

CANAL The Deep Creek Navigation, Virginia		(FOR ACS USE)	
STATUS Abandoned.		DATES OF CONSTRUCTION & CLOSURE c. 1820's	
LOCATION (ENDPOINTS OF CANAL) 37°11'N, 73°07'W - 37°18'N, 77°49'W		LENGTH Slackwater and sluice, ca. 20 mi. CANAL SLACKWATER TOTAL	
Nottoway County to the Appomattox below Rt. 602 bridge			
LIFT LOCKS	NBR.	DIMENSIONS Unknown number of flash locks LOCK CHAMBER OVERALL	AQUEDUCTS NBR. 0 SECTION SIZE
			TUNNEL 0
<p>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> <p>In the 1820's, while the Upper Appomattox (q.v.) was still a sluice navigation, the settlers along Deep Creek, a small tributary of the Appomattox, organized the Deep Creek Navigation Company to make their creek navigable. This was to be no small undertaking, for many of the stockholders were in Nottoway County, perhaps 20 miles or more up Deep Creek. The Company was authorized to incorporate in 1825; a list of landowners who would allow the navigation to be constructed without demanding compensation was drawn up. The records tell us little more than this, but presumably the navigation was successful, for in 1832 the company was reported to be rebuilding its canal and locks around Holcomb's Mill, near the mouth of the creek. A thorough search of the creek needs to be carried out to determine the extent of the navigation and the condition of the locks, which were presumably flash locks similar to those on the Willis's River Navigation. The course of the canal at the mill can still be seen. This navigation is an example of a purely local enterprise, which did not have to send *</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 13 June 1973
<p>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> <p>* annual reports to the Virginia Board of Public Works. Its existence was discovered almost by accident. It is quite likely that there are other local or private navigations, with substantial navigation improvements, which are still unknown.</p>			
<p>BIOGRAPHICAL SUMMARY: [Published works relating to Canal]</p> <p>"The Appomattox River Navigations", W.E. Trout, III, unpl. ms., 1967, pp. 13-14. JR&K Canal Library, Reynolds Metals Company, Richmond, Va. 23218</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES Deed Books, Amelia County Courthouse, Va.			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
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.