

CANAL The Coal River Navigation, West Virginia		(FOR ACS USE)	
STATUS Abandoned		DATES OF CONSTRUCTION & CLOSURE c.1349-1355, ab. ca.1330	
LOCATION (ENDPOINTS OF CANAL) Peytona to the Kanawha, on the Coal, and 5 mi. up Little Coal.		LENGTH CANAL _____ SLACKWATER 40 mi. TOTAL 40 mi.	
LIFT LOCKS	NBR. 9	DIMENSIONS LOCK CHAMBER 25 x 125' OVERALL _____	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.]			
<p>The Coal River, which forks into the Big and Little Coal, runs through one of the most abundant coal deposits known in the nineteenth century. A natural and essential route to market for the region, the Coal was declared a public highway in 1334. In 1349, the year of its charter, the Coal River Navigation Company under Gen. William S. Rosecrans cleared the river for sluice navigation from Peytona on the Big Coal to its mouth on the Kanawha at St. Albans, a distance of 35 miles. By 1355 the company had completed a lock-and-dam navigation for steamboats up to Peytona, involving 3 locks and dams, of timber frames spiked together and filled with stone, 25 by 125 feet in the chamber. Navigation up the Little Coal was extended for 5 miles by a ninth lock and dam. Although an unprecedented flood injured every lock and dam a few months after completion, the navigation was completely repaired and strengthened. During the Civil war the works were damaged again, through injury and decay, but were completely repaired by a new company, the Navigation Company of Coal River, chartered by West Virginia. The lock and dam on*</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
REPORTER'S NAME & ADDRESS: W. E. Trout, III, 1932 Cinco Robles Drive, Duarte, Calif. 91010			DATE 29 July 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.]			
<p>* the Little Coal was abandoned in 1371 when mining ceased there, but navigation on the Big Coal was kept alive by the Peytona Cannel Coal Company until 1330 when it yielded to competition by bituminous coal and petroleum. The iron work was scrapped, the works decayed, and the river was used only for rafting logs to sawmills near St. Albans. Today signs of the locks and dams can still be seen, but most of the timber has rotted away leaving buried, waterlogged timbers and piles of stone. They should be preserved as mementoes of early navigation in West Virginia.</p>			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
<p>Dean, William H., Steamboat Whistles on the Coal, W.Va. History Magazine, July 1971, pp.267-278 Gamble, J. Mack, When Steamboats Plied the Coal River, S&D Reflector, Dec.1966, pp.24-23, ill., map.</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
<p>Annual Report of the Chief of Engineers, U.S. Army, 1337 (copied in S&D Reflector, June '71, p.12) Annual Reports of the Coal River Navigation Company to the Virginia Board of Public Works, in Virginia State Library, Richmond, Virginia 23219. The Kanawha Valley Star, 1356-1359, W. Va. Dept. of Archives and History.</p>			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
RETURN TO: 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.