

CANAL The Smith's River Navigation, Virginia		(FOR ACS USE)	
STATUS Abandoned.		DATES OF CONSTRUCTION & CLOSURE c.1850, ab. 1852(?)	
LOCATION (ENDPOINTS OF CANAL) 36°50'N, 30°04'W - 36°29'N, 79°46'W		LENGTH Sluice, 50 mi. TOTAL 50	
Present Philpott Reservoir to the Dan River		CANAL SLACKWATER	
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.]			
<p>In 1350, the Smith's River Navigation Company, with headquarters in Hordsville, reported that it had made Smith's River navigable for batteaux from the Blue Falls (now under Philpott Reservoir) to its junction with the Dan River, 50 miles away. During the next year the sluices and wing-dams were maintained and improved. Although the object was to provide a much-needed route for grain, iron and other goods down to Danville, via the Roanoke Navigation, the results were not as expected, according to the 1357 report:</p> <p>"Two batteaux from Danville were loaded at the head of navigation with iron and grain shortly after the sluices were opened, and made, as I thought, a satisfactory trip, but understood afterwards that the labor of ascending the many swift currents on the route was greater than the lazy boatmen were willing to encounter. No further use of consequence has been made of the navigation."</p> <p>Although only 6,000 dollars was spent on the whole navigation, these two boat trips cost*:</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 15 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.]			
* 3,000 each! The last we hear of the navigation is in 1361, 10 years after its abandonment, when the President formally dissolved the company by resigning, so that the Board of Public Works would stop asking him for annual reports.			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
"The Roanoke Navigation", W.E. Trout, unpl. ms., 1963, pp. 14-15. JR&K Canal Library, Reynolds Metals Company, Richmond, Virginia 23218.			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
Reports of the Smith's River Navigation Company to the Virginia Board of Public Works, Virginia State Library, Richmond, Virginia 23219.			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

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