

CANAL Hillsboro Canal		(FOR ACS USE)	
STATUS Drainage & Transportation		Open	
LOCATION (ENDPOINTS OF CANAL)		DATES OF CONSTRUCTION & CLOSURE 1906-Opened before 1910	
Chosen (Lake Okechobee) to Deerfield, Florida		Approx LENGTH CANAL 71 SLACKWATER -- TOTAL 71	
LIFT LOCKS	NBR. 2	DIMENSIONS 25 X 130 LOCK CHAMBER OVERALL	AQUEDUCTS NBR. 0 SECTION SIZE 0
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>Drainage, transportation and freight service. Presume locks are concrete, stone not used due to its strata type. Most reports do not mention type of lock construction, unless of wood which would be of a very temporary nature. Canal bed in general for all, or nearly all canals is a more or less level limestone strata rock, which in some cases has heaved up in spots, causing shoals which damage boat bottoms and propellers. In 1916 the state built a lock at the canal head to retain water in the lake or release it if necessary.</p> <p>Reports of 1927-1928 give the locks as (2). Whether this includes the 1916 lock we are not sure.</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
Everglades Drainage Commission. Internal Improvement Fund, State of Florida 1913 1927-1928 Drainage District Report.			
REPORTER'S NAME & ADDRESS:		Lot #114	DATE
A. W. Gould-5558 Palm Beach Blvd. Fort Myers, Florida 33905			Jan. 1, 1974
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.]			
Primarily a part of the Drainage System. Height of freight and passenger traffic would normally be in the middle 1920's. After the railroads came to this section of Florida, the traffic started to decline. But not closing the canal. It still retains its drainage status and transportation use on a small scale. Prominent engineers in that period were Mr. F. C. Elliot and J. O. Wright. Although many others were active, these two men were mentioned on several occasions. Dr. Wills, an authority on canals stated that all canals should be made navigable for transportation purposes within the State of Florida. At the time these canals were constructed, there were practically no roads, only trails. Steam dredges had to dig as they progressed, no other place to go.			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
Everglades Engineering Commission. Internal Improvement Fund State of Florida Document #379. Everglades Drainage District, report of 1927-1928. 1913 F. C. Elliot Chief Engineer 44-111-5. U. S. Corps of Engineers. Maps of areas involved.			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
Waiting on additional information from Fort Lauderdale on this canal. U.S. Engineers; Drawings and maps. (2 books) Okechobee; & Okechobee-Boats & Skippers; Photos. Fort Myers Public Library.			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
Not that we know of at present.			
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.