CANAL SHINNECOCK & PECONIC CANAL	(FOR ACS USE)
	DATES OF CONSTRUCTION & CLOSURE 1884-1892/
CATION (ENDPOINTS OF CANAL) Suffolk Co, NY Shinnecock Bay Peconic Bay (Long Island)	
2 DIMENSIONS	A Q U E D U C T S TUNNE
CKS 2 41x220x18 OVERALL	MBR SECTION SIZE
CRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); of locks, use of unusual material or methods of construction, present owner, present use a nimum depth, 5'. The canal connects 2 bays lying do f Long Island, Peconic on North, Shinnecock by a brisk current (sometimes 6-8mph) runs through difference in time of high water between the opproximately 3½ feet. Three tide gates and the enter (tide gates being each 26'wide). During the outh (6 out of every 12) all gates remain openate tide itself, the gates are shut and the lock anned 24 hours a day all year, and the canal owner, In 1972 the number of boats passing through the canal c	on South. At most times of yigh the channel due to a three bays, the difference being lock cross the canal near it; the hours when the current run, At other times, assisted by is in operation. The lock is
PORTER'S NAME & ADDRESS: Haines Rd., Mt Kisco, NY 10549 STORICAL SUMMARY: foriginal aims of company, date of incorporation, prominent engineers, wite. height of traffic date, transfers of commercial and and an Indian primerly a narrow isthmus of land and an Indian tempts had been made to connect the bays. A strongers two locks, one at either end to prevent ong Island Canal Co formed 1828; Long Island Co esults by either company. NY Legislature appropriately amounts in succeeding years until conditional amounts.	urvey by Holmes Hutchinson 18 t a rapid current in the canal anal & Navigation Co, 1848. I priates \$12,000 1884 and
dditional amounts in succeeding John Billional amounts in succeeding John Billional amounts in succeeding John Billional Billi	current caused by stop gates abutments of highway swing-by (MAT). Replaced in 1 of the swing parts of the s
OGRAPHICAL SUMMARY: [Published works relating to Canal] Whitford, History of the Canal System of the s	tate of NY, p. 576-86
PUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFE plans in the Division of Waterways, Dept. of I	RENCES USGS QUAD: MATTITUCK, NY

tes here are incomplete and should be supplemented by talk with people at