

CANAL BRUNSWICK & ALTAMAHA CANAL		(GEORGIA)		(FOR ACS USE)	
STATUS Abandoned		DATES OF CONSTRUCTION & CLOSURE Built 1834-1854, Closed 1855 (?)			
LOCATION (ENDPOINTS OF CANAL) From about Newcastle & M Sts. on the Brunswick waterfront to the Altamaha, 1 m. no. of Darien.		LENGTH CANAL <u>12</u> SLACKWATER <u>0</u> TOTAL <u>12</u>			
LOCKS <input checked="" type="checkbox"/>	NBR. tide <sup>2</sup> locks	DIMENSIONS LOCK CHAMBER <u>100</u> x <u>23</u> 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>The route was over level ground, just a little above high tide, so only tide locks at either end were needed. These were possibly of cypress timber, no record has been found. The prism was 53' at top, 35' at bottom and 6' deep with a 12' topath on the east side. At first the labor force was comprised of leased slave labor, this proving unsatisfactory, Irish immigrants were imported from Boston to complete the work. A shortage of funds, labor trouble and an unhealthy climate - all together fail to explain why it took 20 years to build a canal through level terrain, no rock, muck soil. Unfortunately none of the company records have survived. The old ditch may be seen along Canal St. in northern Brunswick and at Boy's Estate, off Ga. Rt. 99, near the Altamaha. In between these points the ditch may be traced on foot but is not recommended unless one is not bothered by snakes, alligators and insects!</p>					
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: None known					
REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501					DATE May 12, 1973
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or height of traffic date, transfers of ownership, etc.)					
<p>This canal was conceived as a way of capturing the rich river trade of the Altamaha basin for the Port of Brunswick. Most of this traffic was transhipped to coastal vessels in the sounds off the Altamaha and going to Savannah or Charleston. The canal was first chartered in December, 1826 by a local group of planters and merchants. Nothing was done. In 1834, a new charter was granted and Loammi Baldwin, 2nd., was engaged to survey the route. Some Boston capital was obtained and work began. In 1837, the Boston money stopped and so did the work. It is ironic, that when the job was at last completed, in 1854, the contractor immediately moved his force to a rail road project upstate. Unfortunately for the new waterway, the harbor at Brunswick silted so badly in the 1850's as to be useless for many years. Just how much use the canal had is a matter of question, a Savannah paper announced, June 5, 1854, that it was open. Little else is known.</p>					
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)					
<p>REPORT ON THE BRUNSWICK CANAL, Loammi Baldwin, 2nd, Boston, 1837 (Pamphlet w/map) BRUNSWICK ADVOCATE, 1839. (Weekly, a few issues in file) NEW BRUNSWICK &amp; ALTAMAHA CANAL, Van Story, ATLANTA JOURNAL, Aug. 31, 1969, 10-A. FLUSH TIMES IN BRUNSWICK, - - - , GEORGIA HISTORICAL SOCIETY QUARTERLY, Sept. 1955</p>					
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES					
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:					
R E T U R N T O : 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.