

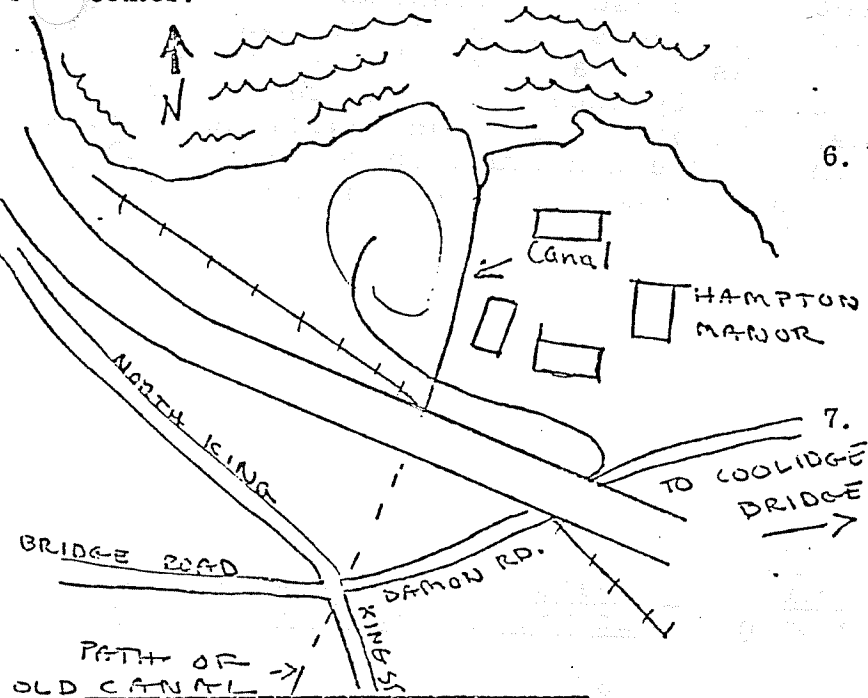
In Area no.	Form no. <u>141</u>
	<u>187-3</u>

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston



Northampton
 on North of Northampton at Honey
 on Connecticut River
 (s) Lane Construction Company
 Meriden, Connecticut
 ch:
 ed _____ Initiated x Possible _____
 available for investigation? Yes
 ated time needed for research _____
 al period:
 istic-Aboriginal
 leoindian _____

5. Map. Sketch site location in relation to nearest cross streets, structures, other buildings, natural features. Indicate north and note approximate distance from town center.



- Chaic _____
- Woodland-Ceramic _____
- Unknown _____
- Historic _____
- Aboriginal-contact _____
- European _____
- Colonial _____
- Modern x

6. Value: Importance:
 Permanent _____ Known x
 National x Unknown _____
 State x
 Local x
 Transitory _____

7. Historical significance -- use reverse side of form

DO NOT WRITE IN THIS SPACE
 USGS Quadrant _____
 MAS no. _____

8. Recorded by C. Keith Wilbur, M.D.
 Organization Northampton Historical Society & Historical Commission
 Date _____

(over)

November 26, 1974

- 9. Historical significance. Include explanation of cultural period; value (assign permanent value to sites that might be reconstructed for teaching purposes; transitory value applies to prehistoric sites now in the process of, or needing, excavation); importance (such as association with important persons or events).

The New Haven and Northampton Canal was completed to the Connecticut River in 1835. It was an amazing feat of engineering: the eighty mile trip had 60 locks along the way. The average depth was four feet. Aqueducts carried the canal over natural waterways. By horse-drawn canal boats, the journey took about 24 hours.

Begun with high hopes and much local capital, the canal had failed by 1847. Spring freshets, droughts, beavers and the opening of the railroad contributed to its downfall. Its life span corresponded to the nationwide canal-building epidemic which began shortly following the completion of the Erie Canal in 1825. In some Jacksonian capitalist canal schemes the public sector invested as heavily as the private; the canals were impractical in the northeast where winter weather conditions shortened the season and were soon eclipsed by the growing railroad network which was less dependent on mild climate and flat land surfaces.

The end of this remarkable manmade water route was at a bend in the Connecticut River, known as the Honey Pot. Several lock remains are evident, as well as filling ponds, tow paths, watering hole and storehouse foundation.

The Northampton Bicentennial and Historical Commissions hoped to have the site—purchase or gift—for restoration. Although Lane Construction Company of Meriden, Connecticut has refused to consider public ownership, it is felt important that the site be saved. Many artifacts—surface finds—have been located. As soon as possible, an archeological dig is planned. The site is relatively untouched, and certainly of permanent and transitory value. The presence of an apartment complex to the east and the encroachment of the construction company on the west point to probable destruction of the site over the next decade.

- 10. Bibliography, references and/or documentation.

Hurd, James, Canal Report, 1826.

Harte, Charles Rufus, Connecticut's Canals Reprinted from the 54th Annual Report of the Connecticut Society of Civil Engineers, March 16, 1938.

Map-Plan of the City of Northampton, 1831

Manning, Alice, The Impossible Dream: Northampton as a Seaport and Port of Entry. Daily Hampshire Gazette April 30, 1968

Donovan, William P. The New Haven and Northampton Canal Chapter Ten The Northampton Book Alan S. Browne, Inc. Brattleboro, Vt. 1954