



# THE AMERICAN CANAL GUIDE

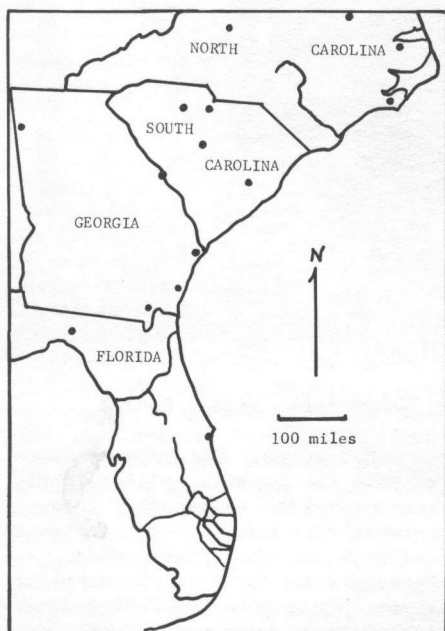


A Practical Guide to the Historic Canals of the United States and Canada  
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## Part 2

## The South: North Carolina to Florida

August 1975

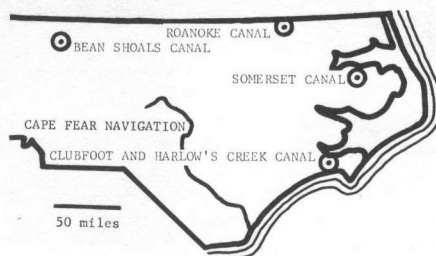


This guide, one of the Bicentennial projects of the American Canal Society, is intended to encourage the preservation of historical canals and their use in the creation of open space. Readers are urged to join the society (individual membership \$6 to the Secretary, William H. Shank, 809 Rathton Road, York, PA 17403, payable to the American Canal Society) and to send additions and corrections to Bill Trout, 1932 Cinco Robles Drive, Duarte, CA 91010, (213)358-4802. Additional copies of Part 2 are available at \$1 ppd. from this address, and copies of Part 1, covering the west coast, 50¢.

The editors gratefully acknowledge the generous assistance and patience of the organizations, companies and Corps of Engineers districts mentioned in the text, as well as of others who have contributed to this guide.

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## NORTH CAROLINA



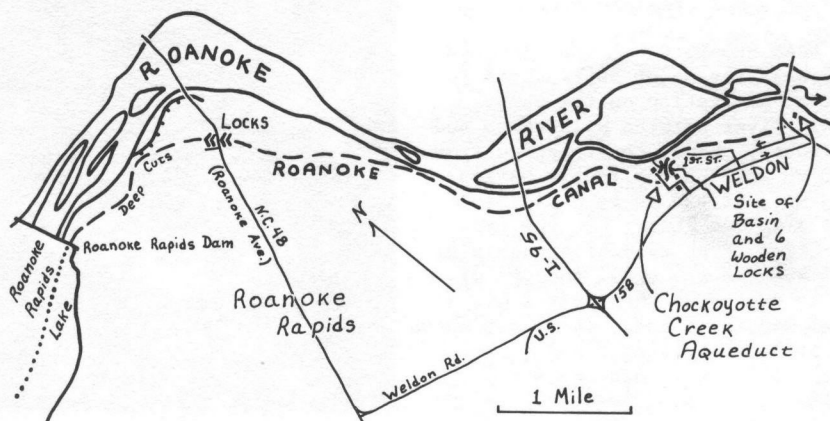
THE ROANOKE CANAL was the focus and funnel of the Roanoke Navigation, over 400 mi. long, extending up the Staunton (Roanoke) River to the Blue Ridge Mountains in Va., and up the Dan River beyond Danville. Most of the navigation improvements were sluices and wing dams, of which an impressive array can still be navigated by canoe near Brookneal (see Virginia). However, the most elaborate and costly part of the navigation was the 9-mile Roanoke Canal (1819-1823) around the falls of the Roanoke, between Roanoke Rapids and Weldon, N.C., complete with an aqueduct and two 2-lock staircases.

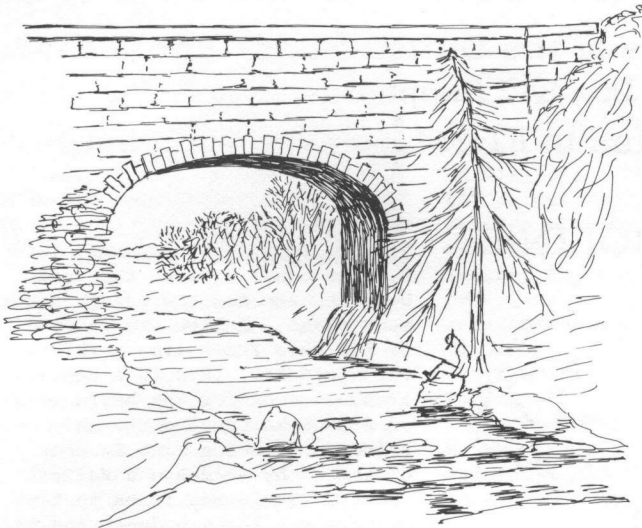
The aqueduct is the gem of the canal and will be nominated to the National Register of Historic Places. To reach it, go E on US 158 from Interstate 95 (which crosses the canal) for 1.1 mi. and turn L at the "Camping on the Ponderosa" sign (Ponderosa Ranch, Box 712, Weldon, N.C.

27890, (919)536-3125 and 536-4694, tent and trailer camping, open all year). Turn L at the camp, then R. The canal crossed the road between here and the sewage treatment plant. Follow the power line or the camp fence line R (E) to the aqueduct. This is a complex area, perfect for the beginnings of a Roanoke Canal park; and efforts are being made in that direction by Weldon and Halifax County. There are ruins in the creek above the aqueduct, and the abutments further up of the old road bridge to Weldon. From the canal to US 158 on the far (E) bank of the creek is a line of Civil War breastworks; a path should be cleared along it. Not far away, in the woods opposite 1022 1st. St. is a marker for the resting place of 100 Confederate soldiers. The area deserves some study.

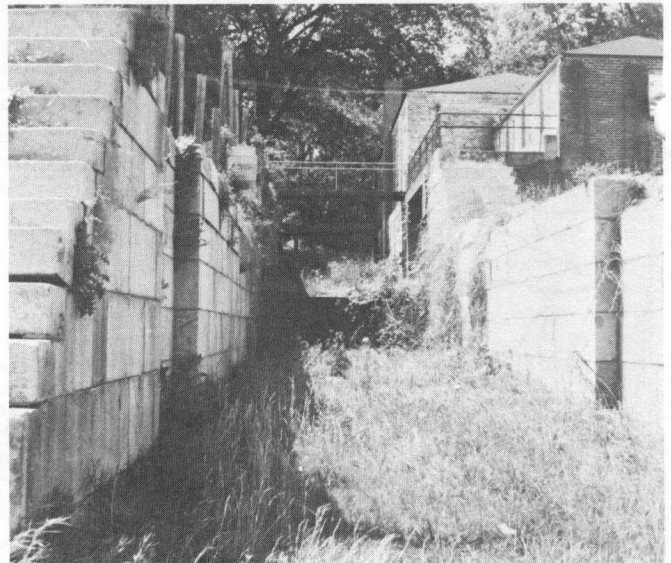
Follow US 158 through Weldon (one-way) around a hairpin turn, and stop at a large brick building on the far side of a large open park next the river on the right. This park may have been the canal basin, and the flight of 6 wooden locks to the river, which lasted less than a year in 1835, may have been behind the building where there is an abandoned hydro plant. Note the historic marker on US 158 on the way back through town.

Take US 158 and then Weldon Rd. west, following the signs to Roanoke Rapids, and then go N (R) on NC 48 down to the flood plain where there is an historic marker next the 2-lock staircase on the hillside, at Jackson St. (The other canal,





Chockoyotte Creek Aqueduct (Bill Trout)



The Roanoke Canal Locks (Alden Gould)

closer to the river and still watered, is a separate power canal.) This is a most impressive canal park, maintained by the city. Note the abandoned hydro plant. The other 2-lock staircase is across NC 48, under shrubbery and railway tracks, and will need extensive clearing.

The canal continues west through some deep cuts to Roanoke Rapids Dam, which has inundated the upper 2 miles. However, the remaining 7 miles is perfect for a hiking trail between the picnic area at the dam, and the park at the basin in Weldon, by way of the locks and the aqueduct. Only some brush clearing and a bypass around the quarry are needed to make this an important historical and scenic riverside trail.

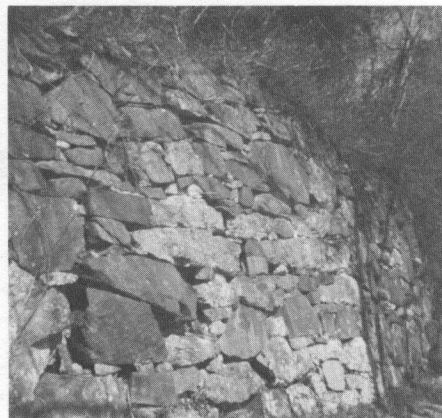
For further information see "The Early Development of the Roanoke Waterway" by Dr. P.M. Rice in the North Carolina Historical Review, v.31 #1, Jan. 1954; and an unpublished essay with maps by W. Trout in the Weldon Public Library. No detailed topographic maps of the Roanoke Canal area are available.

THE BEAN SHOALS CANAL was designed to bypass the major obstruction to batteau navigation on the upper Yadkin River between Wilkesboro and Salisbury. Under construction from 1820 to 1825 by the Yadkin Navigation Co., it was to be 3 mi. long with 3 wooden locks; but the construction of an extensive retaining wall between the canal and the river was so expensive that only 2 mi. of canal was completed. It is not known if the locks were ever constructed or the canal put into operation. In the 1890's a railway laid on the canal route drastically altered the site but enough of it remains to make it a major attraction in the

Yadkin River Section of Pilot Mountain State Park, and it will be nominated to the National Register. (Pilot Mountain is in the other section of the park, the two connected by a 5-mile trail. Camping facilities in this section are still being developed. Contact Park Superintendent, Pilot Mountain State Park, Rt.1, Box 13, Pinnacle N.C. 27043, (919)325-2355.)

To reach the canal take US 52 NW from Winston-Salem for 15 mi. to county road 1611; go L (SW) 0.7 mi. toward Tobaccoville, then R (W) on 1604 for 6.3 mi. to 2072; then L 2.2 mi. to the park. Take the park road to the end, overlooking the river and canal. UTM co-ordinates, 17.5455.40125, Pinnacle 7½' quad.; see also Siloam 7½' quad.

The retaining wall has been cleared of undergrowth and is quite impressive. There are several culverts used by the railway which could have been original canal culverts, but the area needs further study. A stone guard lock may still



Retaining wall on the Bean Shoals Canal (Joe C. Matthews)

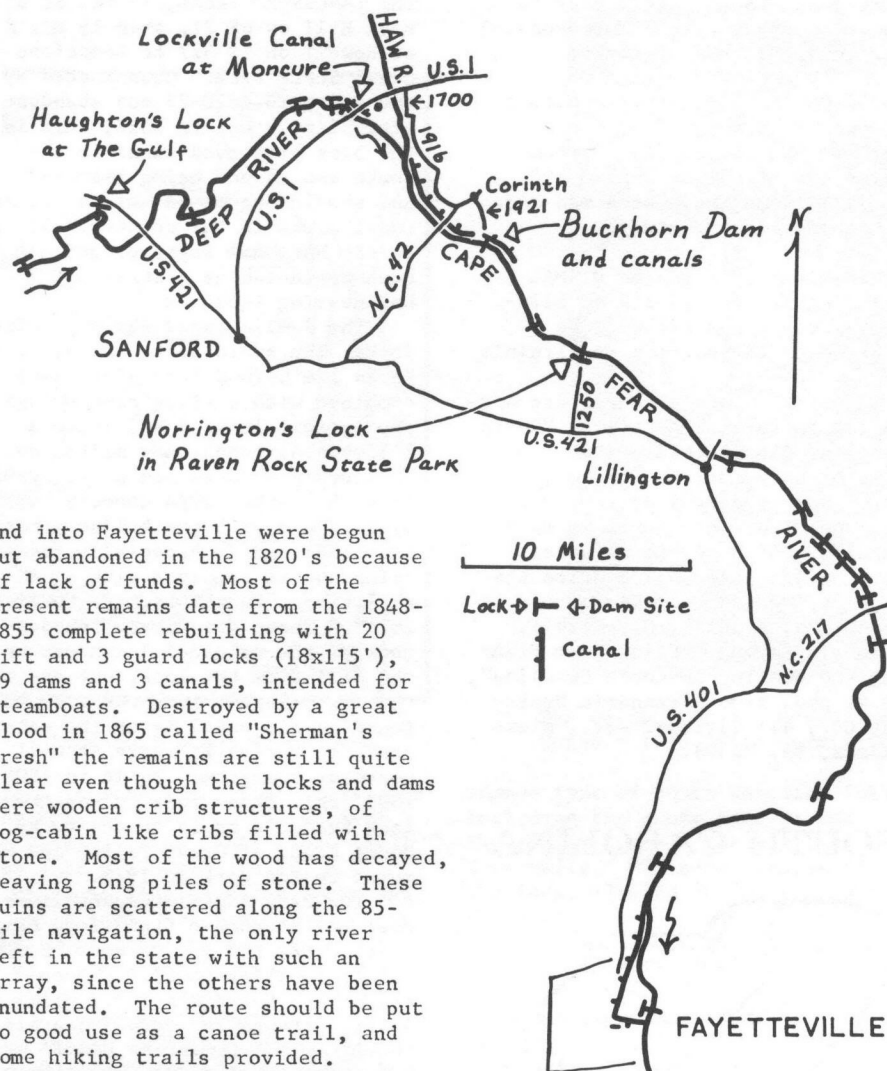
be underground. The railway line through the park is still slightly active, making this park a good example of a mature attitude toward railways in public open space. Persons interested in the canal or river should join the Yadkin River Association, Government Center, Winston-Salem, N.C. 27101.

THE SOMERSET (COLLINS) CANAL, 6 mi. long, is the oldest of the 6 larger canals connecting Lake Phelps with the Scuppernon River, and was completed in 1788 by a shipload of slaves brought for the purpose. The canal was used for navigation as well as for draining the swampland, where rice and later corn was grown, and the fall at the lake was used to power machinery for Somerset Place, whose mansion house (ca. 1830) next the canal has been restored by the state and is open 9-5 daily, 1-5 Sundays, closed Thanksgiving and Christmas days. Leaflet available from Division of Archives and History, Department of Cultural Resources, Raleigh, N.C. 27611. Quads: Cresswell and Cresswell SE 7½' (marked "Old Canal"). It is not known if there was a navigation lock connecting the lake with the canal.

Somerset Place is on the coastal plain, 9 mi. S of US 64 near Cresswell, at Pettigrew State Park, Route 1, Cresswell, N.C. 27928, (919)797-4475. Camping; boating on Lake Phelps.

THE CAPE FEAR NAVIGATION was first constructed in the early 1800's for river batteaux using the Cape Fear above its falls at Fayetteville, and up its tributary Deep River to Carbondon, a distance of 85 miles. About 15 wooden locks (10x65') and crib dams, and canals at Buckhorn





The Cape Fear Navigation

and into Fayetteville were begun but abandoned in the 1820's because of lack of funds. Most of the present remains date from the 1848-1855 complete rebuilding with 20 lift and 3 guard locks (18x115'), 19 dams and 3 canals, intended for steamboats. Destroyed by a great flood in 1865 called "Sherman's Fresh" the remains are still quite clear even though the locks and dams were wooden crib structures, of log-cabin like cribs filled with stone. Most of the wood has decayed, leaving long piles of stone. These ruins are scattered along the 85-mile navigation, the only river left in the state with such an array, since the others have been inundated. The route should be put to good use as a canoe trail, and some hiking trails provided.

Most of the sites are at present difficult to reach by car but a few are near major roads. The following tour covers these. More detailed information has been deposited in the Railway House Museum at Carthage St. and Hawkins Ave. in Sanford, (919)775-4341.

Start at Gulf (formerly The Gulf), 10 mi. NW of Sanford on US 421. From the bridge (SR 1007) over Deep River, if the water is not high, you can see on the L bank immediately below the bridge, two parallel piles of stone with some buried timbers, all that remains aboveground of HAUGHTON'S LOCK AND DAM. Up the bank are the foundations of Haughton's Mill; many dams on the river had mills. UTM:6553. 39357, Goldston 7½' quad.

Take US 421 back toward Sanford and go N on US 1 until it crosses Deep River near Moncure and Haywood. Beneath the bridge on the L bank is the LOCKVILLE CANAL, still watered, but there are no signs of the locks once at each end. One can turn R after the bridge into Moncure to the canal, which has a gravel road on its river embankment, convenient for hiking up to the dam at UTM

6723.39436, Moncure 7½' quad.

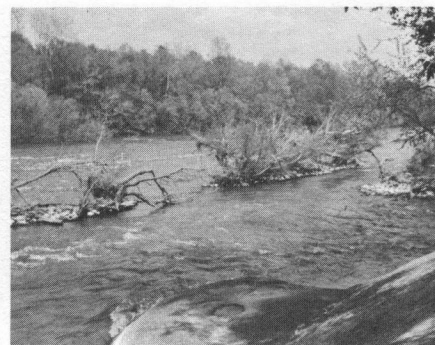
Continue N on US 1 over the Haw River (which joins Deep River at Mermaid's Point to form the Cape Fear River) and turn R on county road 1700 for 1.3 mi.; then L on 1011 for 0.2 mi.; then R on 1916 for 5.8 mi. almost to Corinth; then R on 1921 for 2.0 mi. to the Cape Fear River at BUCKHORN DAM, the most promising section of the river.

There was no lock at Buckhorn Dam, and the upper end of the wide embayment (formed by connecting islands together) was originally open to the river. Now the upper end has been dammed off and the embayment is fed only by Buckhorn Creek. If mudholes in the road permit, drive downstream beside the mile-long embayment (crossing a bridge over Buckhorn Creek) to the dam at the lower end where there is an abandoned power house; and another mile beside a dry canal. Originally there was a lock from the embayment to the canal; another nearby to the

river; and two locks from the end of the canal (then only ½-mile long) to the river. These sites can be found with difficulty. In the 1870's when iron was discovered in the area the canal was lengthened another ½ mile to power the air compressor for a blast furnace near the lower end; the huge stone wall in the bluff must be a remnant of this, and there should be more signs of mining activity. No detailed topo map of this area is available.

Go back to Corinth and back N on 1916 to NC 42 and turn L for a mile to the Cape Fear. Along the E bank is another canal, 5 miles long, from the Cape Fear Steam Plant opposite the mouth of Deep River, down to Buckhorn Dam. This is the third generation of canals here, built to keep heated water from directly entering the river at the plant. It appears to be navigable and invites exploration by boat from the handy picnic area and boat ramp at the NC 42 crossing, maintained by the NC Wildlife Resources Commission. With such a fascinating and complex topography and history the Buckhorn area is a good candidate for an extensive park near the state's population centers and needs study and enthusiasm.

Continue W on NC 42 across the river and turn L on US 421 toward Lillington for about 10 mi., to SR 1250 on the left into Raven Rock State Park (watch for small sign), open 8-5 in winter, 8-9 in summer, Rt.3, Box 447, Lillington 27546. Park at the park office. NORRINGTON'S LOCK AND DAM is ¾ mi. straight ahead (N) via the road and then a trail to the river, and a short distance downstream. Overgrown islands of piled stone mark the course of the dam across the river and the parallel sides of the lock on the near side, at a steep exposed bedrock. Raven Rock itself is over a mile downstream, best reached by walking 1 mi. to the R (east) from the park office on a marked trail.



Long piles of stone from the walls of Norrington's Lock in Raven Rock State Park (Bill Trout)

Downstream of this part of the river there were 10 more locks and dams from the 1850's and no doubt many signs from the 1820's, but they would be better seen by canoe. It is not clear if anything is left of the 5-mile canal into Fayetteville from the 1820's.

There were no early locks and dams below Fayetteville, but now three modern ones provide slack-water navigation for over 100 mi. to the sea. These have picnic areas but no camping and are open only during daylight hours. These are the WM. O. HUSKE LOCK AND DAM (40x300' in the chamber, 9' lift, 1935) off NC 87, 15 mi. S of Fayetteville; LOCK AND DAM #2 (40x200', 9' lift, 1917) off NC 87, 2 mi. S of Elizabeth town; and LOCK AND DAM #1 (40x200', 11' lift, 1915) off NC 87, 3 mi. N of route 141. A brochure is available from the U.S. Army Engineer District, Wilmington, P.O. Box 1890, Wilmington, N.C. 28401.

THE CLUBFOOT AND HARLOW'S CREEK CANAL was constructed in 1795-1827 to link navigation in Pamlico Sound with the ocean port of Beaufort. The canal proper was 5 or 6 mi. long with a guard or tide lock at its upper (N) end on Clubfoot Creek in the town of Harlowe. Interestingly, this lock was at first constructed as a turf-sided lock in 1821 but this was found impractical so as finally completed it had chamber walls, probably of wood. When the locks broke down in 1856 the canal was abandoned, but it was re-opened in 1880 as the NEW BERNE AND BEAUFORT CANAL, probably without the lock. It is not known if anything is left of the lock (UTM 17.3395.38573, Newport 7½' quad). In 1911 the canal was replaced by an entirely new one parallel to it 2 mi. to the east, the Adams Creek or ADAMS CREEK-

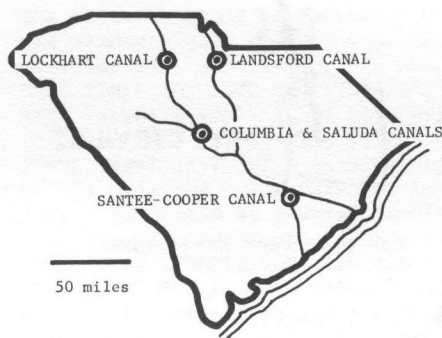
CORE CREEK CANAL, still very much in use as part of the Intracoastal Waterway. It has no lock.

THE ENO CANAL is a 1-mile cutoff on the Eno River, 4 mi. N of Durham (UTM 6913.39943, Durham North and Northeast Durham 7½' quads); it may have been man-made but needs further study.

SOUTH MILLS LOCK on the DISMAL SWAMP CANAL, 13 miles N of Elizabeth City on US 17, will be covered on the section on Virginia.

Some of the state's canals are discussed in further detail in "North Carolina Canals before 1860" by C.R. Hinshaw, Jr. in The North Carolina Historical Review, v.25 #1, Jan. 1948, but there is much canal research yet to be done. For tourist information write the Dept. of Natural and Economic Resources, Raleigh, N.C. 27611. Also available, "Fresh Water Fishing and Hunting in North Carolina", \$6.41 ppd. from Alexandria Drafting Co., 417 Clifford Ave., Alexandria, Va. 22305.

## SOUTH CAROLINA



THE LANDSFORD CANAL, 13 mi. SE of Rock Hill on US 21, then 1½ mi. E at Rowell on SR 327 to Landsford Canal State Park. Constructed by the state in 1820-23 and abandoned after little use in 1837, this is the best preserved canal in the south and is now being restored, and should become one of the finest canal parks in the country. It is on the National Register and has been nominated as a State Civil Engineering Landmark.

The 2-mile canal has 5 granite locks: The guard lock, 12x100?'; Locks 2 & 3 (a 2-lock staircase) combined with a stone arch bridge; and outfall locks 4 & 5 (also a 2-lock staircase), now silted up. The combined locks are about 10x80' in each chamber with about 9' lifts. Locks 2 & 3 with the bridge across the lower end is especially fascinating and is complete with an inscription, "ROBERT LECKIE/ CONTRACTOR 1823". There are sparse foundations of the original lockhouse up the hill from the lock, but one of the most elegant lockhouses to be found on any canal is at the entrance to the park, where it will serve as a museum. Built in 1805-1807, this stone mansion was the lock tender's house on the Rocky Mount Canal at Great Falls, and was moved to the park in 1973.

The Park Superintendent lives near the lockhouse (Landsford Canal State Park, RFD #1, Catawba, S.C. 29704, (803)789-5800). UTM coordinates, Locks 2 & 3, 17.5111. 38475, Catawba 7½' quad. See also "Building the Landsford Canal" by E.T. Crowson, S.C. History Illustrated, v.1, #2, May 1970, and ACS Canal Index Sheet #8.

The Landsford Canal was the northernmost of 4 canals around falls on the Wateree-Catawba River (called the Catawba above Wateree

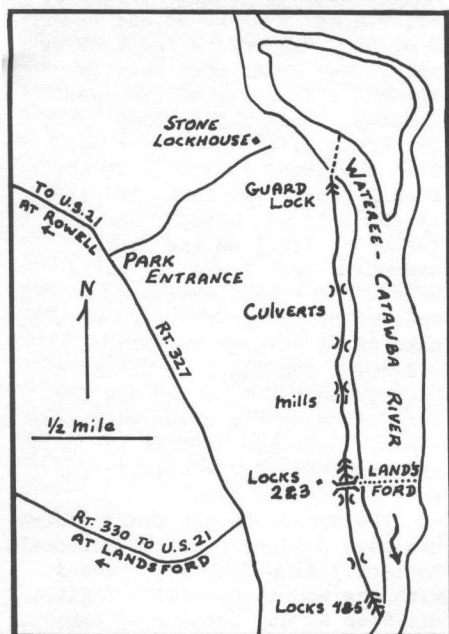


Up Lock 2&3 on the Landsford Canal (S.C. Dept. of Parks, Recreation and Tourism)

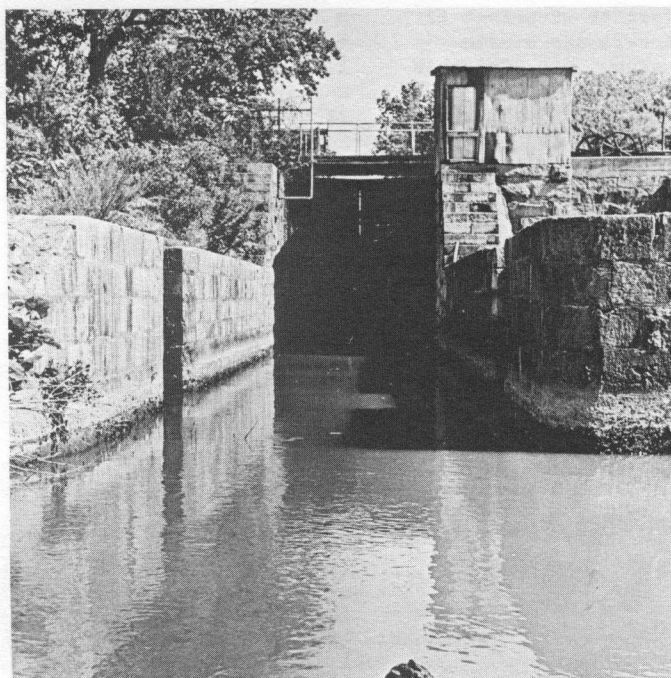


The Rocky Mount Canal lockhouse, under restoration at Landsford Canal State Park (Alden Gould, 1974)





Landsford Canal State Park



The Columbia Canal Guard Lock (Robert Smeltzer, SANDLAPPER October 1970, with permission)

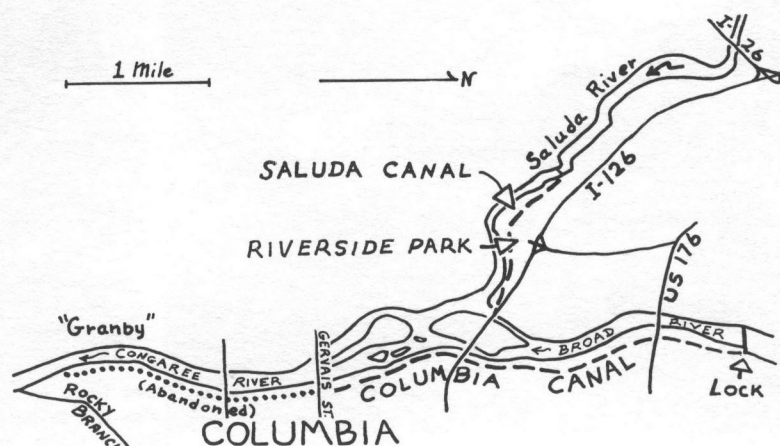
Creek located S of Great Falls, and the Wateree below). The CATAWBA or FISHING CREEK CANAL (1820-1823) was just N of Great Falls, S.C., 3 mi. long with 15 stone locks and a guard lock, now inundated; as is the ROCKY MOUNT CANAL (1820-1828), 5 mi. long with 15 stone locks and a guard lock, at and below Great Falls; topo map, Great Falls 7½'. The fourth canal was the WATREEE CANAL (1820-1826), about 7 mi. N of Camden, 5 mi. long with 7 locks and a guard lock, now partially (?) inundated by Wateree Lake. Topo map, Camden 15'; 7½' map available after 1976. These canals need further investigation. See "The Wateree Canal" by E.T. Crowson, forthcoming in THE SANDLAPPER (\$1.25 ppd. from Sandlapper Press, P.O. Box 1668, Columbia, S.C. 29202).

THE LOCKHART CANAL still flows through the town of Lockhart, on Ga. 9 between Spartanburg and Chester. Originally constructed in 1820-23 to take batteaux around rapids in the Broad River, it was 2 mi. long with 6 stone locks and a guard lock. At some time (1849?) the canal was enlarged and a dam placed across it near the lower end. This enlarged canal is still used as an hydraulic; the canal below the dam is dry. The remains of one of the 2-lock staircases can still be visited by climbing down the river bluff next the dam and walking a few hundred feet down the flood plain. The lock has been robbed of its facing stone, but this permits a view of the interior structure of this

common type of South Carolina lock, including the stone headers and the sluice tunnels through the lock walls. UTM co-ordinates of the lock, 17.4583.38482, Lockhart 7½' quad.

Today's COLUMBIA CANAL through the capital of South Carolina is made up of 2 early canals linked together. The COLUMBIA (CONGAREE) CANAL (1820-1824) was 3 mi. long from a dam across the Broad River at its junction with the Saluda, to a point just upstream of Rocky Branch and opposite the then town of Granby at the head of navigation on the river (called the Congaree below the junction). It had one stone and 3 brick locks and a guard lock. Two mi. up the broad from the head of

this canal was the BULL SLUICE CANAL, 1820-1822, ½ mi. long with a stone lock. In 1837-1840 these canals were connected by the COLUMBIA EXTENSION CANAL, 1½ mi. long, making a 5-mile long canal. Wrecked by an unusual freshet in the year of its completion, the canal was abandoned for navigation and developed after 1843 into a power canal or hydraulic, and widened and deepened in 1891, with a dam across it at Gervais St. in Columbia; the lower 2 mi. was abandoned and little remains today. The rest of the canal still holds water and is put to good use by the South Carolina Electric and Gas Company's hydro plant. There is still a lock at the head of the canal, ½ mi. above the US 176 crossing. Columbia



The Columbia and Saluda Canals

should take further advantage of this cultural resource at its population center. See "Columbia Canal Helped Develop the Midlands" by E.T. Crowson and R. Smeltzer in THE SANDLAPPER, Oct. 1970, \$1 ppd. UTM co-ordinates of the lock, 17.4936.37656, Columbia North 7½' quad.; also see Edmund NE 7½' quad.

One function of the Columbia Canal was to take boats up into Columbia from the head of navigation at Granby. In 1900-1904 the Corps of Engineers constructed a lock and dam at Granby for this purpose but it was little used, was abandoned in 1920 and (with Granby) has since disappeared.

THE SALUDA CANAL (1806-1809) ran for over 2 mi. along the N bank of the Saluda River down to the junction with the Broad near Columbia, where there were 4 stone lift locks. There was also a stone guard lock at the head of the canal. Abandoned by 1837, the lift locks have been destroyed by Interstate 126 but bits of the canal bed, with some stone walls, remain and have been neatly incorporated into Riverbanks Park/ Columbia Zoological Park, I-126 at Greystone Blvd., Columbia S.C. 29202, (803)779-8717; brochure available. Something may remain of the guard lock, UTM 17.4909.37653, Columbia North 7½' quad.

There were two other canals on the Saluda River, DREHER'S CANAL, 11 mi. above the Broad, built over by the Lake Murray (Saluda) Dam; and LORICK'S CANAL, 35 mi. above the Broad and now under Lake Murray.

THE SANTEE-COOPER CANAL, constructed by Col. John Senf in 1793-1800, was

a summit canal 22 mi. long, designed to draw the trade of the Santee River (and its branches, the Saluda, Congaree, Wateree-Catawba, Broad, etc., involving all of the other South Carolina canals) to Charleston, on the Cooper River. Locks 1, 2 and 3 lifted the boats, primarily rafts and poled river batteaux, from the Santee to the summit, and 7 more locks and a tide lock lowered them to the Cooper at Moncks Corner. The locks were of local brick and 10x60' in the chamber, except for the tide lock, which was wooden. Water supply at the summit plagued the canal but it continued in use until 1850.

In 1938-1942 the state created Lake Moultrie, surrounded by 32 mi. of dams and dikes, with a hydro-electric plant and PINOPOLIS LOCK (which can be visited) in Pinopolis Dam at the outlet or Tail Race Canal near Moncks Corner. This effectively replaced the Santee Canal and inundated all of it on the Cooper side of the summit except for the last 3 miles, below the dam, paralleling the Tail Race Canal on the SW. This section can be visited by taking the first R turn after crossing the Tail Race Canal on US 52/ Alt. 17, and following the signs to "Historic Marker ½ Mile". In 1970 there was some interest in restoring this part of the canal. Probably little remains aboveground of the wooden tide lock at the Cooper end, perhaps ¾ mi. below US 52 at UTM 17.5957.36742, Cordesville 7½' quad. This site needs investigation.

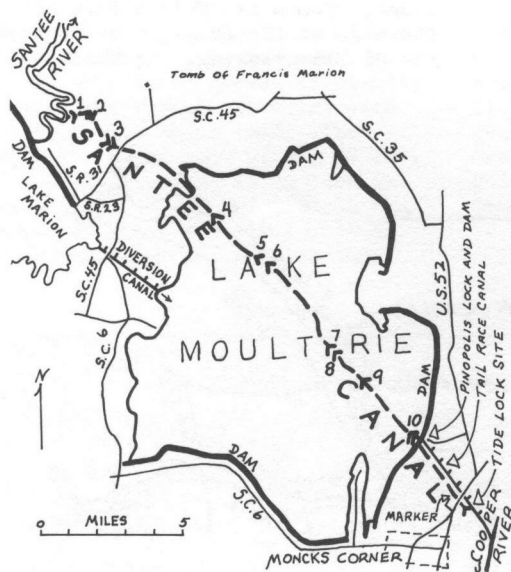
At the Santee end the canal is in very good condition although the brick work is crumbling and needs

stabilization, and little remains of lock 3, which was a 2-lock staircase. The canal crosses SC 45, 0.8 mi. E of SR 31 and 1½ mi. W of the turn-off to the tomb of the famous Swamp Fox, Francis Marion, a Director of the canal company. Lock 3 (Big Camp Lock, 19' total lift) is about ¼ mi. down the canal (NW) from SC 45; Lock 2 (White Oak Lock, 10' lift) is about 1½ mi. beyond; and Lock 1 (up to 5' lift) on the Santee, another mile. There are paths beside the canal, festooned by Spanish Moss. To drive to Lock 1, take SR 31 through Eadyville, following the signs to Walter's Grave, about 5 mi., and ask for directions at the store next the river. Only the Chicora 15' topo map is at present available for this end of the canal.

The Santee-Cooper Canal (which has been nominated to the National Register) is not to be confused with the modern DIVERSION CANAL, 4 mi. S on SC 45, connecting Lake Marion with Lake Moultrie, where there is a Canal Motel and Restaurant for fishermen (Cross, S.C. 29436, (803)849-2767.)

For details see The History of the Santee Canal by F.A. Porcher, \$1.25 ppd. from the American Canal and Transportation Center; "The Santee Canal" by Jack Leland, in the March 1970 Sandlapper; and "The Santee-Cooper" by E.T. Crowson in the South Carolina Magazine, August 1971.

Of related interest as an early transportation engineering work is the unfinished Stumphouse Mountain (railway) tunnel (1856-1859), on



The Santee Canal and Lake Moultrie



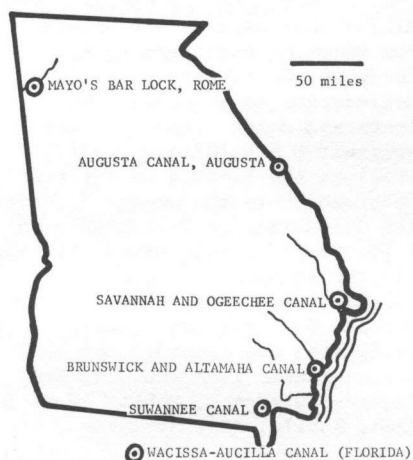
Down Lock 4 (usually inundated) on the Santee Canal, with Lake Moultrie in the background, during the dry winter of 1953. Note the upper sill in the foreground and the stone hollow quoin set in the brickwork. (South Carolina Public Service Authority)



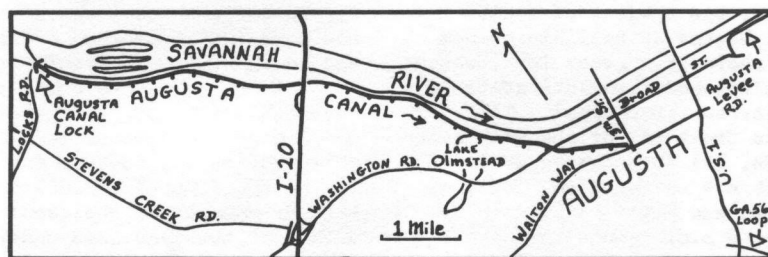
the National Register, in Stumphouse Mountain Park about 5 mi. NW of Walhalla on S.C. 28 (UTM 17.30575. 385390, Walhalla 7½' quad.). The east heading, 1600' long, is open to the public during daylight hours (Pendleton District Historical & Recreational Commission, P.O. Box 234, Pendleton, S.C. 29670).

For more information on South Carolina see "The Canals of South Carolina" by L.W. Richardson in American Canals for Feb. and May 1973 (two parts); "Costly Delusion: Inland Navigation in the South Carolina Piedmont" by D.W. Hollis in the Proceedings of the S.C. Historical Assn., 1968; and other articles listed in Harry Rinker's ACS bibliography on South Carolina, available from ACS @ 25¢.

## GEORGIA



MAYO'S BAR LOCK, 7½ mi. W of Rome on the Coosa River, was built by the Corps of Engineers in 1910-1913 for steamboats operating on the 128-mi.



The Augusta Canal Corridor

navigable stretch of the river from Rome down to below Gadsden, Alabama. The Corps also built wing dams along 105 mi. of the Oostenaula and Coosawattee Rivers above Rome, and completed 5 other locks and dams, and began one lock, on the Coosa below Gadsden to its mouth near Montgomery Ala., in a never completed attempt to connect the land-locked navigable stretch with the Alabama River and the Gulf of Mexico. Two of the locks are now under Logan Martin Lake, two under H. Neely Henry Lake, one below the latter dam, and a lock is known to be intact in Wetumpka, above Montgomery (UTM 16.5743.36001, Wetumpka, Ala. 15' quad.); all need investigation.

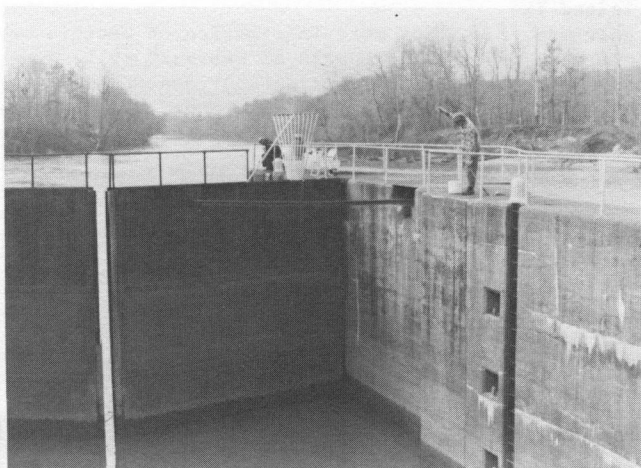
The only lock in this system in Georgia is Mayo's Bar Lock (40x176' in the chamber, with a 12' lift), of concrete with steel gates. Now abandoned but intact it was deeded to Floyd County for use as a park and is much used by fishermen, and for picnicking and camping. From Ga. 53 (Broad St.) in Rome take Black's Bluff Road (S. Broad St.) SW for 5½ mi., then R to the lock and the river (1 mi. beyond the road to Milner Lake); watch for signs to the lock. UTM 16.6606. 37855, Livingston Ga. 7½' quad.

The power dams now on the Coosa were built with the possibility in

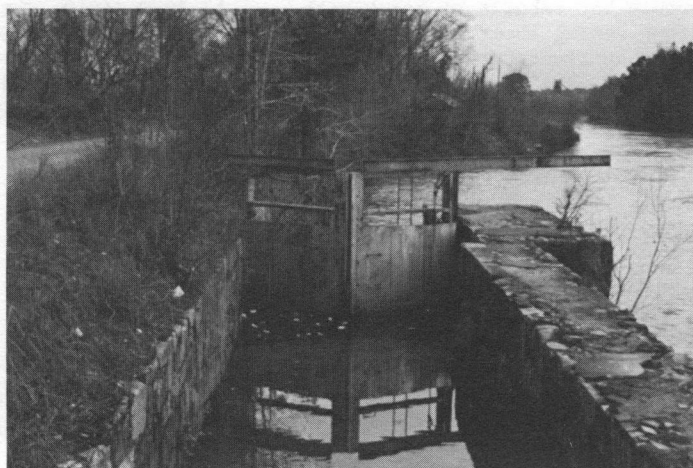
mind of eventually installing barge locks, to establish navigation up to Rome. Present plans would not affect the lock at Wetumpka, but would require removal of Mayo's Bar Lock. Local interests should devise an alternative plan.

See maps of the navigation in the C of E report for 1913, pp.2128 and 2124; and maps of the lakes from the Alabama Power Co., P.O. Box 2641, Birmingham, Ala. For a capsule history see the 1915 C of E report, pp.1837-1840. This volume contains histories of all the Corps projects up to 1915.

THE AUGUSTA CANAL, paralleling the Savannah River through Augusta, is a fine example of a dual purpose waterway, intended both for water power to make Augusta "the Lowell of the South", and to serve as a busy freight route into the city, at the head of navigation on the river. Completed in 1846 and enlarged in the late 1870's (at 150' wide at the top and 11' deep it was claimed to be second only to the Suez Canal!) it is still used for water power and will be made into a park by the state, hopefully following the recommendations of Eric Hill Associates of Atlanta to make good use of the surrounding industrial buildings, and strive for historical accuracy.



Looking Down Mayo's Bar Lock (Jim Dixon, Coosa Valley Area Planning and Development Commission)



The Augusta Canal Guard Lock in Canal and River Park (L.W. Richardson)

The canal, on the National Register and subject of a HAER study, begins at Bull Sluice Dam where there is a guard lock, which can be reached from Interstate 20, which crosses the canal. Take Stevens Creek Rd. at the Washington Rd. (Ga. 28) interchange NW for 3 mi., then R on Locks Rd. for 1 mile, to Canal and River Park, open sunrise to 9 p.m. Note the dam, stone marker, the cut-stone lock with steel gates and balance beams, 11x76' in the chamber, and possible remains of the earlier lock. The 7½-mile canal flows into downtown Augusta to a basin which is best seen at 13th St. and Walton Way, where there is an historical marker. There was never a navigable connection back to the river. The towpath on the river side is cyclable, and one can cross the canal at the lock and below Lake Olmstead. UTM co-ordinates of the lock, 17.40355.371270, Martinez Ga.-S.C. 7½' quad. Other quads, Augusta East S.C.-Ga. and a short portion of canal on North Augusta S.C.-Ga.

THE NEW SAVANNAH LOCK AND DAM (56x360', 15' lift, 1937) is 8 miles below Augusta via New Savannah Rd. (Ga. 56 Loop) and possibly via the Augusta Levee Rd. along the W bank of the Savannah. Constructed by the Corps of Engineers, it is still in use and has recreational facilities for day use but no camping. A leaflet is available from the U.S. Army Engineer District, Savannah, P.O. Box 889, Savannah, Ga. 31402. It and the Augusta canal are also shown on Nautical Chart 635-SC available from the National Ocean Survey.

THE SAVANNAH AND OGEECHEE CANAL, constructed in 1825-1831, was designed to draw the trade of the Ogeechee River into Savannah. There were three locks, originally wooden but rebuilt of brick with stone coping about 1840. The Ogeechee River Lock at the SW end, the only remaining brick lock in the state, is located between the Ogeechee River and Ft. Argyle Rd. (Ga. 204) near the foot of Canal

Bank Rd., ½ mi. E of Interstate 95. Follow the canal bed south to the lock, which is much overgrown and needs study and stabilization.

The other 2 locks were at the Savannah end, where the canal, now a drainage ditch, parallels Louisville Rd. on the south. Gay's Lock was at the foot of Pritchard St. Further downstream the canal makes an abrupt turn and goes under Louisville Rd. just behind the Central of Georgia RR station, recently recycled into the Savannah Visitors Center. An old brick arch takes the RR over the canal. Further downstream near the foot of Indian St. can be seen part of First Lock, incorporated into the concrete retaining wall on the W bank of the present ditch. This site is in line with and just W of the piers of the high-level Talmadge Memorial Bridge. UTM co-ordinates, Ogeechee Lock, 17.4700.35428, Meldrin SE 7½' quad.; other quads, Garden City and Savannah.

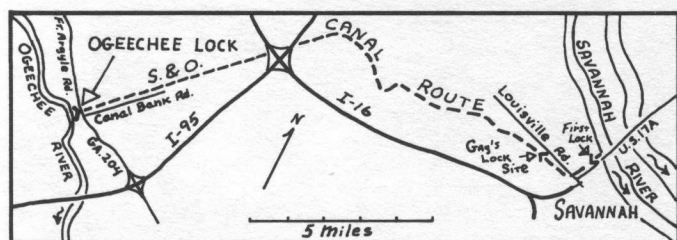
THE SUWANNEE CANAL, or "Jackson's Folly", 12 mi. long, was a fortunately unsuccessful attempt to drain Pogo's Okefenokee Swamp in the 1890's and is now the major scenic waterway through the Suwannee Canal Recreation Area. Take Ga.121 S from Folkston for 8 mi. to the entrance sign, then 4½ mi. W to Camp Cornelia (no camping!) where one can rent canoes, boats and even canoe camping equipment, take guided boat tours, hike the "Canal Diggers Hiking Trail", etc. Brochure and price list available from the Concessionaire, Suwannee Canal Recreation Area, Route 2, Folkston, Ga. 31537, (912)496-7156. No reservation is needed for a boat, but for canoe camping in the swamp a permit is necessary from the Okefenokee National Wildlife Refuge, P.O. Box 117- 411 Pendleton St., Waycross, Ga. 31501, (912)283-2580. Camp Cornelia UTM co-ordinates, 17.3920.34010, Chesser Island 7½' quad., an experimental photomap. Other quads: Chase Prairie and Billy's Island. See also National Geographic, Feb. 1974, pp.168-175.

THE BRUNSWICK AND ALTAMAHA CANAL was constructed to draw the trade of the Altamaha River down to Brunswick. Begun in the 1830's, it was finally completed in 1854, but by then Brunswick harbor had silted in so the canal was probably little used. It was 12 mi. long and 53' wide with a guard lock, probably of wood, at each end. The course of the canal can still be seen, most conveniently along Canal Road north of Brunswick, and at its N end on the Altamaha at Boy's Estate, a short distance E on Ga. 99 from Interstate 95. No signs of the locks have been found but the canal should be used as a hiking trail. The northern end will go on the National Register of Historic Places in connection with Evelyn Plantation. No traces of the S end remain below Canal Road. UTM co-ordinates, N end, 17.4556.34646, Darien 7½'; other quads, Brunswick East and Brunswick West. See also ACS Index Sheet #7.

THE APALACHICOLA AND CHATTAHOOCHEE RIVERS have been made navigable by the Corps of Engineers up to Columbus, Ga. (where there is a Confederate naval museum) by three locks and dams. These are the Jim Woodruff L & D (82x450', 33' lift, 1957) at the Florida border near Chattahoochee; the George W. Andrews (or Columbia) L & D (82x450', 25' lift, 1963) near Columbia, Alabama; and the Walter F. George L & D (82x450', 88' lift, 1963) at Fort Gaines, Ga. All have recreational facilities and camping. Leaflets are available from the U.S. Army Engineer District, Mobile, P.O. Box 2288, Mobile, Ala. 36628.

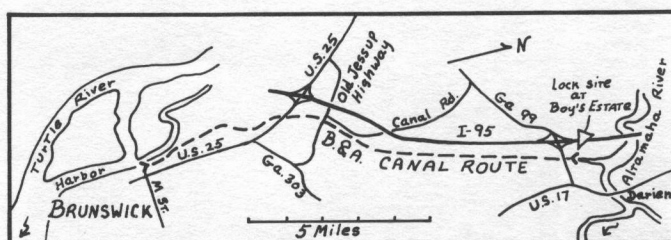
There are many miles of abandoned HYDRAULIC MINING CANALS around Dahlonega in Lumpkin County. These were not navigable but are interesting as canal engineering problems and potential linear parks, and should be investigated.

For more information on Georgia see "The Canals of Georgia" by L. W. Richardson in American Canals for August 1973, November 1973, and February 1974 (3 parts).



The Savannah and Ogeechee Canal Corridor

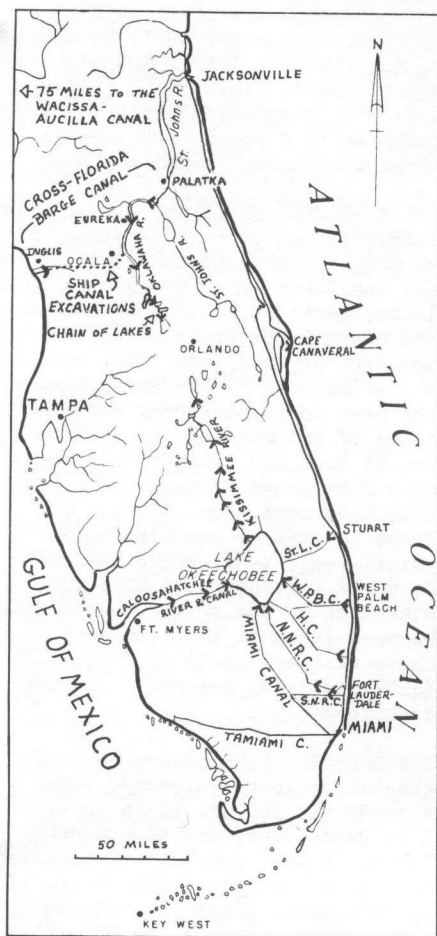
(From maps by L.W. Richardson)



The Brunswick and Altamaha Canal Corridor



# FLORIDA

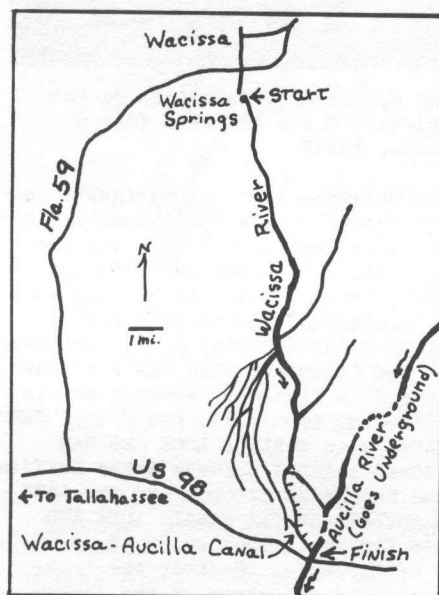


Florida is liberally laced with canals, some of which go back to Indian times (see "Ancient Canals in Florida" by C.J. Kenworthy, Smithsonian Institution Ann. Rpt. for 1881 (1883), pp.105-109; also in Misc. Papers Relating to Anthropology, 1881, pp.631-635). It would require a large-scale study to decipher the history, remains, problems and future of Florida's canal network so this guide will concentrate on only those with locks or of especial interest. Readers may wish to submit other Florida canals which should be included in this guide.

Most of the canals are in central and southern Florida, their primary purpose being the drainage of the Everglades; the major canals radiate in all directions from Lake Okeechobee. Most were constructed in the first decades of this century - Florida's Canal Era - when the Everglades was considered one of America's last frontiers. Steam dredgers built the canals, digging through the muck to the limestone bedrock (see "Digging the Cape Sable Canal" (at the tip of Florida, near Flamingo, in the 1920's) by L.E. Will, in TEQUESTA, v.19, 1959,

pp.29-63). The main canals were extensively used for passenger and freight traffic through the 1920's and were considered very important commercial arteries through the Florida wilderness. Today the most important are the St. Lucie Canal and the Caloosahatchee Canal, which provide a through navigation across Florida - the Okeechobee Waterway, part of the Intracoastal Waterway. Some of the canals, however, such as the Tamiami, were not even intended for drainage, but were "borrow canals", byproducts of road construction (the Tamiami Trail); but it has been proposed to build navigation locks on even this canal.

To hunt for these canals a good road map such as Texaco's or Exxon's is recommended. Also handy, with all the county maps and other information is Guide to Fun in Florida, \$6.19 from the Florida Wildlife Federation, 4080 N Haverhill Rd., West Palm Beach, Fla. 33407.



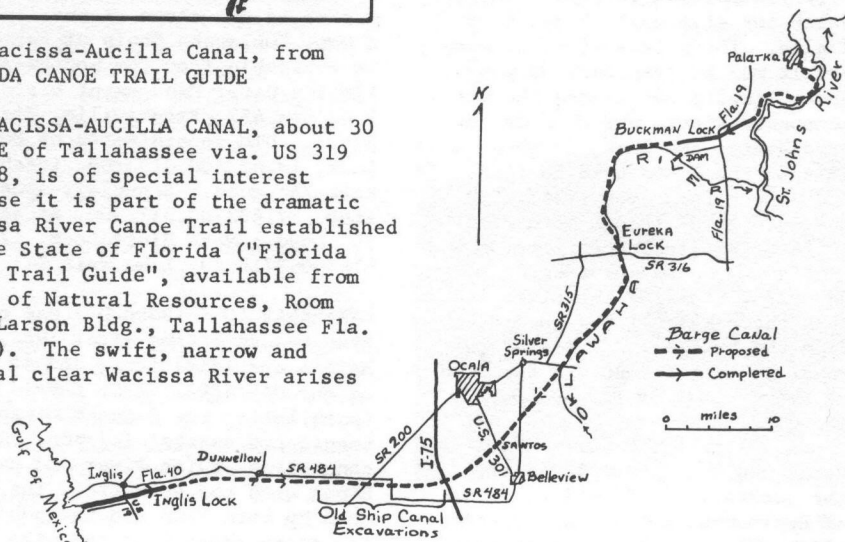
The Wacissa-Aucilla Canal, from FLORIDA CANOE TRAIL GUIDE

THE WACISSA-AUCILLA CANAL, about 30 mi. SE of Tallahassee via. US 319 and 98, is of special interest because it is part of the dramatic Wacissa River Canoe Trail established by the State of Florida ("Florida Canoe Trail Guide", available from Dept. of Natural Resources, Room 664, Larson Bldg., Tallahassee Fla. 32304). The swift, narrow and crystal clear Wacissa River arises

from a spring at the head of the canoe trail and flows into the Aucilla River 14 mi. later. The Aucilla, however, soon goes underground; the canal, 2½ mi. long, bypasses this section and is said to have been excavated by slaves in the 1850's to permit the shipping of cotton from the Wacissa region. There were probably no water control structures. The canal is only accessible by canoe. The whole trail takes 6 hours but there are many tributaries to explore and one can camp along the way.

Work on the 100-mile long CROSS-FLORIDA BARGE CANAL (1964-1971) was stopped by Presidential order, primarily because of environmental concerns about the Oklawaha River. Of the 5 locks planned, Buckman (St. Johns) and Inglis locks are in operation and the Eureka Lock is complete but unused. The future of this controversial project is still in doubt (see "The Cross-Florida Barge Canal System", American Canals, May 1975). The canal follows the same route as the unfinished FLORIDA SHIP CANAL (or Gulf-Atlantic Ship Canal) begun in the 1930's during the depression. Unlike the Barge Canal it was to have been a sea-level canal but concerns about a drastic effect on Florida's water table caused it to be abandoned unfinished in 1935.

To follow the canal route from east to west start at the BUCKMAN LOCK (84x600', 1968), about 12 mi. SW of Palatka on SR 19 (watch for sign) with a visitors overlook and restrooms, open 8-5. One mi. S on SR 19 is a bridge offering a fine view of the canal. Turn R just beyond for 2-3 mi. to Rodman Dam, which forms the pond for this lock (Lake Oklawaha) and is much used by fishermen. Continue S on SR 19 then R on SR 316 toward Eureka, crossing



Route of the Cross-Florida Barge Canal



"Roosevelt's Monument" on the old Florida Ship Canal (Alden Gould)

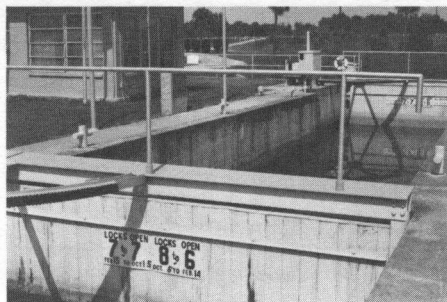
over the Oklawaha on a bridge with a view of EUREKA LOCK (84x600') on the right (no public access). A navigable channel through the dam at the lock permits small craft to navigate the Oklawaha. Continue W on SR 316 then S on SR 315 to SR 40 (there is a riverside park to the E at the SR 40 crossing over the Oklawaha). Go W on SR 40 then S on US 301 in Ocala. Just S of Santos the road splits around old bridge piers - "Roosevelt's Monument" - from the Ship Canal in the 1930's and never used. Turn R (W) on SR 484 in Belleview. After going under I-75 this road parallels at a distance the old excavations of the Ship Canal, which are clearly shown on the Dunnellon SE and Shady 7½' topo maps, but are not easily found on the ground. SR 484 crosses the canal route 1 mi. after its right-angle turn to the N (5½ mi. W of I-75) and SR 200 crosses it 0.8 mi. S of its junction with SR 484. In Dunnellon follow SR 40 W to INGLIS LOCK (84x600', 1970). Watch for sign on L, 3 mi. E of Inglis. There is a visitors area but it may be open only on weekends. Inglis Dam across the Withlacoochee River, which forms the pond behind the lock, is about a mile to the S and hard to find. It had a lock for river traffic in the 1910's but it has been removed by later spillway construction. Continue W on SR 40, then S (L) on US 19/98, crossing the river and then the canal, with a good view from the bridge. The end of the canal is to the west via the road on its S bank, or via SR 40, to the Gulf of Mexico.

A leaflet, "The Cross-Florida Barge Canal", is available from the Jacksonville District, Corps of Engineers, Box 4970, Jacksonville, Fla. 32201; and a useful booklet, "The Water Story: Cross-

Florida Barge Canal" discussing the water table problem is available from the Canal Authority of the State of Florida, 803 Rosselle St., Jacksonville, Fla. 32204. Articles on the Ship and Barge Canals are in the Florida Historical Quarterly, v. 35, 45 and 46 (1957, 1966 and 1968).

To get close to the locks, which are fenced in, one must obtain clearance from the Corps of Engineers in Palatka (904/328-2737).

UTM co-ordinates, Buckman Lock, 17.429400.3268500, Satsuma 7½' quad; Eureka Lock, 17.412600.3249800, Eureka Dam 7½' quad; and Inglis Lock, 17.341500.3211500, Yankeetown 7½' quad.



The Apopka-Beauclair Lock on the Oklawaha Chain of Lakes (Alden Gould, 1975)

The Oklawaha River is navigable to its headwaters in the Oklawaha Chain of Lakes west of Orlando, via the MOSS BLUFF LOCK AND DAM (30x125', 1925, rebuilt 1971) on SR 314A east of Ocala; and the 15-mile KYLE-YOUNG CANAL (1920's) a straightening of the Oklawaha. The Chain of Lakes itself is linked by several canals including two locks, the HAINES CREEK CANAL with BURRELL LOCK AND DAM (30x85', 1956) between lakes Griffin and Eustis at Lisbon; and the LAKE BEAUCLAIR-APOPKA CANAL, LOCK AND DAM (15x50', 1956) on SR 48, 3 mi. E of Astatula. Contact the lockmaster to get close to the locks. A map, "Oklawaha Chain of Lakes", is available from the Southwest Florida Water Management District, P.O. Box 457, Brooksville, Fla. 33512. UTM co-ordinates of Burrell Lock, 17.423500.3193700, Leesburg East 7½' quad.; Beauclair-Apopka Lock, 17.433100.3177300, Astatula 7½' quad.; Moss Bluff Lock, 17.414100.3216950, Lake Weir 7½' quad.

CANAVERAL LOCK (90x600') was constructed some time after 1962, to NASA's specifications, and is part of the CANAVERAL BARGE CANAL (paralleling the Bennett Causeway) across two coastal islands, thereby connecting Indian River and Banana River with the Atlantic. The lock, used by both NASA and the public, is incorporated into the dike of a large turning basin on the Banana

River near the town of Cape Canaveral. UTM 17.535400.3142350, Courtney 7½' quad. Tours of the nearby Kennedy Space Center (but not including the lock) are operated 8 to 2 hours before sunset daily by NASA Tours, P.O. Box 21222, Kennedy Space Center, Fla. 32815, (305) 269-3366, originating at the Visitors Information Center. Allow about 4 hours for the museum and tour.

THE KISSIMMEE WATERWAY, over 100 mi. long from the town of Kissimmee S of Orlando, down to Lake Okeechobee, was completed in 1970 and has 7 locks, each 30x90' in the chamber and 6' over the sills. They are now used by small craft but are not accessible by car and at present have no recreational facilities. A map of the waterway is available for \$1 from the Greater Kissimmee Area Chamber of Commerce, P.O. Box 776, Kissimmee, Fla. 32741. The locks are rather unromantically called S-61; S-65; and S-65A, B, C, D and E. There are also two other locks, not open to navigation, between lakes in the Kissimmee Chain of Lakes south of Orlando (S-57 and S-58) but they have not been located.

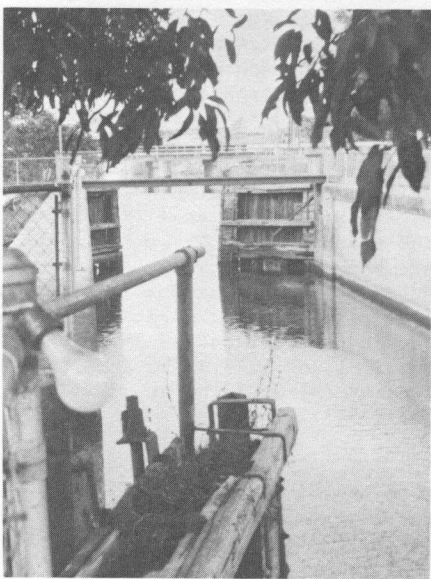
THE OKEECHOBEE WATERWAY, part of the Intracoastal Waterway, crosses Florida via the St. Lucie Canal, Lake Okeechobee, and the Caloosahatchee River, and is very much in use today. At the Atlantic end of the ST. LUCIE CANAL (St.L.C. on accompanying map) is the ST. LUCIE LOCK (50x250', 13' lift, 1941) next to the earlier (1925) lock now auxiliary, off Fla. 76 just W of the Florida Turnpike (US 95, no interchange) in Stuart. UTM co-ordinates 17.570900.2998900, Indian Town SE 7½' quad. Route 76 follows the canal 24 mi. to Port Mayaca on Lake Okeechobee where a lock is now under construction in anticipation of an elevation in lake level. There are two routes for boats crossing the lake, which at up to 40 mi. across and 740 square miles in area is second only to Lake Michigan as the largest freshwater inland lake in the U.S. The direct route is 25 mi. long, cutting directly across the lake to Clewiston and thence to the Caloosahatchee Canal at Moore Haven; the rim route is 12 mi. longer and follows canals along the E and S shores of the lake. At Moore Haven on US 27 the Okeechobee Waterway enters the CALOOSAHATCHEE CANAL, dating from early river improvements of the 1880's, through the combination lock (50x250', 2.5' lift, 1935) and Hurricane Gate #1, open to the public with camping, picnicking and other facilities and well worth a tour. The lock is built into Hoover Dike, which lines the



S and E border of the lake and makes a good vantage point for lake-watching. Ask the lock tender in the control tower for directions to the old "Flat Top Cypress" which was for many years the only landmark for skippers trying to find the canal from the lake, before the dike was built. There is a plaque at its base. Close to the tree, only the N wall remains of the earlier lock (30x150') from the 1930's.

From Moore Haven the navigation descends to the Gulf of Mexico through 2 modern locks on the CALOOSAHATCHEE RIVER. ORTONA LOCK (50x250', 11' lift, 1937) is 12 mi. down the canal from Moore Haven on Fla. 78 at Ortona, with a camping and picnic area. Watch for the sign. UTM 17.469700.2962900, Goodno 7½' quad. Fla. 80 also follows the canal from Moore Haven and offers a good view of the lock but no access or facilities. The other lock on the waterway is 25 mi. further W down the river at Olga on Fla. 80, the W.P. FRANKLIN LOCK (56x400', 3.5' lift, 1966) at present the largest lock on the waterway. Watch for the sign. Picnicing and other facilities available but no camping. The lock can also be viewed, but not reached, from Fla. 78 on the other side. UTM 17.431000.295560, Olga 7½' quad.

A navigation chart of the Okeechobee Waterway, 855-SC, is available from NOS. See also the Southern Edition of the Waterway Guide (see Intracoastal Waterway); and "Florida's Waterways" in American Canals, August 1974, p.4.



The West Palm Beach Canal Lock at Canal Point on Lake Okeechobee (Alden Gould, 1974)

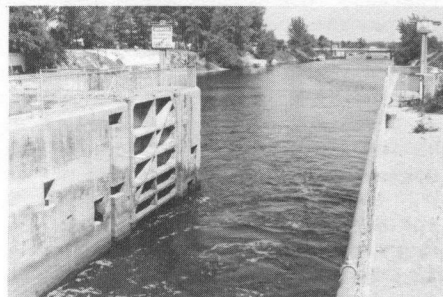
Most of the major canals through the Everglades begin at Lake Okeechobee and can be conveniently visited on a drive along the lake's southern rim, between Moore Haven and Port Mayaca. The head of the MIAMI CANAL is at Lake Harbor, 25 mi. E of Moore Haven on US 27, where there is the huge HURRICANE GATE #3 (#1 is at Moore Haven and #2 at Clewiston) with a large recreation and picnic area. One can walk on Hoover Dike and also visit the abandoned Miami Canal Lock (25x130'?, 1916-18) by walking about 800' down the canal's W bank, across US 27 to the next bridge over the canal; cross it to see the lock. UTM 17.519150.2952300, Lake Harbor 7½' quad. This is a typical Lake Okeechobee lock, of concrete, the walls extending at least 2' above ground level, evidently a safety measure at the lake, which is not found elsewhere in Florida. The spillway has been removed so that small craft can bypass the lock. Note the lock gates and gearing. This canal goes almost straight to Miami, 80 mi. to the SE, with a branch, the SOUTH NEW RIVER CANAL (S.N.R.C. on map) to Fort Lauderdale. The canal is still used by pleasure boats but was never a commercial success because of the uneven limestone bedrock which generated hazardous shoals.

Seven mi. E on US 27 at South Bay the highway crosses the NORTH NEW RIVER CANAL (N.N.R.C. on map), which goes to Fort Lauderdale, 61 mi. to the SE, and was the first main canal to be opened, in 1906. Walk down the W bank of the canal for 200' from the bridge to see the remaining (W) wall of the lock (1916-1918, 25x130'?), UTM 17.528600.2949100. The other wall and the spillway have been removed. For a good view cross the highway bridge and walk down the E bank. This was once a busy freight and commercial route but is now only used by pleasure boats. In its early years the canal was dangerous to navigate because of violent swirling currents at potholes in the limestone bedrock, but these subterranean problems mysteriously vanished about 1917. In 1939 the C of E made a survey and located 22 potholes with an average depth of 37.3 feet!

In Belle Glade, 6 mi. E of South Bay, US 441 crosses the HILLSBORO CANAL (H.C. on map), ca. 1906-1918, which goes to Deerfield and Hillsboro Beach, 71 mi. away on the Atlantic. Turn L immediately after crossing the canal and follow it 3 mi. N to the head of the canal at HURRICANE GATE #4 in Hoover Dike. This gate now serves as the head of both the Hillsboro and North New River canals.

There was an early lock (Stein's) at Chosen but it has been removed.

At Canal Point, 14 mi. N of Belle Glade, US 441 crosses the WEST PALM BEACH CANAL (W.P.B.C.). Canal Point is the most scenic canal area on the lake, with a number of points of interest in a small area. Walk or drive on Hoover Dike and visit HURRICANE GATE #5. The abandoned lock here (20x130'?, ca. 1906-1917) is the best remaining early lock at the lake, and complete with a "Canal Town". The spillway has been removed. One can walk on the lock - its sides are fenced and it is partially lit at night, hopefully an embryo canal park. Note the cypress lock gates and the reduction gearing. This was the deepest of the old canals, much used by cross-state traffic, including sternwheel steamers. US 98 follows it for most of its length, then US 441 to its terminus in West Palm Beach, a distance of some 40 miles. Nine mi. N of Canal Point is the ST. LUCIE CANAL at Port Mayaca, already described.



The West Palm Beach Canal Outfall Lock on the Florida east coast (Alden Gould, 1974)

The lower, southern termini of the canals radiating out from Lake Okeechobee are scattered along the Atlantic coast from Stuart down to Miami, and all had locks, some of which are in excellent condition, but except for the ST. LUCIE CANAL locks already described, are used for drainage control only and are no longer navigable. The outfall lock on the WEST PALM BEACH CANAL is 50 mi. S of Stuart on US 1 at the northern Lake Worth city line, marked by a Central and Southern Florida Flood Control District sign at the bridge. This lock, probably the best preserved of Florida's early locks, is fenced in but can be seen from all angles and is complete with dam and spillway. UTM 17.594300.2947200, Palm Beach 7½' quad.

The outfall lock on the HILLSBORO CANAL, DEERFIELD LOCK, is 22 mi. S on US 1 in Deerfield Beach. Take the first road on the R (Fla. 810) after crossing the canal going south, and after passing the Deerfield RR station on the L, turn R



Sewell's Lock on the North New River Canal (Alden Gould, 1974)

in front of a new apartment building onto Lock Road, then to a dirt road, bearing L to the lock (near the local golf course). The lock is fenced in and locked but it can be easily seen and is still complete with dam and gates. UTM 17.586750. 2912100, West Dixie Bend 7½' quad.

The outfall lock of the NORTH NEW RIVER CANAL, known as SEWELL'S LOCK, is about 15 mi. further S to Fort Lauderdale, and 1.8 mi. W on Fla. 84 from US 441, UTM 17.577050. 2886200, Fort Lauderdale S 7½' quad. There may be another lock ca. 5 mi. E of Andytown.

On the SOUTH NEW RIVER CANAL there is a lock with gates removed at Davie, on Griffin Rd. 3 mi. W of US 441. UTM 17.574700. 2882900, Cooper City 7½' quad.

The MIAMI CANAL outfall has not yet been investigated. Readers are urged to report any new discoveries to ACS.

THE INTRACOASTAL WATERWAY from Norfolk to Miami is a remarkable

series of cuts, rivers, streams and bays which provides yachts and commercial tows with a sheltered waterway over a thousand miles long. The only locks in this distance are on the Albemarle and Chesapeake, and Dismal Swamp Canals in Virginia. The OKEECHOBEE WATERWAY across Florida connects this section with the GULF INTRACOASTAL WATERWAY, of more recent vintage, another thousand miles long (with some gaps) up the Florida west coast and around the gulf to the Mexican border. Armchair and deck-chair travellers will enjoy studying maps of the waterway (which includes canals as far north as Massachusetts) available from NOS, and THE WATERWAY GUIDE, from The Waterway Guide, P.O. Box 1486, Annapolis, Md. 21404, published annually in three editions, at \$5.75 each, postpaid. The Northern Edition covers the NY State Barge Canal, Champlain Canal, Rideau, Trent-Severn, etc.; the Mid-Atlantic Edition, NY harbor to the Florida border; and the Southern Edition, Florida and the Gulf Intracoastal Waterway. There are also books covering the sights along the waterway, such as the Federal Writers Project Intracoastal Waterway (1937) and America's Inland Waterway by Allan C. Fisher, Jr., published by the National Geographic Society. A map and history of the Florida east coast section (which was first completed in 1883-1912 by the Florida East Coast Canal Company) is available free from the Florida Inland Navigation District, 2725 Avenue E, Riviera

Beach, Fla. 33404.

Evidently a detailed technical history of the evolution of the waterway has not yet been written, which would bring life to the anonymous cuts, from the first known in 1643 (Ipswich Bay to Gloucester Bay, Mass.) to today's hydraulic dredging operations. For example, part of the 26-mi. long Pine Island Cut between Little River and Waccamaw River, S.C., was dug by flooding the route through dikes and pumps, and dredging the once-dry land.

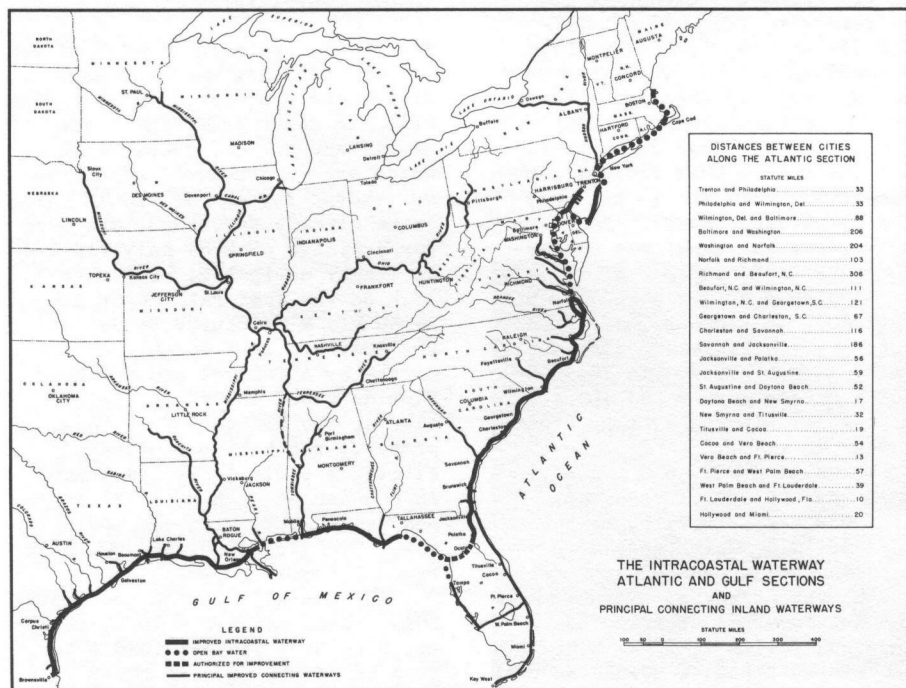
## GENERAL INFORMATION

CORRECTION TO PART 1, on California's Gold Country. It turns out that the Gas Co. does not have enough maps of the Tuolumne water system to send out on request, and that local residents do not want to have their drinking water supply advertised too much. Therefore we hope that ACS members interested in the hydraulic canals of the gold country will concentrate on the miles of dry canals in the region, and their future, while keeping a protective eye on the still used ones.

NOS: Navigation charts of the Intracoastal Waterway, including the Okeechobee Waterway, are available from the National Ocean Survey (NOS), Distribution Division, C44, Riverdale, MD 20804. Ask for their free chart catalogs #1 and 2 (Atlantic and Pacific).

UTM co-ordinates: The Universal Transverse Mercator (UTM) grid is ideal for pin-pointing canal structures on topographic maps. The grid divides the world into 60 north-south zones 6° wide. Within each zone the location of a structure is defined by its distance in kilometers across the zone (E) and from the equator (N). These distances are shown by blue ticks a kilometer apart on most U.S. Geological Survey topographic maps. A structure in zone 10, 548.55 km across the zone (E) and 5277.43 km from the equator (N) would be at UTM 10. 54855.527743.

U.S.G.S. TOPOGRAPHIC MAPS are available at 75¢ each from the Distribution Section, U.S. Geological Survey. Orders for quadrangles west of the Mississippi should be sent to the Survey at Federal Center, Denver, Colorado 80225; east of the Mississippi to 1200 S. Eads St., Arlington, VA 22202; mixed orders from either address. Ask for the free index map for each state desired.



The Intracoastal Waterway and its connections (South Atlantic Division, Corps of Engineers)