

CANAL The New River Navigation, Virginia & West Virginia			(FOR ACS USE)		
STATUS abandoned, partially inundated			DATES OF CONSTRUCTION & CLOSURE c.1373-1392; & earlier works		
LOCATION (ENDPOINTS OF CANAL) Carroll-Wythe Co. line, Va., to Hinton, W.Va.			LENGTH CANAL _____ SLACKWATER 55mi. TOTAL 55mi.		
LIFT LOCKS	NBR. 0	DIMENSIONS LOCK CHAMBER _____ 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.) Surrounded by mountains near the Va.-W.Va. border, the New River Valley of Virginia has as its logical link with civilization, the New River, which flows through a gap into West Va. to the Kanawha and the Ohio. Some organized navigation improvements an ear to have been carried out during Civil-war times or earlier, but the most recent were undertaken by the Corps of Engineers in its early years, from 1373 to 1392, before the railroads entirely supplanted the need for water transport. This work was designed primarily for poled batteaux (or keel-totter boats) about 60' by 3', and consisted of sluices 20 to 30' wide and 2' deep through shoals, and training walls to reduce the water slope. These were walls of loose rock about 3' high and 9' wide, not extending over 1' above low water. Three separate sections were improved by C of E. The Greenbrier Division, from just above the Va.-W.Va. line down to the railway at Hinton, W. Va., tapped the valley. Steamboats also used this section, including a small side-wheeler and a stern-wheeler, the "Cecilia Miller" which had a steam castan to winch up rapids using wing-bolts provided on the bank. Unfortunately the entire section is inundated by Bluestone.					
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:					
REPORTER'S NAME & ADDRESS: W. E. Trout, III, 1932 Vinco Hobles Drive, Duarte, California 91010				DATE 3 September 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.) * Reservoir. The New River Bridge Division was 22 miles long, designed for batteaux taking iron from furnaces around Allisonia down to the railway depot and bridge at Radford. Much of this section is inundated by Claytor Lake. There was a boatyard at Graysontown, 7 or 3 miles up Little River, which was made navigable by local efforts. The Lead Mines Division was 6 1/3 miles long in an area full of lead mines, from above the Carroll Co. line down to Austinville, where there was a lead manufactory. It is said that the improvements were not a success and were not used very long. It seems that no one has investigated the river for signs of these works and of earlier works, between the C of E divisions. Two stretches not touched by C of E have been recommended as worthy of preservation as scenic rivers and should be searched for early sluices and wing dams. These sections are from U.S.53 to Fries, in Grayson Co., and below Austinville to Rt.100					
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)					
USGS 1:250,000: BLUEFIELD and WINSTON-SALEM					
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES Annual Reports of the Chief of Engineers, U.S. Army, 1373-1390; and maps referred to in these reports, now in the National Archives.					
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS: Interesting remains need to be found to encourage scenic river nomination.					
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.