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**ADDISON MOFFAT SCOTT PAPERS**

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Scope and Content: Charleston, West Virginia, engineer. Papers relate to the construction and improvement of navigation on the Great Kanawha River with the first system of locks and dams. Includes bid proposals and specifications for the construction of locks, dams, and buildings.

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## **BIOGRAPHY OF ADDISON M. SCOTT**

The following life-sketch of Addison M. Scott appeared in the Charleston Gazette, April 28, 1927, the day after Mr. Scott's death.

Captain Addison M. Scott, civil engineer of high standing, successful Charleston businessman and leading citizen, died yesterday morning at Orlando, Florida, where he had made his home for the past few years. His death came after a slow but general decline and was not unexpected by his friends. No details of his death have been received here last night, but a telegram from Mrs. Scott to Professor S. Laidley, a close friend, conveyed the information that the body will be taken to Portland, New York, for interment.

While Captain Scott was successful in a number of businesses here, his outstanding work was the erection of all the movable locks and dams on the Great Kanawha river, 38 years ago, of which work he had full charge as resident or local engineer. He was highly commended for his success in this work by the United States government and was widely known and universally highly regarded by hundreds of river men.

Addison M. Scott was the son of Chauncey L. Scott, a New York farmer. He was born in the town of Dryden, Tompkins County, New York, February 20, 1843. He was of mixed Scotch-Irish and English ancestry. His mother, Margaret L. Moffat, was a daughter of Samuel Moffat, a man of considerable prominence in the early history of Dryden, New York.

Captain Scott during his boyhood worked on his father's farm near Dryden and went to the district school. At about 16 and for several years thereafter he attended the Ithaca, New York, Academy, directing his studies in large part to mathematics and surveying. While attending the academy he generally taught school during the winters.

In the spring of 1866 he made a trip to the Northwest and at St. Paul joined a party of then organizing there under General G. K. Warren, of the United States Corps of Engineers, for a survey of the upper Mississippi river. Upon the disbanding of this party at St. Paul late in 1866, Mr. Scott returned home and renewed his studies at the Ithaca Academy.

While at school in the fall of 1867 General Warren offered the young man a position as assistant engineer on the improvement of the upper Mississippi, then getting under way. The position he is said to have accepted with much hesitation, as it broke in on his plan to study, which included a course at college. He remained on the Mississippi work for several years. The latter three years of the time he was employed as assistant engineer on the construction of a large railroad and highway bridge built by the United States across the Mississippi River at Rock Island and Davenport. He was on this work from the first survey for the location of the bridge until its completion in the spring of 1873. On the

completion of the bridge General Warren, who had been transferred to the East with headquarters at Newport, Rhode Island, tendered Mr. Scott a position under him there. This would have been accepted, it has been said, but for another and what appeared a more promising offer, made about the same time.

In that year the United States government undertook the improvement of the Great Kanawha River, which was in the Ohio River department, then in charge of Colonel William E. Merrill, with headquarters at Cincinnati, Ohio, and Captain Scott was placed in local charge as resident engineer. Through the several changes that took place in the organization of the river improvement force, Captain Scott was continuously retained in his position as chief assistant or resident engineer.

During his long service he devoted himself with persevering zeal and energy to the duties of his professional position, mastering thoroughly the theory and practical details of the Chanoine moveable dams which the government adopted in the improvement of the Great Kanawha River. The first moveable dams in America were built in this river.

To all his subordinates Captain Scott was always courteous and kind, winning their respect and esteem, while he himself possessed the unbounded confidence and high regard of his superior officers. In his profession he achieved an enviable reputation for capacity, skill and executive ability. In his general intercourse with the public Captain Scott was a modest, unassuming, courteous gentleman. He was accurate, prompt and thoroughly reliable in all business engagements and transactions.

Captain Scott remained in local charge of the Great Kanawha River improvement until the fall of 1901, when he resigned, making a continuous service of over 28 years on that work and 34 years as civil engineer in the United States Corps of Engineers.

A tribute to the professional service of Captain Scott was paid him by his superior officer, General William P. Craighill, under whom he served for 21 years and who finally became Chief of Engineers of the United States Army. In an article on the Kanawha improvement that appeared in the Engineering Record of June 17, 1899, General Craighill said:

“I desire also to call attention in the most emphatic way to a member of the American Society of Civil Engineers, who has for more than 25 years been connected with this important improvement which has been most successful from commercial as an engineering standpoint. I refer to A. M. Scott, who was principle engineer on this work when I took charge of it for the United States in 1874; he has remained on it up to the present time when it is completed. The conduct of the work has been most economical, wise and excellent in every way. Mr. Scott has exhibited an unusual degree of skill as a designing and constructing engineer in dealing with the many perplexing problems which have presented themselves for solution in its progress. To him alone is due, more than any other person, the success of this work. I say what I know, and it gives me sincere

pleasure thus to bear record to the merit of a most faithful and deserving man.”

Mr. Scott continued to make Charleston his home after giving up active work in the river improvement. He had faith in the future of the Valley from the first and proved it by early and judicious investment of his savings in real estate here until he became one of the largest single owners of business and other real estate. For several years he occupied a magnificent home at the corner of Virginia street and Ruffner avenue.

Mr. Scott was a member of the American Society of Civil Engineers, served as vice president of the Charleston Chamber of Commerce, was a Mason of long standing--past High Priest of Royal Arch Masons and past Eminent Commander of Knights Templar of the Charleston Commandery. He was identified with the Kanawha Presbyterian church and served as a member of its board of trustees.

Mr. Scott was married in 1907 to Miss Florence L. Jeroloman, a daughter of Judge John Jeroloman, of New York City. He was a member of the Democratic party and though never active in politics, took a keen interest in all public matters.

## **ADDISON M. SCOTT PAPERS**

### **I. Great Kanawha River Improvement, West Virginia**

#### **Bx 1 Diaries and Weather Records, 1911-1924**

Bk 1 Diary and Weather Record Book, 1911-1920

Bk 2 Diary and Weather Record Book, 1921-1924

#### **Bx 2 Reports, Tables, and Studies, 1838-1892**

Fd 1 Distance and elevation table of the Great Kanawha River from Point Pleasant to Gauley Bridge, 1873.

Fd 2 List of Bench Marks on the Great Kanawha River, 1874.

Fd 3 Table showing fall of the Great Kanawha River from Lylcius Shoal to Cat-fish Shoal, 1838-1856/7.

Fd 4 Comparison of Water Levels, 1875-1876.

Fd 5 Great Kanawha River Discharge Tables, 1875-1876.

Fd 6 High water references at Charleston, WV, 1861-1897.

Fd 7 Tables showing arrangement of Dams and Locks on the Great Kanawha River, 1874-1876.

Fd 8 Report of Improvements on the Great Kanawha River, 1874.

Fd 9 Report of Improvements on the Great Kanawha River,

1884.

Fd 10 Report of Improvements on the Great Kanawha River,  
1886.

Fd 11 Report of Improvements on the Great Kanawha River,  
1888.

## **I. Great Kanawha River Improvement, West Virginia**

### **Bx 2 (cont'd)**

Fd 12 Report of Improvements on the Great Kanawha River,  
1898.

Fd 13 Report of Improvements on the Great Kanawha River, not  
dated. (Loose sheets)

Fd 14 Report on Operations on Red Horse Shoal, 1876.

Fd 15 Report on Senate Bill 1441 and Building of a Bridge over  
the Great Kanawha River, not dated.

Fd 16 Report on Materials Passed Through Lock #6, 1888.

Fd 17 Report of Rainfall at Locks #4 and 5, 1888.

Fd 18 Report of Point Pleasant Gauge, 1878-1883.

Fd 19 Report of Gauge Records at Lock #6, 1879-1884.

Fd 20 Report of Damage to Dam and Lock #5 by a Peel Splint  
Company barge, 1892.

Fd 21 Report and Description of Manual Operation for Winches,  
Lock Gates, etc., not dated.

Fd 22 Report of Cost Estimates for Channel Cribs, 2" to 13" deep,  
not dated.

Fd 23 Statement of Coal Shipped on the Great Kanawha River,  
1875-1898.



**Box 3 Miscellaneous Papers and Documents, 1887-1898**

- Fd 1 Notes on Traveling Expenses, 1887.
- Fd 2 Specifications of the Pennsylvania Railroad for Steel Castings, 1888.
- Fd 3 Report of G. W. G. Ferris Company on Steel Castings made for the Pennsylvania Steel Casting and Machine Company, 1895.

**I. Great Kanawha River Improvement, West Virginia**

**Box 3 (cont'd)**

- Fd 4 Notice to Steamboatmen on Headway under Charleston Bridge, 1892.
- Fd 5 Rules and Regulations of Navigation on the Great Kanawha River, 1893.
- Fd 6 Survey and Deed of Land Purchased from Mrs. E. G. Riggs, 1888.
- Fd 7 U.S. Corps of Engineers - Advertisement Form.
- Fd 8 Statement on the Voucher of Zimmerman, Truax, and Sheridan on the construction of Dam and Lock #9, 1898.
- Fd 9 Transcript of Addison Scott's testimony in the Zimmerman, Truax, and Sheridan construction case, not dated.
- Fd 10 Letter from Addison Scott to Lieutenant T. Turtle, concerning D. W. Dall and C. P. Dall, 1878.
- Fd 11 Drawings of Sluice Doors, not dated.

**Box 4 Dams and Locks, Numbers 2 through 5, 1873-1899**

- Fd 1 Proposal for Dams and Dikes on the Great Kanawha River, 1873.
- Fd 2 Dam and Lock #2 - Notes on time to fill Lock #2, 1883.

- Fd 3 Dam and Lock #2 - Proposal for Building Part of Lock, 1883.
- Fd 4 Dam and Lock #2 - Proposal for Building Lock House, 1883.
- Fd 5 Dam and Lock #2 - Proposal for Finishing Lock, 1884.
- Fd 6 Dam and Lock #2 - Proposal for Iron for Lock, 1885.

## I. Great Kanawha River Improvement

### Box 4 (cont'd)

- Fd 7 Dam and Lock #2 - Proposal for Building Dam and Abutment, 1886.
- Fd 8 Dam and Lock #2 - Proposal for Iron Work, 1887.
- Fd 9 Dam and Lock #2 - Proposal for Timber Gates of Lock, 1887.
- Fd 10 Dam and Lock #2 - Specifications for Finishing Lock House, 1888.
- Fd 11 Dam and Lock #2 - Estimates for Finishing the Lock House, 1888.
- Fd 12 Dam and Lock #2 - Proposal for Guard Cribs at Lock, 1888.
- Fd 13 Dams and Locks, Nos. 2, 3, 4, and 5 - Proposals for Building Dams Nos. 2, 3, 4, and 5, 1897.
- Fd 14 Dam and Lock #3 - List and Specifications of Iron for the Lock, 1881.
- Fd 15 Dam and Lock #3 - Bill for Timber Gates for Lock, 1881.
- Fd 16 Dams and Locks Nos. 3, 4, and 5 - Proposal for Building Lock Houses, 1899.
- Fd 17 Dams and Locks Nos. 3, 4, and 5 - Proposal for Building Lock Houses, 1899.
- Fd 18 Dams and Locks Nos. 3, 7, and 9 - Proposal for Iron Work for Locks, 1890.
- Fd 19 Dam and Lock #4 - Approximate estimate of quantities for Lock, not dated.
- Fd 20 Dam and Lock #4 - Proposal for Building Lock, 1875

Fd 21 Dam and Lock #4 - Bid and Agreement to Build Lock House, 1876.

## **I. Great Kanawha River Improvement**

### **Box 4 (cont'd)**

- Fd 22 Dam and Lock #4 - Proposal for Building Dam, 1877.
- Fd 23 Dam and Lock #4 - Proposal for the Iron Work of Dam, 1877.
- Fd 24 Dam and Lock #4 - Memorandum on Depths to Rock, 1878.
- Fd 25 Dam and Lock #4 - Memorandum on Nut and Washers for Lock Gates, 1879.
- Fd 26 Dam and Lock #4 - Estimate for Drift Bolts for Navigation Pass, 1879.
- Fd 27 Dam and Lock #4 - Bill for Timbers for Wickets, 1879.
- Fd 28 Dam and Lock #4 - List and Specifications of Irons for Lock Gates, 1880.
- Fd 29 Dam and Lock #4 - Specifications for Racks and Pinon Rods, etc., for Lock Gates, 1880.
- Fd 30 Dam and Lock #4 - List and Description of Principle Irons, 1880.
- Fd 31 Dams and Locks Nos. 4 and 5 - Specifications of Miter Sill Bolts for Locks, 1877.
- Fd 32 Dams and Locks Nos. 4 and 5 - Memorandum and Bill for Anchor Rods, etc., for Navigation Pass, 1877-1878.
- Fd 33 Dams and Locks Nos. 4 and 5 - Notes on Gearing to Raise Gates, 1879.
- Fd 34 Dams and Locks Nos. 4 and 5 - Memorandum on Chains required for Wickets and Trestles, 1879.
- Fd 35 Dams and Locks Nos. 4 and 5 - Description of Winches for Maneuvering Wickets, 1880.

## **I. Great Kanawha River Improvement**

### **Box 4 (cont'd)**

- Fd 36 Dams and Locks Nos. 4 and 5 - Memorandum on Chair Rollers and Attachments, 1880.
- Fd 37 Dams and Locks Nos. 4 and 5 - Memoranda on the Length of Planks, 1880.
- Fd 38 Dams and Locks Nos. 4 and 5 - Memorandum on the Planks required for Trestle Bridges, 1880.
- Fd 39 Dams and Locks Nos. 4 and 5 - Proposal for Proof Chain for Dams, 1880.
- Fd 40 Dam and Lock #5 - Memorandum on approximate quantities for Dam, not dated.
- Fd 41 Dam and Lock #5 - Bids and Specifications for the Office at Dam, 1875.
- Fd 42 Dam and Lock #5 - Triangulation notes at Lock, 1876.
- Fd 43 Dam and Lock #5 - Memo on Borings to Rock in Lock Chamber, 1876.
- Fd 44 Dam and Lock #5 - Memo on Soundings to Rock along outside of Crib below Abutment at Dam, 1877.
- Fd 45 Dam and Lock #5 - Proposal for Iron Work for Dam, 1877.
- Fd 46 Dam and Lock #5 - Proposal for Iron Gates for Lock, 1878.
- Fd 47 Dam and Lock #5 - Bill of Wedge and Small Bolts for weirs, 1879.

## **I. Great Kanawha River Improvement**

### **Box 5 Dams and Locks Nos. 6 to 8**

- Fd 1 Dam and Lock #6 - Proposal for building Lock, 1880.
- Fd 2 Dam and Lock #6 - Memo on U.S. Land at Dam, 1881.
- Fd 3 Dam and Lock #6 - Bill of 12x12 oak for Gate, 1881.
- Fd 4 Dam and Lock #6 - Notes on Height of Cofferdams, 1881.
- Fd 5 Dam and Lock #6 - Classification of Concrete used at Under Wall, 1882.
- Fd 6 Dam and Lock #6 - Requisition for Iron for Lock, 1882.
- Fd 7 Dam and Lock #6 - Report of Construction of Lock, 1882.
- Fd 8 Dam and Lock #6 - Memo on Anchor Rods for Lock Gates, 1882.
- Fd 9 Dam and Lock #6 - Proposal for Building Dam, 1884.
- Fd 10 Dam and Lock #6 - Proposal for Iron Work in Foundation of Dam, 1884.
- Fd 11 Dam and Lock #6 - Proposal for Iron Work of Navigation Pass, 1885.
- Fd 12 Dam and Lock #6 - Proposal for Timber for Gates and Wicks of Lock and Dam, 1885.
- Fd 13 Dam and Lock #6 - Proposal for Iron Work for Weirs of Dam, 1886.
- Fd 14 Dam and Lock #6 - Proposal for Chains for Dam, 1886.
- Fd 15 Dam and Lock #6 - Proposal for Irons for Gates of Lock, 1883.
- Fd 16 Dam and Lock #6 - Proposal for completing the Lock House, 1886.

## I. Great Kanawha River Improvement

### Box 5 (cont'd)

- Fd 17 Dam and Locks Nos. 6, 9, 10, and 11 - Proposal for Chains for Movable Dams, 1897.
- Fd 18 Dam and Lock #7 - Proposal for Building Lock House, 1888.
- Fd 19 Dam and Lock #7 - Proposal for Building Lock, 1888.
- Fd 20 Dam and Lock #7 - Proposal for Building Dam, 1890.
- Fd 21 Dams and Locks Nos. 7 and 8 - Schedule of Irons for Weirs, nd.
- Fd 22 Dams and Locks Nos. 7 and 8 - Proposal for Iron Work Foundations, etc. of Dams, 1891.
- Fd 23 Dams and Locks Nos. 7 and 8 - Proposal for Iron Work for Movable Dams, 1892.
- Fd 24 Dams and Locks Nos. 7 and 8 - Proposal for Iron Work for Lock Gates, 1892.
- Fd 25 Dams and Locks Nos. 7 and 8 - Proposal for Iron Work for Locks, 1892.
- Fd 26 Dams and Locks Nos. 7 and 8 - Proposal for Chains for Dams, 1893.
- Fd 27 Dams and Locks Nos. 7 and 8 - Proposal for Building Lock Houses, 1895.
- Fd 28 Dam and Lock #8 - Proposal for Building Lock House, 1889.
- Fd 29 Dam and Lock #8 - Proposal for Building Lock, 1889.
- Fd 30 Dam and Lock #8 - Proposal for Building Dam, 1890.





## **I. Great Kanawha River Improvements**

### **Box 6 Dams and Locks Nos. 9-11**

- Fd 1 Dam and Lock #9 - Proposal to Build Dam and Lock, 1892.
- Fd 2 Dams and Locks Nos. 9 and 10 - Proposal for Building Lock Houses, 1893.
- Fd 3 Dams and Locks Nos. 9 and 10 - Proposal to Build Lock Houses, 1898.
- Fd 4 Dams and Locks Nos. 9, 10, and 11 - Proposal for Iron Works for Locks, 1894.
- Fd 5 Dams and Locks Nos. 9, 10, and 11 - Proposal to Build Movable Dams, 1894.
- Fd 6 Dams and Locks Nos. 9, 10, and 11 - Proposal for Iron Work for Dams, 1895.
- Fd 7 Dams and Locks Nos. 9, 10, and 11 - Proposal for Timber for Gates and Wickets, 1895.
- Fd 8 Dams and Locks Nos. 9, 10, and 11 - Proposal for Iron Work for Lock Gates, 1896.
- Fd 9 Dam and Lock #10 - Proposal for Building Dam and Lock, 1893.
- Fd 10 Dam and Lock #11 - Proposal for Building Lock House, 1899.

### **Box 7 Boats and Bridges**

- Fd 1 Proposal for Building a Dump Boat, 1887.
- Fd 2 Proposal for Building a Dump Boat, 1889.
- Fd 3-4 Proposal for Building a Dump Boat, 1893.
- Fd 5 Specifications for a Crane Boat, 1887.

## I. Great Kanawha River Improvements

### Box 7 (cont'd)

- Fd 6 Proposal for Building a Crane Boat, 1898.
- Fd 7 Proposal for Building a Crane Boat, 1899.
- Fd 8 Bids and Specifications for Building Two Flat Boats, 1882.
- Fd 9 Proposal for Building a Flat Boat, 1895.
- Fd 10 Specifications for Building a Fuel Boat, 1887.
- Fd 11 Bids for a Quarter Deck Boat, 1876.
- Fd 12 Proposal to Build a Tow Boat, 1900.
- Fd 13 Proposal of the Charleston and Southside Bridge Co. To build a Bridge over the Kanawha River, 1900.

### Box 8 Printed Articles

- Fd 1 "Moveable Dams on the Great Kanawha River, West Virginia," from *Engineering News*, 36 (Dec. 31, 1896,) pp. 426-427. (3 copies)
- Fd 2 "Locks and Dams on the Great Kanawha River," from *Kanawha Gazette*, Apr. 21, 1897. (53 copies)
- Fd 3 "The Improvement of the Great Kanawha River, Part One," ER (May 27, 1899,) pp. 586-589. (4 copies)
- Fd 4 "The Improvement of the Great Kanawha River, Part Two," ER (June 3, 1899,) pp. 3-6. (6 copies)
- Fd 5 "The Improvement of the Great Kanawha River," Off prints of articles in Fds 3 and 4. (14 copies)
- Fd 6 "Locks and Dams on the Great Kanawha River, W. Va.," *Engineering News*, 36 (Aug. 13, 1896,) pp. 98-99. (2 copies)

## **II. Other River Improvements in West Virginia**

### **Box 9 Other West Virginia Rivers**

- Fd 1 Statement of explosive Materials and Labor consumed on Improvement of New River, 1878.
- Fd 2 Estimate of Rock Excavation on New River, 1879.
- Fd 3 Statement of Property received for Improvement of New River, 1879.
- Fd 4 Report of Examination of Dam and Lock #8 on Coal River, 1876.
- Fd 5 Proposal to remove rocks on Little Kanawha River, 1877.
- Fd 6 Elevations and Distances above tide water along the J.R. & R. Canal, nd.

## **III. River Improvements in the United States and Canada.**

### **Box 10 River Improvement, United States of America**

- Fd 1 Black-Warrior River, Alabama - Proposals for building Dam #4, 1889; Bids received for Lock and Dam #4, 1889; and Advertisement for construction of Lock Tender's House, 1888.
- Fd 2 Warrior River, Alabama - Proposal for building Locks and Dams, Nos. 4, 5, and 6, 1900; Bids received for Locks and Dams, Nos. 4, 5, and 6, 1900?
- Fd 3 Specifications for building 70<sup>th</sup> Street Sewage Pumping Station, Chicago, Ill. 1892.

### III. River Improvements in the United States and Canada

#### Box 10 (cont'd)

- Fd 5 Kentucky River, Kentucky - Advertisement of stone for lock at Beattyville, Kentucky, 1888; and Advertisement for operating locks 3, 4, and 5, 1888.
- Fd 6 Chester River, Maryland - Proposal for dredging, Kent Island Narrows, 1875.
- Fd 7 Baltimore Harbor, Maryland - Proposal for dredging the channel leading to Harbor at Baltimore, 1890.
- Fd 8 Haven Harbor, Michigan - Advertisement for Proposals for extension of the Southern Pier, 1892.
- Fd 9 St. Mary's Falls Canal, Michigan - Proposals for building and furnishing Lock and Lock House at St. Mary's Falls, 1887-1894.
- Fd 10 Mississippi River, St. Louis, Missouri - Proposal for building eleven coal barges, 1887.
- Fd 11 St. Louis, Missouri - Proposal for building St. Louis Water Works, 1869.
- Fd 12 Cape Fear River, North Carolina - Advertisement for proposal for construction of Jettie, 1875.
- Fd 13 Roanoke River, North Carolina - Proposal for building steam hoister and Pile-driver, 1887.
- Fd 14 Ohio River, Ohio - Proposal for construction of Dump Scows, 1881.
- Fd 15 Muskingum River, Ohio - Proposal for delivery of Dimension Stone for locks on Muskingum River, 1888.
- Fd 16 Columbia River, Oregon - Proposal for improvements of Canal at Cascades, Oregon, 1892.
- Fd 17 Seekonk River, Rhode Island - Advertisement to build Iron

Superstructure of Bridge over Seekonk River, Rhode  
Island, 1884.

### **III. River Improvements in the United States and Canada**

#### **Box 10 (cont'd)**

- Fd 18 Tennessee River, Tennessee - Proposal to build Dredge Boat, 1887.
- Fd 19 James River, Virginia - Proposal for dredging James River, Virginia, 1887.
- Fd 20 Cincinnati Southern Railroad - Specifications for building railroad line, 1874.

#### **Box 11 Canadian River Improvement**

- Fd 1 St. Lawrence Canals - Specifications for work at Rapide Canal, Williamsburg Canal, 1890.
- Fd 2 St. Lawrence Canals - Section 1 of Rapide Plat Division, Williamsburg Canal, 1890.
- Fd 3 St. Lawrence Canals - Section 2 of Rapide Plat Division, Williamsburg Canals, 1890.
- Fd 4 St. Lawrence Canals - Section 3 of Rapide Plat Division, Williamsburg Canals, 1890.
- Fd 5 Soulanges Canal, Section 11.
- Fd 6 Soulanges Canal, Section 12.
- Fd 7 Soulanges Canal, Section 13.
- Fd 8 Welland Canal, Section 2.

### **IV. European River Improvement**

#### **Box 12 European River Development**

- Fd 1 *Regulations Governing Duties of Lock and Dam Keepers*, Seine River, nd.
- Fd 2 *Seventh International Congress of Navigation*, Brussels, Belgium, 1878.
- Fd 3 M. Martial Hans. *Canalization de la Meuse*.
- Fd 4 *A Pasqueau Notice sur le Nouveau Systeme de Hausses*, 1879.

## V. Oversized Items in Map Case

### Mapcase Drawer #4

- Fd 1 Drawings of Lock and Dam #4. Original drawings in ink of Dam and Lock #4.
- Fd 2 Drawings of Lock and Dam #4. Scale drawings of the various parts of construction of Lock and Dam #4. Some of the drawings are printed, others are reproduced by a spirit duplicator.
- Fd 3 Miscellaneous Documents - Drawings of Dam and Lock #5, Table of materials passed through locks 2, 3, 4, and 5 in 1887; Map of Greater Kanawha River near Dam and Lock #2, and Certificate of Addison Moffat Scott's appointment to the Federal Board of Civil Services Examiners for the Engineering Service, 1897.

## Printed Matter

### Box 13 Books and Trade Journals

- Bk 1 *Canal Record*, vol. 4 (1910-1911).
- Bk 2 Byrne, Austin T. *Inspection of the Materials and Workmanship Employed in Construction*, New York: John Wiley and Sons, 1898.

- Bk 3 Gurley, W. *A Manual of the Principle Instruments used in American Engineering and Surveying*. Troy: U & LE Gurley Co., 1893.
- Bk 4 Hutton, Wm. R. *The Washington Bridge*. New York: Leo von Roseburg, 1889.
- Bk 5 Root, Oren, ed. *Robinson's New Treatise of Surveying and Navigation*. New York: Ivison, Phinney, Blakeman and Co., 1864.

#### **Box 14 State Publications**

- Bk 1 Chicago, Illinois - *17<sup>th</sup> Annual Report of the Department of Public Works*, 1892.
- Bk 2 St. Paul, Minn - *19<sup>th</sup> Annual Report of the Board of Water Commissioners*, 1901.
- Bk 3 New York - *Annual Financial Report of the Auditor of the Canal Department*, 1875.
- Bk 4 West Virginia - *Geological Survey*, vol 1, 1899.
- Bk 5 West Virginia - *Annual Report of the State Inspector of Mines*, 1892.
- Bk 6 West Virginia - *Annual Report of the Chief Mine Inspector*, 1897.

#### **Box 15 United States Government Publications**

- Bk 1 House of Representatives. *Report of the United States Board Appointed to Test Iron, Steel, and Other Metals*. Washington, 1878.
- Bk 2 Senate. *Report of the Test of Metals and Other Materials for Industrial Purposes*. Washington, 1878.
- Bk 3 Senate. *Report on the Construction of Bridges Across the Great Kanawha River*. Washington, 1884.
- Bk 4 Light House Board. *Annual Report*. Washington, 1897.



- Bk 5 Light House Board. *Regulations for Lighting Bridges over Navigable Rivers*. Washington, 1883.
- Bk 6 Corps of Engineers. *Orders and Regulations*. Washington, 1939.

**Box 16 United States Government Publications**

- Bk 1 U.S. Geological Survey. *19<sup>th</sup> Annual Report, Part One*. Washington, 1898.
- Bk 2 U.S. Geological Survey. *Geologic Section Along the New and Kanawha Rivers*. Washington, 1896.
- Bk 3 U.S. Geological Survey. *The Production of Coal in 1895*. Washington, 1896.
- Bk 4 Deep Waterways Commission. *Annual Report*. Washington, 1897.
- Bk 5 Bureau of Statistics. *Annual Report on the Foreign Commerce and Navigation, Immigration, and Tonnage of the United States for 1890*. Washington, 1891.

**Box 17 United States Government Publications**

- Bks 1 & 2 Nicaragua Canal Commission. *Report, 1897-1899, Parts 1 and 2*, Washington, 1899.
- Bk 3 Mississippi River Commission. *Annual Report for 1884*. Washington, 1885.
- Bk 4 Mississippi River Commission. *Annual Report for 1885*. Washington, 1886.