

CANAL St. Lucie Canal (Original)		(FOR ACS USE)	
STATUS Routes utilized for present "waterway"		DATES OF CONSTRUCTION & TERMINATION About 1900-1928 (Full length)	
LOCATION (ENDPOINTS OF CANAL) Port Mayaca (Lake Okeechobee)-Stuart, Florida		LENGTH CANAL 38 SLACKWATER --- TOTAL 38 (miles)	
LIFT LOCKS	NBR. 2	DIMENSIONS LOCK CHAMBER 30 X 150 OVERALL ---	AQUEDUCTS NBR. 0 SECTION SIZE 0
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>Primary use for drainage to east coast. Commercial use for vessels that drew less than 12 ft. Locks would have been concrete. Boats using this canal at that time would no doubt have been of shallow draft, with a beam 18-20 ft. And a length up to 100 ft. more or less. Steam dredges were used for excavation. Speed on canal then was 5 miles per hour, raised to 7 miles per hour. One lock at <u>Mayaca</u> controlled the intake of water from Lake Okeechobee, which at that time was <u>not</u> under control with dikes set by U.S. Engineers. Cross state boating was possible, with boats of shallow draft from Moore Haven to the Caloosahatchee Canals and River. Some barges were used commercially enroute to Miami. This canal was enlarged when the U.S. Engineers took over (after 1930)</p>			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: Everglades Drainage Commission U.S. Engineers Corps;			
REPORTER'S NAME & ADDRESS: A. J. Gould-5550 Palm Beach Blvd. Fort Myers, Fla. 33905		DATE 114 Jan. 1, 1974	
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>Drainage protection, commercial transportation. Height of traffic date increased steadily. (Even today, traffic still on the climb after reconstruction by U.S. Engineers)</p> <p>Prominent engineers could still have been F.C. Elliot & J.O. Wright. (The U.S. Corps of Engineers after 1930.)</p> <p>New locks were constructed, canal enlarged to meet demands of a modern system of transportation and water control project both east and west. The southern section controlled by hurricane gates to the "old canals". Thus preventing Lake Okeechobee from overflowing and out of control..</p>			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal]			
<p>Everglades Eng. Commission-Internal Improvement Fund-State of Florida 1913. Everglades Drainage District, report of 1927-1928. U.S. Engineers Corps area maps. Fort Myers Public Library</p>			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
None located to date.			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
None that we know of to date.			
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, MAINES 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.