

CANAL Saginaw and Grand River (Mich.)*		(FOR ACS USE) Not on RHB 5 115*	
STATUS CONSTRUCTION BEGUN		DATES OF CONSTRUCTION & CLOSURE Begun, 1838. Stopped, 1839	
LOCATION (ENDPOINTS OF CANAL) From the Bad River, 15 miles above Saginaw to the "Big Bend" of the Maple River, near Bannister		LENGTH CANAL 14 SLACKWATER ? TOTAL	
LIFT LOCKS	NBR. One	DIMENSIONS LOCK CHAMBER ? 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>*Also known as the Northern Canal and Bad River Canal. The project was to be a combination river and slackwater navigation from Saginaw Bay, up the Saginaw, Shiawassee and Bad Rivers, to the forks 15 miles above Saginaw, near St. Charles. From here, about 14 miles of canal, over a low, flat divide to the "Big Bend" of the Maple, near Bannister, 32 miles above the Grand. Traffic would reach Lake Michigan at Grand Haven. Surveys determined that the level of the Bad was 6' above the Maple, so one lock was planned for the summit level. No data is available on size of prism of locks but it was to accommodate steamers and was at least 50' wide at bottom. Sections of the old ditch are still visible from county roads between St. Charles and Brant. As to be expected in Michigan, all structures were to be of wood. Piles of cut timber remained along the right-of-way into the 1880's.</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:			
None known			
REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501			DATE 10/1/1975
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>On March 25, 1837, seven men were appointed as a Board of Commissioners for Internal Improvements in Michigan. They were to locate and begin building, two canals and three railroads across the state. Jan. 23, 1838, J. Burdick, Pres. of the Board, reported that the S. & G. R. had been located and surveyed and 4 miles of river work was under contract. Another account says that the entire project was under contract to Smock & Little, Saginaw, in 1838, at an estimated cost of \$179,659. In that year, at least 100 Irish laborers were imported from N. Y. and large amounts of timber were cut and on the site. Engineers mentioned included J. Almy, Tracy McCracken, Charles F. Smith and E. L. Wentz. The latter two were from the N. Y. & Erie Railroad. In 1839, state funds were exhausted and the works stopped, so suddenly that some contractors and workers were never paid. Ten years later a private corporation attempted to revive the work but nothing was done.</p>			
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)			
<p><u>The Northern Canal of Michigan</u>, Irma T. Ireland, Inland Seas, Vol. 7, 1951 (158) (two photos and two small maps are in the same volume, 180-181)</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			

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.