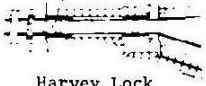


American Canal Society Canal Index

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">CANAL</td> <td>Harvey Canal & Lock</td> </tr> <tr> <td>STATE/PROVINCE</td> <td>Louisiana</td> </tr> <tr> <td>COUNTIES:</td> <td>Jefferson</td> </tr> <tr> <td>LOCATION (Endpoints of Canal):</td> <td>Mississippi R. at New Orleans, to Barataria Waterway</td> </tr> <tr> <td>TOPOGRAPHIC MAPS:</td> <td>New Orleans E</td> </tr> </table>	CANAL	Harvey Canal & Lock	STATE/PROVINCE	Louisiana	COUNTIES:	Jefferson	LOCATION (Endpoints of Canal):	Mississippi R. at New Orleans, to Barataria Waterway	TOPOGRAPHIC MAPS:	New Orleans E	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">STATUS</td> <td colspan="2">Operating</td> <td>ACS</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td>HAER</td> </tr> <tr> <td rowspan="4" style="writing-mode: vertical-rl; transform: rotate(180deg);">ENLARGEMENTS</td> <td>DATES IN USE</td> <td>CANAL</td> <td>LENGTH SLACKWATER TOTAL</td> <td>LIFT LOCKS No./ SIZE</td> </tr> <tr> <td>1</td> <td>1720's</td> <td>5</td> <td>None</td> </tr> <tr> <td>2</td> <td>1933</td> <td>5</td> <td>1/75x425'</td> </tr> <tr> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	STATUS		Operating		ACS					HAER	ENLARGEMENTS	DATES IN USE	CANAL	LENGTH SLACKWATER TOTAL	LIFT LOCKS No./ SIZE	1	1720's	5	None	2	1933	5	1/75x425'	3				4				
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<p>HISTORICAL SIGNIFICANCE:</p> <p>Opposite New Orleans</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Four miles on LA 18 is HARVEY LOCK on the HARVEY (or HARVEY'S) CANAL (U.S. Bus. 90 tunnels under this canal ½ mile south). Take the first road on the left, just east of the bridge, to reach the lock. This canal began as DESTRAHAN'S CANAL, constructed by slaves in the 1720's and later widened for small boats. The 5-mile canal connected the Mississippi at New Orleans with the BARATARIA NAVIGATION to the south. Captain Joseph Harvey inherited the canal through his wife's family and deepened it, but there was only a guard gate (1909), not a pound lock at the Mississippi end where the canal passed through the levee.</p> </div> <div style="width: 45%;"> <p>To carry boats over the levee a "submarine railway" was provided, with horse-powered railways cars which went into the water at each end of the track to pick up and release the boats. The present lock was built by the Corps in 1929-1933 and is of steel and concrete (75x425', 0-19.6' lift) with four pairs of miter gates, two full-height pairs facing the river, and two short pairs facing the canal for reverse head. This was once the primary route of the GIWW, now taken over by the Algiers Lock. UTM: 15.781600.3312100, New Orleans E LA.</p> </div> </div> <div style="text-align: right; margin-top: 20px;">  <p>Harvey Lock</p> </div>																																											
<p>From THE AMERICAN CANAL GUIDE Part 3, p.8 (1979)</p>																																											
<p>NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANALS PRESERVATION/RESTORATION:</p> <p style="text-align: center;">New Orleans District, Corps of Engineers, Box 60267, New Orleans, LA 70160</p>																																											
<p>BIBLIOGRAPHICAL SUMMARY:</p> <p style="text-align: center;"><u>The Delta Engineers</u> by Albert E. Cowdrey (New Orleans District).</p>																																											
<p>UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR, HAER, HABS, Local or Regional Historical Societies, Libraries, etc.):</p>																																											
<p>EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.):</p>																																											
<p>REPORTER'S NAME & ADDRESS: W.E. Trout, III, 1932 Ginco Robles Drive, Duarte GA 91010</p>				<p>DATE: 4 Oct 81</p>																																							
<p>RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NY 10549</p>																																											