

CANAL Central Canal (Ga.)		(FOR ACS USE)	
STATUS SURVEYED ONLY		DATES OF CONSTRUCTION & CLOSURE	
LOCATION (ENDPOINTS OF CANAL) From the mouth of the Altamaha River at Darien, Ga. to the mouth of the Apalachicola, Apalachicola, Fla.		LENGTH (Estimated) CANAL 40 SLACKWATER 415 TOTAL	
LIFT LOCKS	NBR. ?	DIMENSIONS LOCK CHAMBER _____ OVERALL _____	AQUEDUCTS NBR. 0 SECTION SIZE _____
TUNNELS 0			
<p>DESCRIPTION: [Type of navigation, features of route (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> <p>The Central Canal was to have been both a towpath canal and a river navigation, connecting the Atlantic coast with that of the Gulf. Two routes were considered, both beginning at the mouth of the Altamaha River on the east coast. One would have gone up the Altamaha and the Oconee Rivers to Milledgeville, then west by towpath canal (16' bottom; 28' top; 4' deep) to Macon and on to the Flint River in Crawford Co. The final choice was the Altamaha to the Ocmulgee, up that stream to Hartford, near present Hawkinsville, then SW by canal to Ft. Early, then down the Flint and Apalachicola Rivers to the Gulf coast. Both these lines were surveyed but the field books and maps are lost and details are unknown.</p>			
<p>NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:</p> <p>None</p>			
<p>REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501</p>			<p>DATE 10/1/75</p>
<p>HISTORICAL SUMMARY: [Original name of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic data, transfers of ownership, etc.]</p> <p>In 1825, an Act of the Georgia Legislature created an Internal Improvement Fund of \$500,000. A Board of Public Works was appointed and \$50,000 appropriated for its use. The Board was instructed to select three canal routes; two, the Southern and the Central, to join the Gulf of Mexico with the Atlantic coast; the third, the Northern, to provide a way from the coast to the Tennessee River. Hamilton Fulton, a Scot who had been employed by North Carolina, was engaged as Chief Engineer. The Northern and Central lines were located and surveyed (within the State) in 1825-1826. The Southern Canal was ignored, there were few settlers in that area. The opposition of the Cherokee Indians to the Northern Canal brought the entire enterprise to a halt. Before 1827, the Board of Public Works was abolished, Fulton fired and the ambitious plans for a State owned canal system scrapped. When the long distances involved and the heavy dependence of slackwater navigation is considered, it was a wise decision.</p>			
<p>BIOGRAPHICAL SUMMARY: [Published works relating to Canal]</p> <p><u>Field Books and Maps</u>, E. H. Burrit, Engineer. Ga. Dept. Archives & History, Atlanta. <u>Hamilton Fulton</u>, MS Collection, Ga. Dept. Archives & History, Atlanta. <u>Acts of the Georgia Legislature</u>, 1817, 1825, 1826, 1827. <u>Removal of the Cherokees from Georgia</u>, Wilson Lumpkin, N. Y., 1907 (Vol. 2, 294)</p>			
<p>UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES</p>			
<p>NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:</p>			
<p>RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, MAINES ROAD, MOUNT KISCO, NEW YORK 10549</p>			

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.