

VLR-9/9/69 NRHP-8/26/71

1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: VIRGINIA	
COUNTY: HENRICO- Richmond (in cit.)	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME	
COMMON:	James River and Kanawha Canal Historic District: From Ship Locks to
AND/OR HISTORIC:	Bosher's Dam
James River and Kanawha Canal Historic District: From Ship Locks to	

2. LOCATION	
Bosher's Dam	
STREET AND NUMBER: SEE CONTINUATION SHEET	
CITY OR TOWN: Richmond	
STATE: Virginia	CODE 51
COUNTY: Henrico-Richmond (in cit.)	CODE 087 & 760

3. CLASSIFICATION			
CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input 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) _____ _____

4. OWNER OF PROPERTY	
OWNER'S NAME: Various public and private owners, including Richmond Metropolitan Authority and Chesapeake and Ohio Railroad.	
STREET AND NUMBER: Mical Building	
CITY OR TOWN: Richmond	STATE: Virginia
	CODE 51

5. LOCATION OF LEGAL DESCRIPTION	
COURTHOUSE, REGISTRY OF DEEDS, ETC. Richmond City Hall and Henrico County Court House	
STREET AND NUMBER: Tenth and Broad Streets and Main and 20th Streets	
CITY OR TOWN: Richmond	STATE: Virginia
	CODE 51

6. REPRESENTATION IN EXISTING SURVEYS	
TITLE OF SURVEY: Historic American Buildings Survey - Photo-Data Study	
DATE OF SURVEY: 1969	<input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS: Historic American Buildings Survey	
STREET AND NUMBER: 801 Nineteenth Street, Northwest	
CITY OR TOWN: Washington	STATE: District of Columbia
	CODE 11

SEE INSTRUCTIONS

 STATE: VIRGINIA  
 COUNTY: HENRICO - Richmond (in cit.)  
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## 7. DESCRIPTION

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

## DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The District extends from the Ship Lock at the foot of Peach Street in Richmond westward to the intersection of an extension of Sleepy Hollow Road and the C & O Railroad tracks in Henrico County. This linear district consists of the earthen excavations that comprise the greater part of the canal system as well as the stone locks, bridges, culverts, basins, tow paths and other related objects. The following is a listing of these features:

The Ship Lock: at the foot of Peach Street.

Shockoe Creek Aqueduct, (destroyed or covered), at the foot of 16th Street extended.

The Tidewater Connection:

Lock numbers one through five  
 13th Street stone bridge over canal  
 12th Street stone bridge abutments over canal  
 11th Street stone bridge abutments over canal  
 10th Street stone bridge abutments over canal  
 Walls around the basin at 12th and Byrd Streets

The Richmond Basin, bounded by 8th, 12th, Cary and Canal Streets;  
 position for C & O Railroad mileposts: mile 0.0

Basin below Gamble's Hill, mile 0.6

Stone tunnel under canal at Hollywood Cemetery, mile 1.23

Canal arm through Maymont Garden, mile 2.55

Three-mile Locks, mile 3.1-3.5:

Pumphouse and Raceway, mile 3.1  
 Lock number one of the First Grand Division, mile 3.1  
 Lock number two of the First Grand Division, mile 3.3  
 (First Grand Division was from Richmond to Lynchburg)  
 The Lower Arch at Grant's Dam, mile 3.3, head of earliest canal into Richmond.

Widewater, mile 3.6-3.9

Five-mile Locks, mile 5.3-5.5:

Lock number three of the First Grand Division, mile 5.4  
 The canal went around Dead Man's Hill originally; the present canal is in a recent railway cut. An inscription on the original canal cut reads, "ADAMS & McVEE/ ANNO 1823."  
 Richmond Dam, mile 5.5, at head of the original canal around the rapids at Westham, now diverting river water into a recent canal leading to the Richmond settling basins.

River Lock from canal to river, mile 6.15

SEE INSTRUCTIONS

B. 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)			
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 checked="" type="checkbox"/> Other (Specify) History
<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 checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Social/Humanitarian	
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Theater	
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<input checked="" type="checkbox"/> Transportation	
<input type="checkbox"/> Communications	<input type="checkbox"/> Military		
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music		
STATEMENT OF SIGNIFICANCE			
<p>George Washington, that Tidewater man so familiar with the needs and potential of the west, strongly advocated the cause of developing the navigation of the James River, with the ultimate hope of connecting the headwaters of the eastward-flowing James with the westward-flowing Kanawha Rivers. According to John Marshall, a biographer of Washington's and himself a supporter of the improvement, Washington seized the opportunity provided by his triumphal visit to Richmond in the company of Lafayette, to "conquer those objections to the plan which yet lingered in the bosoms of those who could perceive in it no advantages to compensate for the present expense."</p> <p>The James River Company was chartered in 1785 with George Washington serving as honorary President for the purpose of improving navigation on the James from Richmond to Botetourt County, a distance of approximately 200 miles. The Company's success in keeping the river and several of its branches free of obstructions contributed markedly to the development of Southside and the Central Piedmont region. Navigation of the James was "better than any other Atlantic river above the falls," Secretary Albert Gallatin reported to the United States Senate in 1808.</p> <p>The company also completed the first "Tidewater Connection" through the construction of a canal which, bypassing the falls above Richmond, connected the upper and lower James River. In 1820, the Commonwealth -- already a large shareholder -- bought the charter of the James River Company. During the period of State operation, the company entirely reconstructed the canal from Richmond to Westham and extended it to Goochland County, constructed the Balcony Falls Canal through a gap in the Blue Ridge, improved navigation on the Great Kanawha River in western Virginia, and developed the Kanawha Turnpike over the Alleghany Mountains.</p> <p>During the fifty years of its corporate existence, the James River Company remained essentially a river improvement company. As such, it was a financial success and contributed to the economic well-being of the James River Valley. The canal at Richmond which permitted bateaux traffic to continue beyond the fall-line, and the trans-Alleghany turnpike which went some way to tying western Virginia to the east, were classic examples of internal improvements being made throughout America during the early-nineteenth century. But Virginians since George Washington had called for more effective use of the James-Kanawha gateway and during the ante-bellum period these voices were joined by others committed to further improvement of the James River itself.</p>			

# 9. MAJOR BIBLIOGRAPHICAL REFERENCES

Baughy, George W., "Canal Reminiscences -- Recollections of Travel on the J. R. & K. Canal," The Old Virginia Gentleman and Other Sketches (New York, 1910).

Church, Randolph W., "John Ballendine," Virginia Cavalcade, Spring 1959, Vol. VIII, No. 4, p.39.

Dabney, Virginius, "George Washington's Railroad," Virginia Cavalcade, Vol. 10 (Summer, 1960), pp. 11-18.

Dunnaway, Wayland Fuller, History of the James River and Kanawha Company, (New York, 1922).

(cont.)

# 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	Degrees Minutes Seconds	
NW	37° 33' 58"	77° 35' 08"		° ' "	° ' "	
NE	37° 33' 58"	77° 25' 13"				
SE	37° 31' 28"	77° 25' 13"				
SW	37° 31' 28"	77° 35' 08"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 138 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:	
Tucker H. Hill, Architectural Historian; William Trout, Independent Historian	
ORGANIZATION	DATE
Virginia Historic Landmarks Commission	June 23, 1971
STREET AND NUMBER:	
Room 1116, Ninth Street Office Building	
CITY OR TOWN	STATE
Richmond	Virginia
	CODE
	51

# 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

James W. Moody, Jr., Director  
Virginia Historic Landmarks Commission

Date

6/30/71; 7/6/71

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**

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STATE Virginia	
COUNTY Henrico - Richmond (in cit.)	
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2. The James River and Kanawha Canal Historic District comprises the present and original sites of the James River and Kanawha Canal and canal towpath including a boundary of twenty-five feet to either side of these two features as located between the intersection of the C & O Railroad track and Sleepy Hollow Road extended on the west and the Ship Locks located at the base of Peach Street extended on the east. This District includes all features and objects specified in the description.

7. Culvert, mile 6.5, only north end remaining.

**Nine-mile Locks, mile 9.2-9.5:**

Feeder canal from pond formed by Boshers' Dam

Guard Lock site, mile 9.2; the materials from the guard lock have been rebuilt as a sluice gate.

Boshers' Dam, mile 9.2

Lock number four of the First Grand Division, mile 9.2; modern dwelling on presumed lock house site.

Lock number five of the First Grand Division, mile 9.4, either destroyed or covered up.

Lock number six of the First Grand Division, mile 9.5, also has disappeared.

Canal culvert, mile 9.5

(Nine-mile Locks lifted boats to an 18 mile level along the present route of the C & O Railroad to a lock and dam at Maiden's Adventure, mile 27.5)

Extension of Sleepy Hollow Road to intersection with Canal route and railway, mile 9.5

The canal locks are composed mainly of granite ashlar with a low-relief chiseled surface; the blocks average about sixteen inches high and range up to seventy-nine inches in length. The capping ranges greatly in length but averages twelve inches high and thirty-six inches deep. The blocks are cut in an ogive curve at the gate recesses in order to hold the gates in place against the water pressure, and the curving corner of the wall at the juncture of the locks, and the turning basin are semi-circular blocks used to ease the boats in and out of the narrow passages safely. The arched bridge at Thirteenth Street (1860) is much less precise in the stonework consisting of rough hewn blocks and voussoirs set somewhat unevenly in the mortar.

The 1883 Pumphouse replaced an earlier one which pumped water to the reservoir above. The two story stone building consists of a long central block with flanking cross pavilions which project slightly at either end of the long facades. The basement area once housed the pumping machinery and the large open room above was used for many of the city's social events. Offices and twin curving stairs flank these two large rooms. Details of this structure include a slate roof with iron cresting and reinforced concrete window arcade on both sides of the social hall.

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VIRGINIA	
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RICHMOND (in cit.)	
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8.

In 1835, with the incorporation of the James River and Kanawha Company, the canal era proper of Virginia history begins. This successor to the James River Company completed a canal along the James from Richmond to Lynchburg (the First Division, opened to traffic in 1840), and thence to Buchanan (the Second Division, completed eleven years later). The ninety locks from Richmond to Buchanan had a total lift of 728 feet. By the 1850's, the main works along the canal, including a connection with Lexington and the Rivanna River Connection, were completed. The James River system was what rivers had always been in Virginia prior to the railroads: the main means for transportation and communication.

While the James River and Kanawha Company built its canal system, it was also developing a reliable water route to the lower James at Richmond. By 1854 the Tidewater Connection was essentially complete and consisted of five great stone locks which formed a flight of water stairs enabling the larger river boats to pass into tidewater. The canal company also reconstructed the docking facilities at Rocketts, Richmond's dock area at the head of Tidewater navigation on the James. These facilities were purchased in 1841 from the Richmond Dock Company.

George Bagby and other contemporaries have recorded their impressions of the effect which the canal had on the growth of Lynchburg. At Richmond, the docking facilities, together with the Tidewater Connection certainly contributed to the late-ante-bellum rise of the port, and incidently, helped to keep the James River and Kanawha Company solvent. The demise of the company--inevitable once the railroads had proven themselves--was hastened by the decision to proceed with plans for the inordinately expensive third division of the canal, from Buchanan to Covington at the base of the Alleghanies.

The profits of the canal and docking operations of the company were largely wasted on the new construction. Then followed the War Between the States and the consequent destruction and deterioration of canal works. "And now the canal, after a fair and costly trial, is to give away to the rail," George Bagby wrote sometime after Appomattox,

"and I, in common with the great body of Virginians, am heartily glad of it. It has served its purpose well enough, perhaps, for its day and generation. The world has passed it by....The dream of the great canal to the Ohio...must be abandoned along with other dreams."

In 1880 the canal system was sold to the Alleghany Railroad Company, and tracks (at present, the James River Division of the Chesapeake and Ohio) were laid on the towpath, thus preventing canalboat traffic.

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7.

The canals were a major engineering feat with considerable historical value. The care taken by the stone mason in chiseling the rough finish of the stone blocks of the walls and the precise fit of the fine ashlar stonework justify the canal company's reference to the locks as "works of art." The range of local interest in the canals is illustrated, on the one hand, by the plans of Reynolds Metals Company to incorporate the two lower locks of the Tidewater Connection into their new plant, and on the other, with the threatened demolition of the three upper locks of the Connection by the Richmond Metropolitan Authority's expressway.

9.

Goodrich, Carter, Government Promotion of American Canals and Railroads 1800-1890, Columbia University Press, 1960, pp. 87-101.  
Mordecai, Samuel, Richmond in By-Gone Days (Richmond, 1946).  
Teal, J. E. . and Armitage, Laura E., "Chesapeake and Ohio Railway Company", The James River Valley (Richmond, 1950), pp.715-733.  
Trout, William, "A Short History of the Tidewater Connection," unpublished mss. (May, 1968).

U.S.G.S. 7 1/2' quadrangles (Scale: 1:24,000)  
 Richmond, Va. 1964      Len Air, Va. 1964  
 JAMES RIVER AND KANAWHA CANAL HISTORIC  
 DISTRICT: FROM SHIP LOCKS TO BOSHER'S DAM

	Latitude	Longitude
NW	37° 33' 58"	77° 35' 08"
NE	37° 33' 58"	77° 25' 13"
SE	37° 31' 28"	77° 25' 13"
SW	37° 31' 28"	77° 35' 08"









