

CANAL The Slate River Navigation, Virginia		(FOR ACS USE)	
STATUS Abandoned		DATES OF CONSTRUCTION & CLOSURE begun 1734, 1319, 1352, ab. 1360's?	
LOCATION (ENDPOINTS OF CANAL) 37°34'N, 78°34'W - 37°43'N, 78°10'W Buckingham Courthouse to the James River		LENGTH CANAL _____ SLACKWATER <u>30</u> TOTAL <u>30</u>	
LIFT LOCKS	NBR.	DIMENSIONS 15 flash locks, 1320's; ca. 10 pound l., 1350's. LOCK CHAMBER _____ OVERALL _____	AQUEDUCTS NBR. <u>0</u> SECTION SIZE _____
TUNNELS <u>0</u>			
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>Early attempts to make the Slate River navigable from the James up to Buckingham Courthouse, a distance of 30 miles, took place in 1733 and 1794, although it is not known if anything was accomplished at that time. In 1319 the Slate River Company was incorporated and in the next three years constructed at least 15 flash locks, similar to those on the Willis's River Navigation (q.v.), designed for small streams and poled batteaux. These locks were low dams with wooden gates in the center, hinged on the bottom. When a pond was formed, the gate was lowered; the batteaux would go up or down stream on the flood. However, there were 5 mills on the river which refused to install locks in their mill-dams, as required by an act of 1794. The company sued and lost; the act was declared unconstitutional. Moreover, now the mills did not permit the company to install locks at the company's expense, leaving the navigation something less than desired, with portages or transshipment required at every mill dam, and the locks were allowed to decay. In 1352, the Company began again, constructing an unknown *</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 10 June 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.]			
<p>* number of locks, which, from present remains, were wooden pound locks backed with rubble. Unfortunately, this attempt met with precisely the same obstacle, and the batteau traffic, if any, was somewhat impeded by mill dams, although it is likely that there was considerable traffic in the lower part of the river, carrying farm products to the James River and Kanawha Canal.</p>			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
<p>"The Slate River Navigation", W. Trout, unpl. ms., 4pp., map. 1967. JR&K Canal Library, Reynolds Metals Company, Richmond, Virginia, 23213.</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
<p>Reports of the Slate River Company to the Virginia Board of Public Works, Virginia State Library, Richmond, Va. 23219.</p>			
NATIONAL REGISTER & MAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
<p>None. This river needs to be thoroughly explored.</p>			
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.