North New River Canal

**STATUS** Drainage & Transportation -- Open

**LOCATION (ENDPOINTS OF CANAL)**
Lake Okeechobee*30, Bay* - Fort Lauderdale, Fla.

**LIFT LOCKS**

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<th>NBR.</th>
<th>LOCK CHAMBER</th>
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<tr>
<td>4</td>
<td>22 x 111*43 x 50 (Obsoleter)</td>
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<tr>
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<td>25 x 130*20 x 60 (Obsoleter)</td>
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**AQUIEDUCTS**

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**DESCRIPTON**: (Type of navigation, features of note (include UGS coordinates where useful), e.g., fees, navigable, lakes other than above, type of locks, use of unusual methods or materials of construction, present owner, present use, and condition, etc.)

Drainage primarily, transportation from Lake Okeechobee and across state travel via Moore Haven, Caloosahatchee Canals & River to Gulf of Mexico. This was the first canal canal opened. Gov. Broward turned the first dipperful July 4, 1906. Heavy traffic started on the canal immediately after opening. Seminole Indians named this canal "Coonts Hatches." They could be seen with their "dugout" canoes at times. Above locks listed in 1927-28 reports, two locks were given as obsolete, these I believe were both temporary wood locks. Spillways were at some locks. Most locks were of concrete, with lifts around 4-5 ft. more or less. Double decked passenger boats (Sternwheelers) 14-18 ft. Beam, 70 ft. or more. Barges etc. All were steam driven then, gasoline later. Steam dredges used for excavation. State built a lock at canal head in 1916 to control water flow into canal. Whether one of 4 locks a question? Width of canal? SC-90 ft? All property owners within the areas involved.

**REPORTER'S NAME & ADDRESS**

A. J. Gould - 5555 Palm Beach Blvd. Fort Myers, Fla. 33905 (Lot 114) Date: Jan. 1, 1974

**HISTORICAL SUMMARY**: [Original aims of company, date of incorporation, prominent engineers, causes of closure, significant alterations to structure or route, height of traffic, date of transfers, ownership, etc.]

Drainage of lands south of Lake Okeechobee to the southeast and tidewater.

Prominent engineers listed were W. F. C. Elliot & J. C. Wright, there were however many others from time to time. By 1910, canal construction was turned over to private contractors. Formerly handled by the Commission under State Control but not by State Money. Sale of lands reclaimed were to pay the costs. Limestone strata rock formed nearly level canal bed in all canals as far as we know. Black mud was dredged out and used for dikes where necessary. Nearly all homesteaders had a boat of some kind to use on the canal. Height of traffic at its best was from 1915-1922. This canal was all important in opening up the wilderness area of southeast Florida before the days of railroads.

**BIBLIOGRAPHICAL SUMMARY**: (Published works relating to Canal)


F. C. Elliot Chief Drainage Engineer 44-111-5.

Area maps by U.S. Engineers. Engineers Drainage District Reports May 1, 1944.

**UNPUBLISHED RECORDS**: LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES

U.S. Department of Engineers Corps; Drawings & Maps. Books: Okeechobee; and Okeechobee-Boats & Sippers; Photos, Details etc.

Fort Myers Public Library.

**NATIONAL REGISTER & MARA (HISTORIC AMERICAN ENGINEERING RECORD) STATUS**: Federal Government assistance with hazards that occurred on this canal. Archaeology situations where whirlpools were dangerous to boat traffic.

**RETURN TO**: CANAL INDEX COMMITTEE, C/O P.H. STOTT. MAINES 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.