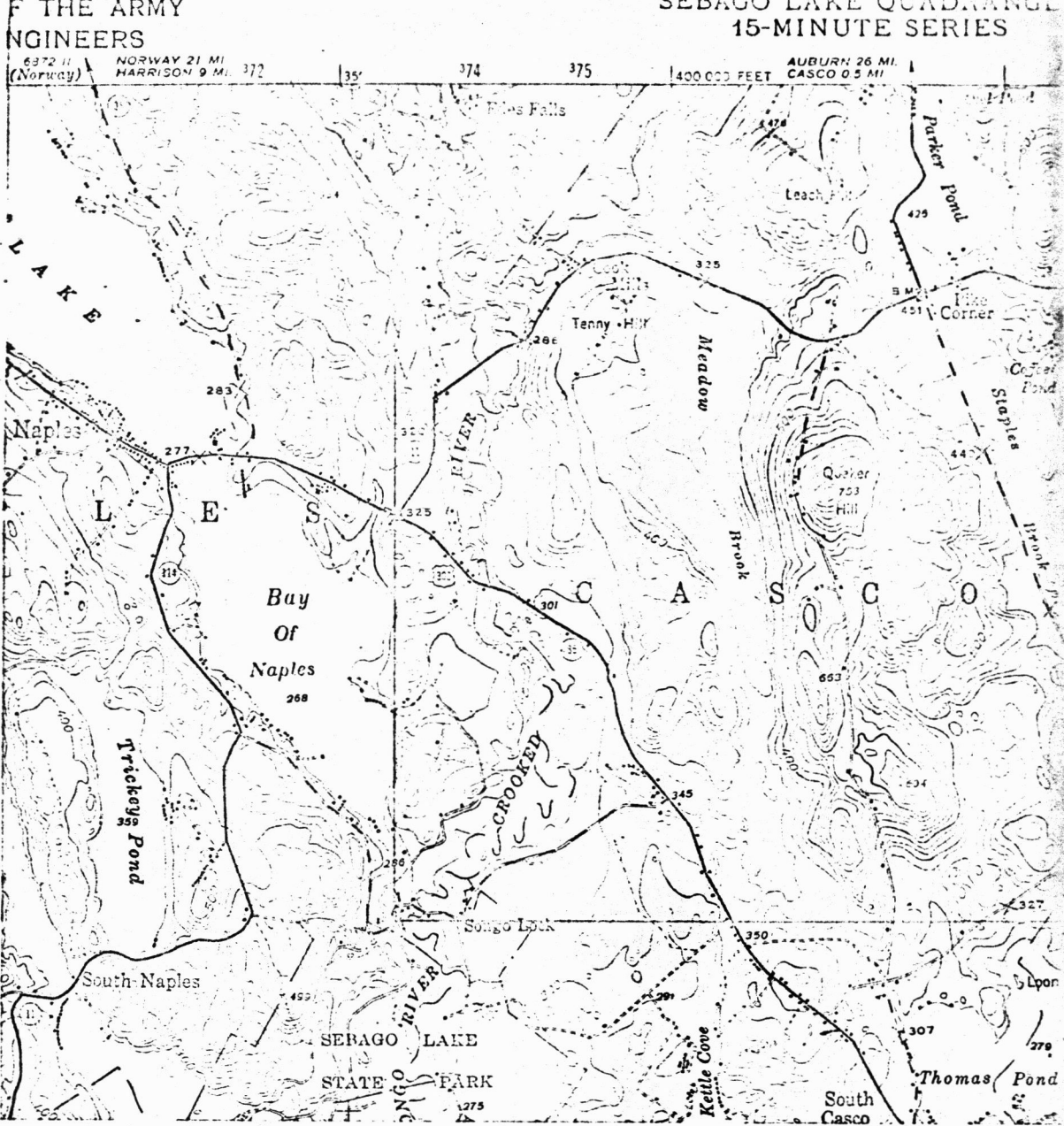
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Maine	
COUNTY Cumberland	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)





Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

STATE	
Maine	
COUNTY	
Cumberland	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON:		Songo Lock	
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: On Songo River - 3 miles east of Naples village on U.S. Rt. 302, then 13/4 miles s. w.			
CITY OR TOWN: Naples 04055 (1st District, Hon. Peter N. Kyros)			
STATE:	CODE	COUNTY:	CODE
Maine	23	Cumberland	005
3. MAP REFERENCE			
SOURCE: U.S.G.S. Sebago Lake Quadrangle 15 minute series			
SCALE: 1:62500			
DATE: 1942			
4. REQUIREMENTS			

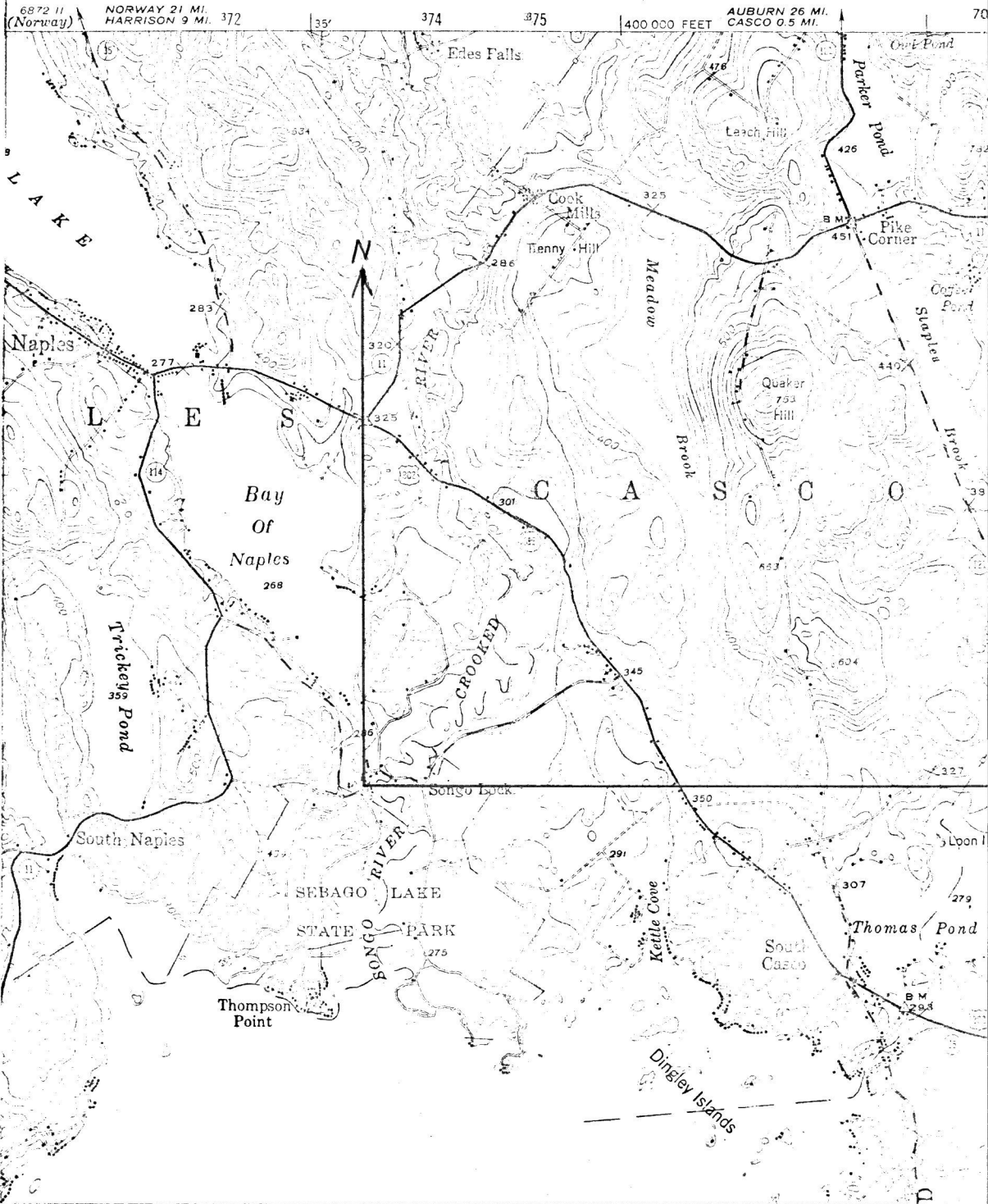
Songo Lock

Latitude
43° 55' 55"

Longitude
70° 34' 48"

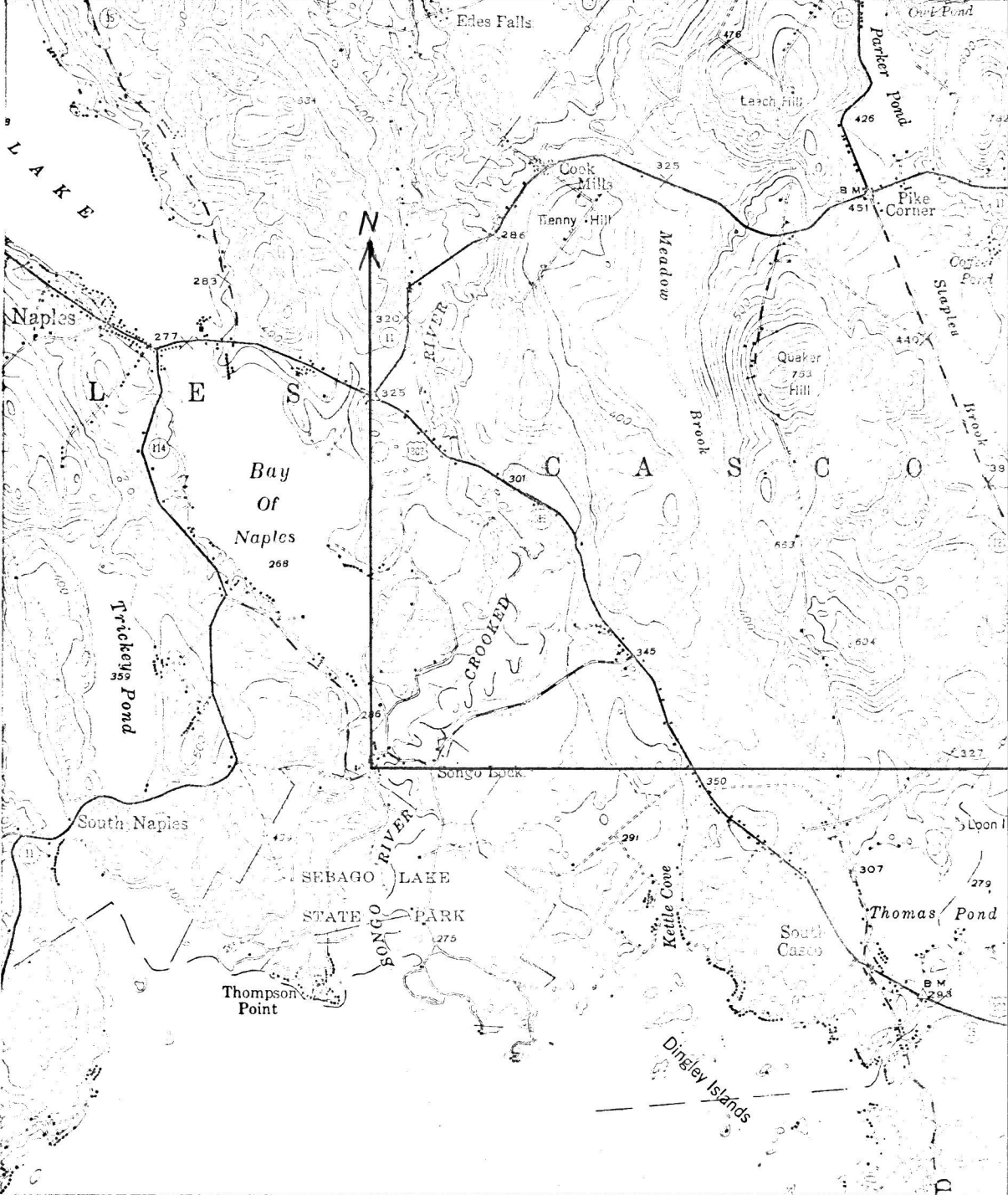
UNITED STATES
OF THE ARMY
ENGINEERS

MAINE
SEBAGO LAKE QUADRANGLE
15-MINUTE SERIES



6872 II (Norway) NORWAY 21 MI. HARRISON 9 MI. 372

AUBURN 26 MI. CASCO 6.5 MI. 70





STATE PARK & RECREATION COMMISSION

State Office Building
Augusta, Maine 04330

December 24, 1969

AREA CODE 207
289-3821

LAWRENCE STUART
DIRECTOR

Dr. William J. Murtagh
Keeper of the National Register
United States Department of the Interior
National Park Service
Office of Archeology and Historic Preservation
801 19th Street, N. W.
Washington, D. C. 20006

Re: Advance nomination of State owned
properties to the National Register

Dear Dr. Murtagh:

In reading the National Register Newsletter Volume II --- No. 7 we have been alerted to your call for advance nominations of State owned properties. We wish to take advantage of this for the following:

1. Montpelier - Home of General Henry Knox of Revolutionary War fame. Thomaston, Knox County, Maine.
2. Eagle Island - Home of Admiral Robert E. Peary, discoverer of the North Pole, Harpswell, Cumberland County, Maine.
3. ~~Songe Lock~~ - Only remaining operable section of the Cumberland-Oxford Canal built in 1832, Naples, Cumberland County, Maine.
4. Popham Colony - Site of the 1607 attempt at English settlement by George Popham and Raleigh Gilbert, Popham Beach, Sagadahoc County, Maine.

Ten covered bridges - wooden structures

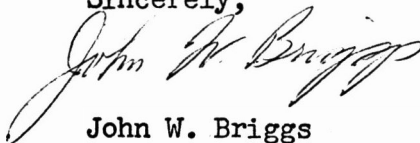
5. Babb's Bridge - Cane Road, Gorham and River Road, Windham, Cumberland County (005) Maine (18). Built in 1840, it crosses the Presumpscot River.
6. Bennett Bridge - Lincoln Plantation, Oxford County (017) Maine (18). Built in 1901 it crosses the Magalloway River.
7. Hemlock Bridge - Fryeburg, Oxford County (017) Maine (18). Built in 1857, it crosses the Saco River.

8. Robyville Bridge - Corinth, Penobscot County (019) Maine (18). Built in 1876, it crosses the Kenduskeag Stream.
9. Lovejoy Bridge - South Andover, Oxford County (017) Maine (18). Built in 1868 it crosses the Ellis River.
10. Lowe's Bridge - Routes 15 and 16 Sangerville and Guilford, Piscataquis County (021) Maine (18). Built in 1857 it crosses the Piscataquis River.
11. Morse Bridge - once located on Valley Avenue in Bangor over the Kenduskeag stream was dismantled in 1961. It has since been re-assembled down stream at Coe Park. Bangor, Penobscot County (019) Maine (18). It is the largest covered bridge in Maine (212 feet in length) and was built in 1882.
12. Porter-Parsonfield Bridge - Porter, York County (031) and Parsonfield, Oxford County (017) Maine (18). Built in 1858 it crosses the Ossipee River.
13. Sunday River Bridge - Newry, Oxford County (017) Maine (18). Built in 1872 it crosses the Sunday River.
14. Watson Settlement Bridge - Littleton, Aroostook County (003) Maine (18). Built in 1911 it crosses the Meduxnekeag Stream.

We are most mindful of your need for original maps which should accompany nomination forms. May we please take a liberty at this time in respect to maps for the locations of the above listed properties on these advance nominations. We have prepared the actual U.S.G.S. topographic maps. We wish to retain them in our files until the actual separate nominations for the properties are completed for your review and/or not approval. We are then making Xerox copies of our maps which are enclosed for each property location. The original maps will accompany the actual nomination forms at a later date.

Thank you.

Sincerely,



John W. Briggs
Historian

I hereby certify that this property is included in the
National Register.



Ernest Allen Gurnully
Chief, Office of Archeology and Historic Preservation

properties have been reviewed and approved for
Committee for Historic Sites of the State Park
and this is certified by me.

FEB 16 1970

Date _____

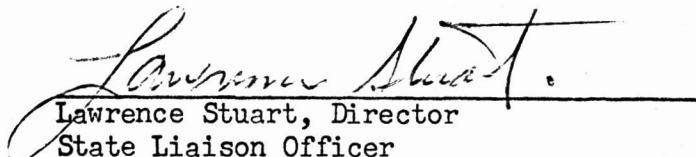
ATTEST:



William J. Mustagh
Keeper of The National Register

FEB 11 1970

Date _____



Lawrence Stuart, Director
State Liaison Officer



STATE PARK & RECREATION COMMISSION

State Office Building
Augusta, Maine 04330

January 13, 1970

AREA CODE 207
289-3821

LAWRENCE STUART
DIRECTOR

Mr. Robert S. Gamble, Historian
United States Department of the Interior
National Park Service
801 19th Street, N. W.
Washington, D. C. 20006

Re: State Owned Properties Advance
Nominations

Dear Mr. Gamble:

This letter and the information which follows will attempt to provide the needed clarifications for the locations of 14 state owned properties which were named in the advance nomination of December 24, 1969.

1. Montpelier: Home of General Henry Knox - Thomaston, Knox County, Maine, 013. This building is located on Route 131 approximately one mile from the center of the village proper of Thomaston. Route 131 is a road which leaves U. S. Route 1 three quarters of a mile north of Thomaston's village proper. Montpelier lies on a plot of land on the inland side of Route 131 one quarter of a mile from U. S. Route 1.

2. Eagle Island, Harpswell, Cumberland County, 005, Home of Admiral Robert E. Peary. This island is located in the Casco Bay region of Maine's coast. The island lies 1 4/5 miles S.S.E. of Bailey Island, and 15 miles N. N. E. of Portland, Maine.

3. Songo Lock - of the Cumberland-Oxford Canal built in 1832, Naples, Cumberland County, 005. This section of the old canal system is located on the Songo River, which flows between Sebago Lake and Long Lake. This point on the Songo River lies 3 miles E.S.E. of the village of Naples on a side country road which leaves Route 114, 2 miles south of Naples. It is then 1 mile from the Route 114.

4. Popham Colony - site of the 1607 English settlement, Popham Beach, Sagadahoc County 023. This site is located adjacent to the present Fort Popham built in 1861. This point of land a beach area is at the mouth of the Kennebec River or the west side of the river. This lies some 5 1/4 miles due south of Brunswick, Maine on Route 209 at the very end of this State road, Route 209.

Ten Covered Bridges - Wooden Structures

5. Babb's Bridge-Cane Road, Gorham and River Road, Windham, Cumberland County 005. This bridge crosses the Presumpscott River 2 miles north of South Windham Village and 6 1/2 miles northeast of Gorham and again 10 miles northwest of Portland, Maine.

FEB 16 1970

H34-ER

BASIC FILE RETAINED IN HR

Hon. Margaret Chase Smith
United States Senate
Washington, D. C.

Dear Senator Smith:

We are pleased to inform you that the historic properties listed on the enclosure have been nominated by the officer appointed by the Governor for the implementation of the National Historic Preservation Program in Maine and have been entered into the "National Register of Historic Places." Senator Edmund S. Muskie and appropriate Representatives have also been provided with this information. A leaflet explaining the National Register is enclosed.

Sincerely yours,

/S/ Ernest Allen Connally

Ernest Allen Connally
Chief, Office of Archeology
and Historic Preservation

Enclosures

Entered in the National Register

FEB 16 1970

cc:

Mr. Lawrence Stuart, Director, State Park and Recreation Commission,
State Office Building, Augusta, Maine 04330

Duplicate letters sent to:
Hon. Edmund S. Muskie
Hon. William Dodd Hathaway

Hon. Peter N. Kyros

cc: Regional Director, Northeast Region
LL-Mr. Melvin
T-Mr. Butterfield
HR
RGamble:mm
2/12/70

H34-HR

Properties added to the National Register of Historical Places

MAINE

Montpelier	Knox County, Maine
Eagle Island	Cumberland County, Maine
Songo Lock	Cumberland County, Maine
Popham Colony	Sagadahoc County, Maine
Babb's Bridge	Cumberland County, Maine
Bennett Bridge	Oxford County, Maine
Hemlock Bridge	Oxford County, Maine
Robyville Bridge	Penobscot County, Maine
Lovejoy Bridge	Oxford County, Maine
Lowe's Bridge	Piscataquis County, Maine
Morse Bridge	Penobscot County, Maine
Porter-Parsonfield Bridge	York County and Oxford County, Maine
Sunday River Bridge	Oxford County
Watson Settlement Bridge	Aroostook County, Maine

C. F. Austin

1940 Commonwealth Boston, Massachusetts 02135

Sept. 16, 1970

Public Relations Office
U.S. Department of the Interior
C St. N.W. Washington. D.C.

Gentlemen:

Your department's including on your Register of Historic Places of Songo Lock in Maine has just been learned.

I have been working on manuscript of an article dealing with Songo River and its lock making possible the trip by boat from Sebago Lake on thru to Long Lake. I am slanting this free lance article for junior or young teen age readers.

Previously published articles on Maine subjects, ^{I have written} have included different nature-scenic- and geological backgrounds. I have quite a bit on the early Songo Lock - the 1823 stone and wood first lock, and I have a few notes of the was it 1912? ~~the~~ ~~the~~ concrete and metal lock.

I would appreciate very much any details you might be able to add. Has there been a replacement lock since that early 1900 date? Is the lift approx. the seven foot amount it was? The steamer used then could take several hundred passengers -- but I suppose smaller scale used now. I have read somewhere that a new boat for the Sebago-Long Lake via Songo has been built and in use. Would you happen to know who or what organization has that new boat.

I am taping coins, thinking it might be easier if any data could be Zerox copied, or do you have available any descriptive material.

With the possibilities of the up-dating points of your official recognition of Songo Lock and the new boat I might find it wise to divide my manuscript ideas to include one on general adult reader viewpoint. Would you be able to suggest any possible source for photos, or map suitable to illustrate an article.

By the way, tho a good many years ago, we lived in Maine -- all that Long Lake Sebago area a favorite scene, and I clearly recall the circle route that went around Sebago, followed the Songo along roads almost as winding as the river, and then reached Bay of Naples. We also were familiar with Long Lake on to Harrison, as well as the other roads to Fryeburg, and all along the Saco river up to its Crawford Notch source.

Thank you.

Very truly yours,

Caroline F. Austin

Caroline F. Austin

SEP 28 1970

H34-HR

OCT 5 1970

Maine

Miss Caroline F. Austin
1940 Commonwealth
Boston, Massachusetts 02135

Dear Miss Austin:

Thank you for your recent inquiry concerning the placement of Songo Lock in Maine on the National Register of Historic Places, which was referred to this office for reply.

Enclosed is a brochure describing the National Register program, which we trust will be of interest to you. Unfortunately, this folder does not explain the situation with Songo Lock. Normally, a State Liaison Officer, who is responsible for nominating properties within his State, submits a standard form containing the sort of information you desire. Several months ago, however, we accepted State owned properties of historical significance as advance nominations, without requiring detailed information. This was done to build up the National Register and to afford these properties the protection of Section 106 of Public Law 89-665, described in the folder. The State Liaison Officers are required to submit information on such sites by May 1, 1971. We have not yet received the material on Songo Lock.

The State Liaison Officer in Maine is Mr. Lawrence Stuart, Director, State Park & Recreation Commission, State Office Building, Augusta, Maine 04330. We suggest you contact him for further information.

We are sorry not to be able to honor your request, but wish you well in your efforts. We are returning the coins enclosed with your letter. Had we had the information, there would not have been any charge for its reproduction.

Sincerely yours,

(Signed)

S. Allen Chambers, Jr.
Architectural Historian

Enclosure

cc: Mr. Lawrence Stuart, Director, State Park & Recreation Commission, State Park & Recreation Commission, State Office Building, Augusta, Maine 04330
w/cy. inc.

BASIC FILE RETAINED IN HR

10/2/70

cc: Director, Northeast Region w/cy. inc.

T-w/cy. inc.

SAC Chambers:mm

HR

ON Reg

means
6/29/72
means
5/15/72

JUN 29 1972

Mullen
5/19/72

H34-HR

Mr. Lawrence Stuart
Director
State Park & Recreation Commission
State Office Building
Augusta, Maine 04330

Dear Mr. Stuart:

We are regretfully returning your nomination form for Songo Lock in Naples, Maine. Our staff has raised the question of the historical integrity of the property since it has been altered and rebuilt. We also questioned the expediency of nominating a single lock rather than the entire canal or larger portions of it.

We asked Charles Parrott of the Historic American Engineering Record to review the nomination. He concluded his analysis by saying, "As a regional commercial and transportational monument, the lock has real significance--but only within the larger framework of the entire Cumberland and Oxford Canal. The categorical classification of a route, considering the entire canal, may be somewhat unique, but this would seem to be the correct classification. The entire canal should be surveyed--it is quite possible some very fine stone work may remain in the (dewatered?) lower locks--and the nominations resubmitted giving the total picture of the physical remains of the canal. However, this is complicated by the canal being essentially two parts--the upper portion of one lock in a canalized river, and the lower portion of 28 locks in a separate channel--separated by a large lake. Even so, the nomination should not center its physical case on the Songo Lock, but rather the remains of the entire canal while concentrating on the canal's regional, commercial and transportational significance."

The Register staff are inclined to agree with Mr. Parrott as an I. May I therefore suggest that consideration be given to nominating the canal for its commercial and transportation significance with perhaps particular emphasis given to Songo Lock unless, of course, you can give greater justification than you already have for the point of view taken on the enclosed nomination.

If you have any comments or concerns regarding this suggestion, we would be glad to discuss them with you.

Sincerely yours,

William J. Murtagh (Sgd.)

William J. Murtagh
Keeper of the National
Register

Enclosure

cc:
Director, Northeast Region

I - Mr. Winge

HR -

BASIC FILE RETAINED IN HR

MMeans:jlj:5/8/72

TELEGRAPHIC MESSAGE

NAME OF AGENCY	PRECEDENCE ACTION: INFO:	SECURITY CLASSIFICATION
ACCOUNTING CLASSIFICATION	DATE PREPARED	TYPE OF MESSAGE <input type="checkbox"/> SINGLE <input type="checkbox"/> BOOK <input type="checkbox"/> MULTIPLE-ADDRESS
FOR INFORMATION CALL		
NAME	PHONE NUMBER	

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO:

THIS XEROXED NOMINATION FORM IS A COPY PROVIDED BY THE STATE TO REPLACE THE ORIGINAL WHICH WAS MISSING FROM OUR FILES.

Alice Crangon

3-1-85

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