

CANAL		SAVANNAH & OGEECHEE		Georgia		(FOR ACS USE)	
STATUS		aka Savannah, Ogeechee & Altamaha		Abandoned		DATES OF CONSTRUCTION & CLOSURE	
LOCATION (ENDPOINTS OF CANAL)		Savannah River, under Talmadge Mem. Bridge; 81° 05' 30" - 32° 06' 00"		Ogeechee River; 81° 20' 30" - 32° 01' 10"		Built 1825-31; Aband. ca. 1870	
LIFT LOCKS		NBR. 3		DIMENSIONS LOCK CHAMBER 90' x 18'		OVERALL (total lift 29')	
						AQUEDUCTS	
						NBR. 0 SECTION SIZE	
						TUNNELS 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 ran south from the Savannah to a point on the Ogeechee about 19 miles from Ossabaw Sound. The prism was 33' at bottom, 48' at top, 5' deep. Locks, originally wood, were rebuilt of brick with stone coping, ca. 1840. Nothing is known of feeders but the line is over level terrain, crossing many swampy ponds and one small river and water was evidently no problem. Traffic consisted of river craft, keels, barges and timber rafts. There was a towpath but the large crews on the river boats probably supplied towing or poling power. The lock at the Ogeechee, between Ft. Argyle Rd. and the river remains, much grown over and disintegrating. In Savannah, some brickwork belonging to the river lock may be seen in a concrete embankment at the foot of Indian St. No trace of other structures may be found. The line of canal may be seen for several miles along Canal Rd., off Argyle Rd., for the most part it is lost in the heavy growth.							
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: None known.							
REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Bx. 346, Gainesville, Ga. 30501						DATE 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 canal was intended to capture for Savannah the trade of the Ogeechee basin. A charter was granted Ebenezer Jenks, December, 1824. Jenks began work but failed to attract needed support. A new charter was granted a group of Savannah merchants and planters, December, 1826 and the canal was operating by 1831. The State subscribed \$50,000 of the \$700,000 capital authorized. Final cost is not known as all the canal company records were destroyed during the Civil War. Even before the canal was completed, the optimistic company officers employed Col. Alfred Cruger, Army Engineer, to survey an extension to the Altamaha River and up that stream to the Ocmulgee. Nothing came of this plan. By 1840, the canal had "gone down" and traffic had almost ceased. A reorganization of the company and a rebuilding of the canal ensued. From that time, until the Civil War period, the canal prospered. In 1860 alone, a dividend of 20% was declared. It contributed materially to the wealth of Savannah in the ante-bellum decades.							
BIOGRAPHICAL SUMMARY: (Published works relating to Canal) CANALS OF GEORGIA, L. W. Richardson, American Canal Society Bulletin #6, Aug. 1973 MAP OF THE SAVANNAH & OGEECHEE CANAL, Chief Engineer, Central of Ga. RR., Jan. 1915. SAVANNAH & OGEECHEE CANAL, Hawes; Ms. Ga. Historical Society Library, Savannah. SAVANNAH GEORGIAN; various issues, 1835-1860. SAVANNAH HISTORICAL RECORDS, Lee and Agnew, 1869.							
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES A few copies photos in the Library, Ga. Hist. Soc., Savannah. CA. 1960,							
NATIONAL REGISTER & MAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:							
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, MAINES ROAD, MOUNT KISCO, NEW YORK 10549							

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 TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.