

CANAL The Cape Fear Navigation, North Carolina		(FOR ACS USE)	
STATUS Abandoned		DATES OF CONSTRUCTION & CLOSURE c. 1320's, 1343-1355. ab. 1360's?	
LOCATION (ENDPOINTS OF CANAL) 35°31'N, 79°20'W - 35°03'N, 73°52'W		LENGTH CANAL <u>2 1/2</u> SLACKWATER <u>32 1/2</u> TOTAL <u>85</u>	
Carbonton (Lee County) on Deep River, to Fayetteville			
LIFT LOCKS	NBR. 20 3G	DIMENSIONS LOCK CHAMBER 115 x 13' OVERALL _____	AQUEDUCTS NBR. 0 SECTION SIZE _____
TUNNELS 0			
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 Cape Fear Navigation Company was chartered in 1796 to improve navigation on the upper Cape Fear, and its tributary, Deep River, from La Grange (Carbonton) to Fayetteville, 35 miles. Work began on about 15 timber locks (65 x 10') and dams, and a long canal with a "hawling path" into Fayetteville, but the works were abandoned in the 1320's because of lack of funds. Construction began anew in 1343 on a slack-water steamboat navigation over the same route, with wooden locks 115 by 13' (20 lift, 3 guard locks), 19 dams and 3 short canals. The locks were of timber crib-work, bolted to the rocks and filled with stone, and intended for 3 feet of water over the sills. Only one of the locks, at Lockville, was of stone but no longer exists - the other locks are now two parallel piles of stone rubble, the cribs having rotted away. At least one steamer is known to have passed over the whole route after its completion in 1355. In 1365 much of the work was washed away in a great flood called "Sherman's Fresh". In 1370, *</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
REPORTER'S NAME & ADDRESS: W. E. Trout, III, 1932 Cinco Robles Drive, Duarte, California 91010			DATE 20 June 1973
HISTORICAL SUMMARY: [Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.]			
<p>* iron was discovered at Buckhorn; the 1 1/2 mile canal there was extended to provide power for a blast furnace air compressor. Another canal above Buckhorn was presumably constructed about this time for similar purposes, making a string of canals about 6 miles long, in part with water today, and in part being a very wide embayment. This makes the Buckhorn area a unique historical and potential recreation area which should be worked on. As far as can be determined except at Buckhorn and at Lockville, where the canals were used for power in recent times, the old navigation works are undisturbed.</p>			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
<p>Report of the Chief of Engineers, C of E, 1372, pp. 742-749. Ross, Malcolm, The Cape Fear, Holt, Rinehart and Winston, 1965 Kinshaw, Clifford R. "North Carolina Canals before 1360", N.C. Hist. Rev. 25, 1943. Trout, W.E., unpl. guide map, tracings, trip report, Cape Fear Navigation, JREK Canal Library, Reynolds Metals Company, Richmond, Virginia 23213.</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
<p>1371 Map, National Archives RG77:H102,13-13; and RG77:H103,1-3 (22.50 ppd.) 1352 Map, N.C. Archives, MC304 1322 Map, N.C. Archives, MC310</p>			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
<p>Lock sites should be points of interest on canoe trail Buckhorn area should be historic site and made a recreation area</p>			
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.