

Not on pub's list

CANAL Northern Canal (Ga.)		(FOR ACS USE)	
STATUS SURVEYED ONLY		DATES OF CONSTRUCTION & CLOSURE	
LOCATION (ENDPOINTS OF CANAL) From the mouth of the Altamaha River, near Darien, Ga. to The Tennessee River, near Dayton, Tenn.		LENGTH Estimated CANAL 120 SLACKWATER 485 TOTAL	
LIFT LOCKS	NBR. ?	DIMENSIONS LOCK CHAMBER _____ OVERALL _____	AQUEDUCTS NBR. _____ SECTION SIZE _____
TUNNELS			
<p>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> <p>The Savannah was considered as a part of the Northern but the final choice was the Altamaha. The route would ascend the Altamaha and the Ocmulgee Rivers to the site of present Lake Jackson. From there, a towpath canal would go up the Yellow River valley to the headwaters of Beaver Run Creek, in Gwinnett Co. It would then cross the divide to the Chattahoochee River and, by slackwater, ascend that stream about 20 miles, where it would cross to the west bank, in present Forsyth Co. The Chattahoochee was then the eastern boundary of the Cherokee Nation. In the Indian country, it was planned to cross another divide, by canal, to the Etowah River, down that stream by river navigation, to the site of Rome. From Rome, the route would turn north and east, up the Oostanula by navigation and the Conasauga by slackwater, to a point just over the state line. In Tennessee, another canal (This was the proposed Hiwassee Canal, surveyed in 1827. See Index Sheet.), crossing another divide, would lead to the Ocoee River, then down the Ocoee and the Hiwassee to the Tennessee. The long stretch of canal line from the mouth of the</p>			
<p>NAME & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: Yellow to the Chattahoochee Rivers was surveyed and levels established. The surveyors field books survive. No surveys were made by George within the Cherokee Nation as the Indian leaders refused to allow any rights of way.</p> <p>None</p>			
REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Gainesville, Ga.		DATE 10/1/75	
<p>HISTORICAL SUMMARY: [Original aims 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>(See Central Canal - Ga. for Historical Summary)</p>			
<p>BIOGRAPHICAL SUMMARY: [Published works relating to Canal]</p> <p>(See Central Canal Index Sheet)</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, HAINES 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.