

CANAL		AUGUSTA CANAL		Georgia		(FOR ACS USE)	
STATUS		Now a hydraulic, 6 mills taking water in 1966					
LOCATION (ENDPOINTS OF CANAL)		From Savannah River, 2½ miles above the I. R. 20 Bridge; back to river below the U. S. No. 1 Bridge					
		D I M E N S I O N S		A Q U E D U C T S			
LIFT LOCKS	NBR.	LOCK CHAMBER	OVERALL	NBR.	SECTION SIZE	TUNNELS	
	1 Guard	79' x 11'		2	?	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.] The canal was built both for navigation and power. The "upper level" or navigable section was 7 miles long. Beginning at the river lock on the west bank, just above Bull Shoals, it went downriver into the town of Augusta. This section ended in a large basin, best seen today at 13th St and Walton Way. A marker is erected here. Two other levels, each 13' lower, ran another 2 miles before the water was directed back into the river. The original prism was 20' at bottom, 40' at top and 5' deep. The lock was of rubble and cement. One aqueduct was stone 90' long, the other, a wood trunk on stone piers, 187' long. A 1238' dam diverted water through the lock and six, 6' x 7' headgates. A towpath was on each bank and a custom, mule power, tow service was available. Traffic was the usual mix of river craft and rafts. The canal was enlarged, 1872-1875, to 106' bottom, 150' top and 11' deep, and structures rebuilt with cut stone. It was then said to have been second in size only to the Suez! The lock and headgates are still in place and may be reached by a dirt road, between the canal and river. Inquire locally.							
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: Plans are underway to have the 7 mile upper level made an historical park. The property is to be acquired by the Georgia Heritage Trust, Trinity-Washington Bldg., Atlanta, Ga.							
REPORTER'S NAME & ADDRESS:						DATE	
L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501						Aug. 18, 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.] The dual purpose canal was the idea of J. B. King and Henry Cumming. They paid for the survey and aroused community support with the promise that the canal would make Augusta a "Lowell or Manchester." In October, 1833, the Charleston & Hamburg rails had reached Hamburg, S. C., opposite Augusta, and the river trade was being diverted to Charleston. The canal would stop this and at the same time supply abundant water power. Private capital proved inadequate and the city issued bonds to complete the work, soon becoming the largest shareholder. In 1849, title to the work passed to the city, where it remains. The first mill to use power was built even before the water was let in. Soon after, 4 more textile mills, a paper mill and machine shop were operating on the canal. Traffic was heavy, in 1849, the basin was described as "a jam of boats." During the Civil War, one textile mill was the 2nd largest military supplier and the Confederate Powder Works occupied both banks of the canal for two miles.							
BIOGRAPHICAL SUMMARY: [Published works relating to Canal] MEMORIAL HISTORY OF AUGUSTA, Jones & Datcher, Syracuse, 1890. HISTORY OF RICHMOND COUNTY, Ada Ramp Walden AUGUSTA, Augusta Chamber of Commerce, Vol. 1, No. 4, Fall, 1966. AUGUSTA CHRONICLE-SENTINEL, various issues, 1840-1850. A full description of the canal in the issue of Nov. 13, 1846.							
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.