

CANAL		Southern Route (Kentucky, Tenn. and Ga.)		(FOR ACS USE)	
STATUS		SURVEYED ONLY		DATES OF CONSTRUCTION & CLOSURE 1834 - 1836	
LOCATION (ENDPOINTS OF CANAL)		From the junction of the Kentucky and the Ohio rivers to Augusta, Ga., on the Savannah.		LENGTH Estimated CANAL <u>7</u> SLACKWATER ? TOTAL <u>750</u>	
LIFT LOCKS	NBR.	DIMENSIONS LOCK CHAMBER _____ OVERALL _____		AQUEDUCTS NBR. _____ SECTION SIZE _____	TUNNELS 1
<p>DESCRIPTION: [Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable &amp; otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use &amp; condition, etc.] Report of State Engineer, Kentucky Senate Journal, 1835-36: " - from the Ohio up the Kentucky River by locks and dams to the three forks of the Kentucky; thence up the South Fork (Red Bird River) and Goose Creek to the salt works (Garrard Works, SE of Manchester); thence by canal into Cumberland River at Cumberland Ford (Pineville); thence 4 miles in Cumberland River to mouth of Yellow Creek; thence by canal in bed of Yellow Creek to Cumberland Gap; through Cumberland Gap by a tunnel and by canal thence to Powell's River, 5 miles below; down - - into the Clinch and Tennessee, and up the Hiwassee by locks and dams; from the Hiwassee - - by a canal to the navigable waters of the Savannah at the head of steamboat navigation - ." Surveys indicated: Kentucky to the three forks, about 175 miles, 17 locks and dams; South Fork to Goose Creek, 42 miles, 16 locks and dams; Goose Creek to Cumberland Ford, 38 miles, 160' lockage needed. The hindsight afforded by later Geological survey maps indicate that the route should have been by way of the Little Tennessee and the Tugaloo Rivers and the experience of the L &amp; N RR shows that the planned tunnel was impractical.</p>					
<p>NAMES &amp; ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:</p> <p>None</p>					
REPORTER'S NAME & ADDRESS:				DATE	
L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501				11/1/1975	
<p>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.] Even before 1800, Kentucky was working to improve navigation on her major rivers. Much effort was expended on the Kentucky and its main tributaries. However, the great problem remained, the long trip to the New Orleans markets, via the Ohio and Mississippi. Completion of the great eastern canal systems in the 1830's suggested other possibilities. Northern Kentucky merchants and the influential salt refiners along the South Fork, conceived the idea of a "Southern Route" as opposed to the "Northern Route" up the Ohio and via canal to the east. The line was surveyed to the Tennessee border by 1836 and some construction was begun. Although nothing was done in excavating the various canal sections, sporadic work on the rivers by the State and by private enterprise continued until 1880, when all river improvements were turned over to the Federal government.</p>					
<p>BIOGRAPHICAL SUMMARY: [Published works relating to Canal]</p> <p><u>The Kentucky River Navigation</u>, Mary Verhoeff, Filson Club, Louisville, 1917. (This volume includes a comprehensive bibliography)</p>					
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES					
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					