

**Navigable Waterways Project  
Phase I: Upper Chattahoochee and  
Toccoa Rivers**

*LAMAR Institute Publication Series,  
Report 97*

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Navigable Waterways Project  
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## Introduction

The Georgia Department of Natural Resources Wildlife Resources Division in cooperation with the Historic Preservation Division sought to identify the navigable waters of the State of Georgia for management and law enforcement tasks carried out by the Department. The LAMAR Institute was retained to compile data on the history of navigation on two river systems in Georgia. The present project by The LAMAR Institute was the first phase of the larger Georgia Waterways Project and it focused on the Toccoa River in Fannin and Union Counties and the Upper Chattahoochee River in Union, White, Habersham, Hall, Forsyth, Gwinnett, Fulton, Cobb, Douglas, Carroll, Coweta, Heard, Troup, Harris and Muscogee Counties, Georgia. The study area also includes former Campbell and Milton counties, which are now defunct and have been incorporated into other counties, and portions of original Dekalb County, which are now in Fulton County. The historical data was compiled and organized into an electronic spreadsheet, which was uploaded into the Georgia DNR's GIS System. The present document contains supplemental information and bibliographic references to support this GIS data layer. The Scope of Work for the project defined the problem:

In Georgia prior to 1863, landowners adjacent to waterways owned to the thread (center) of that stream or river, excluding tidally influenced waterways. However, in 1863, the General assembly changed the law (OCGA 44-8-5 [b]). After that year, anyone obtaining a grant of lands out of the State adjacent to a waterway owned only to the low water mark on a "navigable" stream or river.

For a "non-navigable" waterway the landowner owns the thread (center) if the buyer purchases land on both sides of a waterway. The landowner owns the entire bed of the "non-navigable" waterway. If two landowners own adjacent land then the center of the stream is the boundary between their lands.

The problem is defining "navigable waterways." Georgia law defines "navigable stream" as "...a stream which is capable of transporting boats loaded with freight in the regular course of trade either for the whole or a part of the year. The mere rafting of timber or the transporting of wood in small boats shall not make a stream navigable." A river is also considered a "navigable stream" or public property when an act declaring it a "navigable stream" has not been repealed, consideration has not been paid to the state for the river and the river has been impliedly dedicated to the state. Georgia Courts have ruled that this definition of trade is not restricted to "cargo of merchandise", but also passengers. The presence of dams or bridges did not prevent a stream from being navigable, "if it would be navigable in fact in its natural state.

## Research Methods

The LAMAR Institute research team conducted archival and literature research to determine if the identified stretches of rivers qualify as being “navigable” or “non-navigable” within Georgia law. Information may be obtained from, but may not be limited to, the following sources:

- a. Published and unpublished reports and documents such as books, journals, diaries, logs, maps, theses, aerial and land based photographs, dissertations, deeds, newspapers, magazines and manuscripts;
- b. Files and data contained in local, state and Federal agencies and repositories that may include the National Archives, U.S. Forest Service, U.S. Department of the Interior, National Park Service, U.S. Army Corps of Engineers, Georgia Department of Archives and History, University of Georgia, Historic Preservation Division, The Georgia Historical Society, The Atlanta History Center and local historical and genealogical societies.
- c. Consultation with qualified professionals having knowledge of the topics in the identified areas
- d. Consultation with amateur historians, genealogists and individuals knowledgeable in the regions history

### *Analysis of Data*

All data collected for the research project were processed, described and catalogued. The purpose of the data analysis is to evaluate and synthesize the information obtained as a result of the archival research to produce a research report. The major goals of the analyses were to determine if the identified reaches of the rivers are “navigable” or “non-navigable” based on Georgia law. The data requirements were to be explicit and well documented and were intended be treated as a legal piece of evidence as this data may or may not be introduced into a court of law. The work included the placement of the notes, documents, photographs, maps and other materials created or collected as a part of this research effort into a permanent collection at the Georgia Department of Natural Resources.

A review of cartographic material yielded information on stream navigation. A variety of Georgia historical maps were examined at various websites, including Carl Vinson Institute (CVIIG), Hargrett Library. County maps online at Georgia Department of Archives and History (GDAH) website. These were completely reviewed for the study counties. These maps are mostly from the mid 1800s and show land lots. They show some roads and other features. The only notable feature pertinent to this study was the McIntosh Reserve. A major road crossed the Chattahoochee River at this reserve. Many

county maps, which are stored at GDAH, were examined. These maps were available in electronic format from the GDAH website.

Mr. Bill Frazier's personal research on fish dams and other relevant river improvements on the Chattahoochee River (mostly above Atlanta) and the Toccoa River were reviewed. In a nutshell, Frazier has identified numerous fish dams on the upper Chattahoochee River. Some of these are prehistoric and some are historic and some are undetermined. On the Toccoa River he has also identified some fish dams. He found no documentation of any navigation on the Toccoa River, other than log rafts. His data for the Chattahoochee River was good for fish dams and fish weirs, but added little to the subject of river navigation. Frazier has already completely searched the Cherokee land valuations for any river related features on the Chattahoochee or Toccoa Rivers.

Extant copies of the *Cherokee Phoenix* newspaper were examined. These included digital versions at UGA website and the Western Carolina University Library website. This search yielded information on Ferry crossings operated by Cherokees on the Chattahoochee River. Nothing was found pertaining to river navigation however, on either study river. And nothing was found pertaining to the Toccoa River, or the same waterway identified by its Cherokee name. A number of these ferries were later operated by Euro-Americans.

Researchers consulted various records at National Archives and Records Administration (NARA), Southeast Region, Morrow, Georgia. LAMAR Institute researchers carefully examined the Finding Aid of the US Corps of Engineers Record Group 77. Numerous potentially interesting items were identified. Particularly those related to the Civil Works project of the Lake Lanier (Buford Reservoir). Look at the records pertaining to the creation of Buford Reservoir for any references to pre-existing riverine features or improvements. Researchers specifically examined materials in the following files:

RG 77 007-011-001-007 Series 1, Level 10 Civil Works Project Files  
RG 77 007-011-001-012 Level 5, Records relating to Navigable Waterways, 1932-1963  
RG 77 007-011-001-012, Series 1, Level 10 Navigable Waterways files, 1932-1971

The latter collection, Navigable Waterways files, 1932-1971, was not examined because it was unavailable and "out for inspection", according to the NARA staff.

The Tennessee Valley Authority (TVA) Record Group at NARA was thought to contain potential information on the Toccoa River and the Finding Aid for this record group was carefully examined by the LAMAR Institute research team. No specific information pertaining to the Toccoa River and related navigation was identified. One reason for this dearth of information is that the impoundment on the Toccoa River was already in existence when TVA exerted their control over this region of Georgia. Records pertaining to the construction (and pre-impoundment conditions) of this reservoir, which was built in the mid 1920s, were not located.

U.S. Forest Service records at NARA (Record Group 95) also were consulted for this study. One potentially promising record collection was the Record 8, Land Acquisition and Historical Files, 1911-1960. The Finding Aid for this record group revealed no documents pertaining to navigation on the two study rivers, however, nor were any early maps or photographs identified that would contribute to the study.

Researchers consulted various records at the GDAH Morrow, Georgia. Researchers examined county histories and early county maps with particular attention paid to any improvements, obstructions, or navigation features such as landings, ferry crossings, bridges, fords, or dams.

Records at the Georgia Historical Society were examined. This included an examination of the Central of Georgia Railway manuscript collection index. Nothing relevant was found.

Published reports on gold mining and gold dredging in northeastern Georgia provided industry-specific information on Chattahoochee River navigation. Gold dredge boats were operating in the general area on other rivers in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries (Yeates et al. 1896; Jones 1909; Peyton 1940), and dredges were almost certainly used on the Chattahoochee River as well. Corporations such as the Chestatee Fluming Mining Company and the Nacoochee Hydraulic Mining Company may have worked on the Chattahoochee River. No specific documents were located, however, to confirm this assertion.

An electronic search of Georgia legislative acts identified many corporations that should be better understood for their role on the river. Georgia Legislative Acts pertaining to navigation, dams, bridges and ferries, online at Digital Library of Georgia, University of Georgia (UGA) Libraries. This search located many Georgia laws authorizing ferries, dams, navigation companies, and other transportation companies in the study areas. Entities of particular relevance for the present study included:

- Alabama Georgia Mfgr Co, 1865
- Atlanta Canal Waterworks Co., 1865
- Chattahoochee Airline RR, 1870
- Chattahoochee Company, 1838
- Chattahoochee Flint River Steamboat Co., 1836
- Chattahoochee Mfgr. Co., 1865
- Chattahoochee Navigation Co., 1882
- Chestatee Fluming Mining Co., 1866
- Collins Mfgr, 1877
- Columbus Canal water Co., 1836
- Columbus Factory, 1851
- Columbus Mfgr Co, 1865
- Columbus West Point RR Plank Road Co, 1841
- Gainesville Blairsville NW RR Co., 1875
- Georgia Midland RR, 1884
- Kenesaw Mining Co., 1865 [operating in Toccoa River]
- Grand Central Canal, 1823 [proposed]
- Mark Water Co., 1849

- Metcalf Mfgr. Co., 1865
- Nacoochee Hydraulic Mining Co., 1860
- Sweetwater Mfgr. RR. Co., 1882
- Toccoa River RR Co., 1881
- Warsaw Navigation Co., 1851

Archival sources consulted for the project included:

- Alabama Department of Archives and History, Montgomery, Alabama
- Atlanta History Center, Atlanta, Georgia
- Columbus State University, Special Collections, Columbus, Georgia
- Georgia Archaeological Site File, Laboratory of Archaeology, Department of Anthropology, University of Georgia, Athens, Georgia
- Georgia Department of Archives and History, Morrow, Georgia
- Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia
- Georgia Department of Natural Resources, Underwater Archaeology Office, Skidaway Island, Georgia.
- Georgia Historical Society, Savannah, Georgia
- Georgia Power Company Archives, Atlanta, Georgia
- Georgia Room, Hargrett Rare Book and Manuscript Library, and Map Library, University of Georgia Libraries, Athens, Georgia.
- Historic Chattahoochee Commission, Eufaula, Alabama
- National Archives and Records Administration, Southeast Region, Morrow, Georgia
- Port Columbus National Civil War and Naval Museum, Columbus, Georgia
- Tennessee State Archives, Nashville, Tennessee
- Tennessee Valley Authority Archives, Norris, Tennessee
- Troup County Archives, LaGrange, Georgia
- *Cherokee Phoenix* (Hargrett Rare Book and Manuscript Library, University of Georgia Libraries, Athens, Georgia; Hunter Library, Western Carolina University, Cullowee, North Carolina)
- Federal Serial Set (University of Georgia Library, Athens, Georgia; Frazier 2004).
- *Official Records of the War of the Rebellion* (ehistory.com; Making of America, Cornell University)
- Georgia Legislative Documents, Digital Library, Hargrett Rare Book and Manuscript Library, Galileo, <http://gil.edu>
- United States Geological Survey, GNIS



Individuals consulted for the project included:

- Jason Burns, (former) State Underwater Archaeologist, SEARCH, Inc., Gainesville, Florida
- Farris Cadle, Registered Land Surveyor and noted historian on Georgia surveyors and surveys, Savannah, Georgia
- David C. Crass, State Archaeologist, Atlanta, Georgia
- Rita F. Elliott, Curator of Exhibits and Archaeology, Coastal Heritage Society, Savannah, Georgia
- Rusty Fleetwood, Mariner and Marine Historian, WGB Marine, Tybee Island, Georgia
- William Frazier, U.S. Fish and Wildlife Service, retired, Atlanta, Georgia
- F. Clark Johnson, III, Troup County Historian, LaGrange Georgia
- Charles Kelly, President, West Georgia Archaeological Society, LaGrange, Georgia
- John Lupold, Professor emeritus, Columbus State University, Columbus, Georgia
- Kaye Minchew, Archivist, Troup County Archives, LaGrange, Georgia
- Ronnie Rogers, Archaeologist, Georgia Department of Natural Resources, Atlanta, Georgia
- Gordon Watts, President, Tidewater Atlantic Research, Greenville, North Carolina
- Lynn Willoughby, Historian, Columbus, Georgia

## Identified Records

Appendix 1 contains a tabular summary of the navigation features and other notable improvements or obstructions that were identified in the two study areas. More detailed information about these features is presented in the following narrative. This chapter is organized by river system and county. These data serve as supporting documentation for the GIS layer of navigational features that was provided by The LAMAR Institute to the Georgia Department of Natural Resources for incorporation into their GIS database, which is housed in their computer system in GDNR offices in Social Circle, Georgia.

### ***Upper Chattahoochee River***

*County:* Carroll

*Document Type(s):* Map; History; Historic Resource Survey; Archaeological Survey

*Document Date(s):* 1834, 1971, 1972, 1977

*Data Abstract:* McIntosh's Reserve

*Notes:* Ferry location on the McIntosh Trail, which crossed the Chattahoochee River at this location. William McIntosh's Reserve, also known as "Lockchau Tolofau", was an important settlement prior to 1825. The State of Georgia retained ownership of the property until 1840, in hopes of developing and operating a public ferry, when it was sold to Christopher Bowen. The site has received limited historic resources and archaeological survey examination in the 1970s. The area is currently operated as a County Park.

*Reference:* CVIOG 2006; Bonner 1971; Dunagan 1977a; Sheldon 1972

*County:* Carroll

*Document Type(s):* Personal communication

*Document Date(s):* n.d.

*Data Abstract:* Edgeworth Ferry

*Notes:* Frazier noted that the Ivan Allen manuscript collection at Emory University Library contains some information on Edgeworth's Ferry on the Chattahoochee River, which was located below the ferry at the McIntosh Reserve in Carroll County.

*Reference:* William Frazier personal communication 2006

*County:* Cobb

*Document Type(s):* Maps

*Document Date(s):* 1834, 1846

*Data Abstract:* Carrolls F.

*Notes:* This denotes Carrolls Ford or Ferry? This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006

*County:* Cobb

*Document Type(s):* History

*Document Date(s):* 1935

*Data Abstract:* Powers Ferry

*Notes:* Powers Ferry, which was operated by James Powers as early as 1835, crossed the Chattahoochee River in Cobb County.

*Reference:* Temple 1935

*County:* Cobb

*Document Type(s):* Archaeological Reports; History

*Document Date(s):* 1971, 1973, 1934

*Data Abstract:* Standing Peach Tree Site (9Co1)

*Notes:* Indian Village, See also 9Fu10 and 9Fu236

*Reference:* Archaeological Survey of Cobb and Fulton Counties, Georgia 1973; Meier et al. 1971; Cooper 1934:19-24

*County:* Cobb

*Document Type(s):* Archaeology Report

*Document Date(s):* 2005

*Data Abstract:* Morgan Falls/Bull Sluice Dam and Hydroelectric Plant

*Notes:* See discussion for Fulton County.

*Reference:* Stallings 2005.

*County:* Dekalb

*Document Type(s):* Map

*Document Date(s):* 1823, 1839

*Data Abstract:* Standing Peach Tree

*Notes:* This river feature location is too general for any detailed GIS mapping. Although these maps show Standing Peachtree in Dekalb County, this land was later assigned to Fulton County (9Fu10), See also Cobb County (9Co1)

*Reference:* CVI0G 2006

*County:* Forsyth/Hall

*Document Type(s):* Gazetteer; Archaeology report; History; Personal communication

*Document Date(s):* 1827, 1827, 1957, 1981, 2006

*Data Abstract:* Vann/Thornton/Winn/Williams/McAfee Ferry

*Notes:* Ferry was operated by James Vann across the Chattahoochee River. In his gazetteer Adiel Sherwood located the ferry on the Chattahoochee, eight miles below the Chestatee River junction and he noted, "Van's Ferry is a place of crossing the Chattahoochee River on the great road from this state through the Cherokee Nation to Tennessee. The east bank is in Hall County, eleven miles below Gainesville, and the west is yet in the possession of the Cherokees [Lat. 34 degrees 20 minutes, Long. 7 degrees 18 minutes]. Vann's Ferry was located on the Federal Road. Vann's Tavern, which was located at the ferry is recorded as archaeological Site 9Fo18. Limited archaeological study was conducted at the site by Clemens DeBaillou in the 1950s. This site lies submerged beneath the USCOE's Lake Lanier. In 1827 Reuben Thornton acquired a lease for the former Vann's Ferry (Parrish 2006). Vann's Ferry was later known as Williams' Ferry, Winn's Ferry, and McAfee's Ferry.

*Reference:* Sherwood 1827:5; Fulton 1827; DeBaillou 1957; Shadburn 1981; Frazier p. comm. 2006; Parish 2006

*County:* Forsyth/Hall

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Bond/Pirkle Ferry

*Notes:* The Bond family of Gwinnett County operated a ferry across the Chattahoochee River, which was approximately one mile upstream from the Buford Dam near Baldrige Creek. The ferry was later operated by the Willis Pirkle family.

*Reference:* Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* Newspaper; History; Personal communication

*Document Date(s):* 1827; 1981; 2006

*Data Abstract:* Huckabee/White Ferry

*Notes:* Huckabee's Ferry crossed the Chattahoochee River below Vann's Ferry. State Engineer Hamilton Fulton identified Huckabee's Ferry about 200 yards above fractional Land Lot 164. This river feature location is too general for any detailed GIS mapping.

*Reference:* Fulton 1827; Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* Gazetteer

*Document Date(s):* n.d.

*Data Abstract:* Woolleys Ford

*Notes:* Ford. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006; Hemperley

*County:* Forsyth

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Shadburn Ferry

*Notes:* The Shadburn family operated a ferry across the Chattahoochee River, which was located on the upper route from Buford to Cumming, Georgia.

*Reference:* Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* History; Personal communication

*Document Date(s):* 1943; 1981; 2006

*Data Abstract:* Rogers Ferry

*Notes:* The John Rogers family operated a ferry in the Cherokee country, which was later part of Land Lot 49, 1<sup>st</sup> Section, Forsyth County. The ferry was in operation by about 1818. This river feature location is too general for any detailed GIS mapping.

*Reference:* Flanigan 1943; Shadburn 1981; Frazier p. comm 2006

*County:* Forsyth

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Huckabee/White/Thornton Ferry

*Notes:* Huckabee's ferry across the Chattahoochee River was in Land Lot 551, 1<sup>st</sup> Section, 14<sup>th</sup> District, Forsyth County. This ferry is also known as White's Ferry and Thornton's Ferry.

*Reference:* Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Gilbert Ferry

*Notes:* James Gilbert's ferry across the Chattahoochee River was in Land Lot 76, 1<sup>st</sup> Section, 14<sup>th</sup> District, Forsyth County. This ferry was located on the Lawrenceville Road. The ferry was claimed by William Rogers.

*Reference:* Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth/Gwinnett

*Document Type(s):* History; Personal communication

*Document Date(s):* 1834, 1846, 1981; 2006

*Data Abstract:* Orr/Strickland Ferry

*Notes:* The Orr family operated a ferry across the Chattahoochee River, which was later operated by the Strickland family. It was located at the present Cumming-Buford bridge on Georgia Highway 20. The ferry was in Land Lot 1, 1<sup>st</sup> Section, 14<sup>th</sup> District, Forsyth County. This feature is identified on 1834 and 1846 maps as Orris, which is likely a corruption or variant spelling of Orr.

*Reference:* CVIOG 2006; Shadburn 1981; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* Map

*Document Date(s):* 1834, 1846

*Data Abstract:* Orris F.

*Notes:* Ford. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006

*County:* Forsyth/Gwinnett

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Garner Ferry

*Notes:* The Garner family of Gwinnett County operated a ferry across the Chattahoochee River, which was just below the Buford Dam.

*Reference:* Shadburn 1981; Frazier p. comm. 2006; CVIOG 2006; Small [Post Offices of Georgia 1764-1900]

*County:* Forsyth/Gwinnett

*Document Type(s):* Georgia Legislative Documents; Personal communication

*Document Date(s):* 1843; 2006

*Data Abstract:* Hutchins Ferry

*Notes:* Hutchins Ferry on the Chattahoochee was operated by N.L. Hutchins and was located north (upstream) of the present McGinnis Ferry bridge. This river feature location is too general for any detailed GIS mapping.

*Reference:* Georgia Legislative Documents; Frazier personal communication 2006

*County:* Forsyth/Gwinnett

*Document Type(s):* Georgia Legislative Documents; Personal communication

*Document Date(s):* 1841; 2006

*Data Abstract:* Howell-Waters Ferry

*Notes:* A Ferry on the Chattahoochee was operated by George Morgan Waters. This ferry, located on Land Lot 36, 1<sup>st</sup> Section, 1<sup>st</sup> District, Forsyth County, was operating by 1841. The ferry was also operated by the Howell family. This river feature location is too general for any detailed GIS mapping.

*Reference:* Georgia Legislative Documents; Shadburn 1981; Frazier personal communication 2006

*County:* Forsyth

*Document Type(s):* Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Collins/Little/McGinnis Ferry

*Notes:* A ferry was operated across the Chattahoochee River. It was first operated by Parker Collins, who held an Cherokee Indian reservation for 640 acres on the Chattahoochee River. It was later operated by the Little and McGinnis families. The ferry was located on Land Lot 62, 1<sup>st</sup> Section, 1<sup>st</sup> District, Forsyth County, upstream from Suwanee Old Town. This river feature location is too general for any detailed GIS mapping.

*Reference:* Shadburn; Frazier p. comm. 2006

*County:* Forsyth

*Document Type(s):* Charter, Bill of Lading

*Document Date(s):* 1852, 1859

*Data Abstract:* Warsaw Navigation Company transported cotton from Forsyth to Fulton Counties

*Notes:* Document probably refers to a shipment from Winns Ferry to Roswell Landing

*Reference:* Georgia Legislative Acts; Temple 1935:150; Larry Meier personal communication, May 30, 2006

*County:* Forsyth

*Document Type(s):* Map

*Document Date(s):* 1846, 1855

*Data Abstract:* Warsaw

*Notes:* Settlement [See Warsaw Navigation Company]. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006

*County:* Fulton

*Document Type(s):* Histories; Historical marker; Archaeological Reports

*Document Date(s):* 1814, 1934, 1935, 1971, 1973

*Data Abstract:* Fort Peachtree/Standing Peachtree/Fort Gilmer--Reference to boats in 1814 and a United States Army boat yard at this location

*Notes:* The boat yard was located at Fort Peachtree/Standing Peachtree/Fort Gilmer in present-day Fulton County. The location is relatively well established from historical documents but archaeological evidence for the boat yard is lacking. This area is now heavily urbanized as part of Atlanta, Georgia.

The text of a historical marker, entitled "Fort Peachtree" reads: "The crude fort, erected by First Lt. George Rockingham Gilmer (who later was governor of Georgia 1829-31 and 1837-39), was raised in 1814. It was described as "two large hew'd logg block houses, six dwelling houses, one fram'd store house, one bridge ... and five boats" which cost the government "not less than five thousand dollars."

Atlanta historian Walter G. Cooper noted that George Gilmer was ordered by Major General Thomas Pinckney to build a fort, "on the banks of the Chattahoochee, about 30 or 40 miles beyond the frontiers of the State, near an Indian town, not far from where the Georgia Railroad (W&A.R.R.) now [1934] crosses the river". Cooper referenced one letter that mentioned, "workmen employed in building boats" at Fort Peachtree (Cooper 1934:20). Cooper also noted that Standing Peach Tree had been a Cherokee town and not a Creek town. A member of Gilmer's command, Sergeant James McConnell Montgomery, wrote that the site "on a commanding eminence" provided a "romantic" view of the river. Montgomery later returned to live there, became postmaster of Standing Peachtree and established Montgomery's Ferry near the fort site. He is remembered today in the name of Montgomery Ferry Road."

The documentary evidence indicates that river traffic at this location operated to points downstream as far as Fort Mitchell, Alabama [below Columbus, Georgia] by flatboats, to points across the river by ferry, and possibly upstream as well. Additional corroborating documents pertaining to the U.S. Army activity in river travel may exist in Army records at the National Archives and Records Administration in Washington, D.C. but these records were not examined in the present study. Another document collection of possible relevance was identified in Cobb County, the James McConnell Montgomery papers, but this collection was not examined in the present study.

*Reference:* Gilmer 1855; Cooper 1934; Temple 1935:97; Archaeological Survey of Cobb and Fulton Counties, Georgia 1973; Meier et al. 1971

*County:* Fulton

*Document Type(s):* Historic Resources Survey; Archaeological Survey

*Document Date(s):* 1996; 2005

*Data Abstract:* Morgan Falls/Bull Sluice Dam and Hydroelectric Plant

*Notes:* Dam. The Morgan Falls/Bull Sluice Dam and Hydroelectric Plant were documented by a Georgia DNR historic resources survey and recorded as FU-SS-148. A

detailed history was recently compiled by Brockington and Associates. Morgan Falls Dam is located at Chattahoochee River mile 313.

*Reference:* Wright 1996; Stallings 2005

*County:* Gwinnett Co.

*Document Type(s):* Personal communication

*Document Date(s):* 2006

*Data Abstract:* Terry Ferry

*Notes:* Martin Terry and family operated a ferry across the Chattahoochee River. The ferry was located south of the Settles' Bridge and archaeological site 9GW197.

*Reference:* Frazier p. comm. 2006

*County:* Gwinnett

*Document Type(s):* Map

*Document Date(s):* 1839

*Data Abstract:* Warsaw

*Notes:* Settlement [See Warsaw Navigation Company]. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006

*County:* Hall

*Document Type(s):* Historic Resource Survey

*Document Date(s):* 1975

*Data Abstract:* Clark's Ferry

*Notes:* The Clark family operated a ferry on the Chattahoochee River. The nearby Clark home was documented by a historic resource survey in 1975. Lyon noted that "Clark's wife operated the ferry after his death".

*Reference:* Lyon 1975

*County:* Hall

*Document Type(s):* Historic Resource Survey

*Document Date(s):* 1975

*Data Abstract:* Thompson's Ferry

*Notes:* Andrew Thompson operated a ferry on the Chattahoochee River. The nearby Andrew Thompson home was documented by a historic resource survey in 1975. Lyon noted that, "Andrew Thompson ran a ferry across River here".

*Reference:* Lyon 1975

*County:* Hall

*Document Type(s):* Map

*Document Date(s):* 1834, 1839, 1846

*Data Abstract:* Winns Ferry

*Notes:* Ferry. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVIOG 2006

*County:* Hall



*Document Type(s):* Map

*Document Date(s):* 1883, 1885b, 1899, 1910, 1915

*Data Abstract:* Woolleys Ford

*Notes:* Ford. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVI0G 2006

*County:* Hall/Forsyth

*Document Type(s):* History; Personal communication

*Document Date(s):* 1981; 2006

*Data Abstract:* Wingo Ferry

*Notes:* Ferry. The Wingo family operated a ferry over the Chattahoochee River, which was located in the vicinity of the present Keith's Bridge on Georgia Highway 53.

*Reference:* Georgia Legislative Documents; Shadburn 1981; Frazier p. comm. 2006

*County:* Hall/Forsyth

*Document Type(s):* Georgia Legislative Document, History, Personal communication

*Document Date(s):* 1827; 1981; 2006

*Data Abstract:* Light/White Ferry

*Notes:* Ferry. Obediah Light and family operated a ferry over the Chattahoochee River, which was located in Land Lot 551, 1<sup>st</sup> Section, 14<sup>th</sup> District, Forsyth County. This river feature location is too general for any detailed GIS mapping.

*Reference:* Georgia Legislative Documents; Shadburn 1981; Frazier p. comm. 2006

*County:* Harris

*Document Type(s):* History; Historic Resource Survey

*Document Date(s):* 1957; 1976; 1906 [1982], 2005

*Data Abstract:* Bartletts Ferry/Dam

*Notes:* Bartlett's Ferry operated on the Chattahoochee River until sometime prior to 1926, when the Bartlett's Ferry Dam and Hydroelectric plant was constructed. Bartletts Ferry Dam is at Chattahoochee River mile 178.

*Reference:* CVI0G 2006; Hunking 1906; Wright 1957; Culpepper 1976; Pratt 1982; Stallings 2005

*County:* Harris

*Document Type(s):* Historic Resource Survey; Archaeological Surveys

*Document Date(s):* 1976, 1997, 1982, 2005

*Data Abstract:* Goat Rock Dam

*Notes:* Goat Dam and Hydroelectric plant was completed in December 1912 and put into operation in 1913.

*Reference:* CVI0G 2006; Wright 1957; Culpepper 1976; Walker 1997; Riordan and Barton 1982; Stallings 2005:15

*County:* Harris

*Document Type(s):* Secondary History

*Document Date(s):* n.d. [1930s]

*Data Abstract:* Unspecified boat navigation from Dekalb and neighboring counties to Miller's Bend, approximately 30 miles above Columbus

*Notes:* An anonymously written WPA history of Harris County stated, "The principal rapids are between Columbus and Miller's Bend, a distance of 30 miles. To this last spot [Miller's Bend] boats descend with produce from Dekalb and neighboring counties"

*Reference:* WPA n.d.

*County:* Harris

*Document Type(s):* Secondary History, CRM report

*Document Date(s):* 1913

*Data Abstract:* Incompatibility of River Use.

*Notes:* Construction of hydroelectric dam at Goat Rock impeded river navigation and power generation adversely affected river traffic downstream. Water releases from Goat Rock Dam, soon after its completion, which led to the sinking of two steamboats more than 100 miles downstream. Various interests complained to the Corps of Engineers, resulting in a 1915 study on the river section from Columbus to Atlanta.

*Reference:* Office of Chief of Engineers 1913, NARA RG77

*County:* Harris

*Document Type(s):* Secondary History

*Document Date(s):* n.d. [1930s]

*Data Abstract:* Flat boat traffic to Satterwhite Island

*Notes:* Field workers were ferried to Satterwhite Island in the Chattahoochee River after in the mid-19<sup>th</sup> century. This 20 acre island was deeded by J.M. Satterwhite to Henry Wood on December 20, 1859. In 1865, this island was known as "Island 10". The WPA historian wrote, "There was no ferry here, but flats were used to convey workers to and from the island with fertilizer and seeds, and other materials for cultivation, this was an extremely rich group of islands"

*Reference:* WPA n.d.:6-7

*County:* Heard

*Document Type(s):* Secondary History

*Document Date(s):* 1980, 1999

*Data Abstract:* Steamboat Navigation

*Notes:* Steamboats operated regularly between Franklin and West Point in 1886 [See also Troup County]

*Reference:* Fretwell 1980; Willoughby 1999:143

*County:* Heard

*Document Type(s):* Secondary History

*Document Date(s):* 1933

*Data Abstract:* Boat navigation

*Notes:* Boats were operated between Heard County and West Point by Daniel Duncan and J.M. Harrington. Historian Smith noted, "In 1838, Daniel Duncan and J.M. Harrington ran boats from Heard County to West Point. They brought all the material

used in building the toll bridge at West Point, and materials for many other structures  
[See also Troup County, West Point]

*Reference:* Smith 1933:108

*County:* Milton [defunct]

*Document Type(s):* Map

*Document Date(s):* 1863, 1864, 1865, 1874, 1883, 1885b, 1899, 1910, 1915

*Data Abstract:* Warsaw

*Notes:* Settlement [See Warsaw Navigation Company]

*Reference:* CVI0G 2006

*County:* Troup

*Document Type(s):* Secondary History, published

*Document Date(s):* 1933

*Data Abstract:* Barges and flat boats

*Notes:* Clifford L. Smith, a former Troup County Engineer and Troup County historian, recounted the navigation efforts of Colonel Reuben Thornton. The original source of Smith's story was not located.

Smith wrote, "About 1832 the Chattahoochee River began to attract attention, and Colonel Reuben Thornton, a wealthy and enterprising citizen of West Point, ran barges and flat boats from West Point up the river to a point called Standing Peachtree, transporting produce, most of which was sold at this point, but some of it was wagoned to East Tennessee Markets. The merchants of LaGrange and West Point bought their goods in the markets of Augusta, Savannah and Charleston, which they carried in wagons. These wagons crossed the intervening rivers on flat boats. This method of transporting a quantity of goods was a step in the county's progress". Colonel Reuben Thornton died in Tennessee in May, 1852 (Troup County Superior Court).

*Reference:* Smith 1933; W.P.A. Federal Writers Project n.d.

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* 1883

*Data Abstract:* Steamboat navigation

*Notes:* The Steamboat Belle Lanier was in operation on the Chattahoochee River in the West Point vicinity by the Chattahoochee Navigation Company. The March 1, 1883 issue of the local newspaper noted, "The Belle Lanier goes down in the morning and returns in the afternoon pretty regularly now".

*Reference:* *LaGrange Recorder* 1883:3; Kelly 2006

*County:* Troup

*Document Type(s):* Newspaper, Secondary history, internet website

*Document Date(s):* 1888, 2006

*Data Abstract:* Steamboat C.W. Jones

*Notes:* Steamboats operated by the Chattahoochee Navigation Company on the Chattahoochee River in 1880s hauling personnel and materials from West Point railroad

depot to textile mills downriver; The *C.W. Jones* drifted downstream from mooring and sank in an 1888 storm. The August 23, 1888 issue of the newspaper reported, “During the storm on Monday night the old steamboat, the *C.W. Jones*, was blown away from its moorings and turned over into the river, where it now rests. This accident is no serious loss to the owners, as this boat is not seaworthy, and a new and better one has just been finished to take its place”.

*Reference: LaGrange Recorder* 1888:3; Kelly 2006

*County:* Troup

*Document Type(s):* Newspaper, Secondary history, internet website

*Document Date(s):* 1884, 2006

*Data Abstract:* Steamboat Franklin

*Notes:* Steamboats operated by the Chattahoochee Navigation Company in the West Point vicinity in 1880s hauled personnel and materials from West Point railroad depot to the textile mills downriver. A June 26, 1884 newspaper article stated, “Captain Coulter, of Rome, is here, directing the building of the new steamer, “Franklin.” He is an experienced boat builder and will give us a nice vessel. He expects to have it ready for the river by Fall, or in time for the cotton season”.

*Reference: LaGrange Recorder* 1884d:3; Kelly 2006

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* 1887

*Data Abstract:* Steamboat Belle of the Chattahoochee

*Notes:* Steamboats operated by the Chattahoochee Navigation Company in the West Point vicinity in 1880s hauled personnel and materials from West Point railroad depot to textile mills downriver. An 1887 newspaper article stated, “‘The Belle of the Chattahoochee,’ Lanier’s steamboat, named in honor of their only sister, Mrs. Belle Lanier Zachry, made trail trip on Wednesday. It was loaded with fifty bales of cotton, fifty sacks of corn and fifty sacks of wheat. This boat is, only an earnest of what is to be”.

*Reference: LaGrange Recorder* 1887:3

*County:* Troup

*Document Type(s):* Newspaper, Secondary history, internet website

*Document Date(s):* 1890

*Data Abstract:* Steamboat City of LaGrange

*Notes:* Steamboats operated by the Chattahoochee Navigation Company in the West Point vicinity in 1880s hauled personnel and materials from West Point railroad depot to textile mills downriver. A January 31, 1890 newspaper article stated, “The steamboat, ‘City of LaGrange,’ which is now being built at the shops of the LaGrange Mills, is ten feet wide, thirty-eight feet long, and will accommodate 12 or 20 men. It is built in the most durable style, and is being finished in cedar. The engine, 12 horse power, is daily expected to arrive. As soon as it is placed in position, the other work on the boat will be about completed. The boat will be taken to Columbus on flat cars, and launched at the wharves in that city. It weighs four or five tons, and as it is an unwieldy article of freight,

it will cost much to transfer it. The gentlemen who are having it built will take a trip to Florida in it sometime next month...”

*Reference: LaGrange Recorder* 1890b:1; Kelly 2006

*County:* Troup

*Document Type(s):* Newspaper, Secondary history, internet website

*Document Date(s):* 1882, 1884, 1977, 2006

*Data Abstract:* Unidentified steamboats [possibly the steamboat Belle Lanier and others]

*Notes:* Steamboats operated by the Chattahoochee Navigation Company on the Chattahoochee River in 1880s hauled personnel and materials from West Point railroad depot to textile mills downriver. A February 2, 1882 newspaper article noted, “W.C. & L. Lanier’s boat made her first trip Monday, to the West Point Manufacturing Company’s mill. She was loaded with lumber and cotton”. The following month (March 30, 1882) the newspaper stated, “Our little boat makes regular trips now, carying twenty-five or thirty bales of cotton”. On February 21, 1884, the newspaper stated, “The boat went up the river eight or ten miles on Monday, ran aground on a shoal and some of the boys had to foot it back. These trial trips will, however, demonstrate the weak points of the river. The stream is unprecedentedly low for the season”. Less than a month later (March 6, 1884) the newspaper reported, “The Chattahoochee boat ventured, last week, as far as Hairston’s ferry. It ran a-shoal and was gotten off after two days’ hard work. The weather was cold and the hands suffered fearfully. A week’s blasting will make it easy to pass the rocks. A lock will be built at Bentley’s dam this Summer. The navigation of the river is only a question of time”. These vessels may be associated with two large anchors, thought to be from the Chattahoochee Navigation Company’s steamboat fleet, which were salvaged in 1977 by private individuals from the “new bridge” construction site on the Chattahoochee River below West Point Reservoir. At least two anchors were retrieved and photographed [See discussion below].

*Reference: LaGrange Recorder* 1882:3, 3; 1884a:3; 1884b:3; *Valley Times News* 1977; Kelly 2006

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* 1884

*Data Abstract:* City dock yard

*Notes:* A city boat yard is mentioned in the local paper on May 22, 1884, “The lumber for the new boats has arrived and work will be begun immediately. The boat will be built and launched at the city dock yard”.

*Reference: LaGrange Recorder* 1884c:3

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* 1884, 1884

*Data Abstract:* Steamboat Lock at Bentley’s dam, between West Point and Franklin

*Notes:* A lock to facilitate steamboat navigation was constructed along the Chattahoochee River in the vicinity of Bentley’s dam, between West Point and Franklin. It’s proposed site is mentioned in a June 6, 1884 newspaper article and on June 26 the

newspaper reported, "Marshal Higginbotham, with a force of hands, is engaged in building a steamboat lock, between this city and Franklin, on the River.

*Reference:* *LaGrange Recorder* 1884c:3; 1884d:3

*County:* Troup

*Document Type(s):* History; Maps

*Document Date(s):* 1934

*Data Abstract:* Grayson Bend/Grayson's Ferry/Grayson's Landing

*Notes:* Historian Walter Cooper recounted a secondary account by Rev. William Jasper Colter, whose father had an Indian trade business on the Chattahoochee River. Coulter wrote, "From the mouth of Peachtree Creek, near where the city of Atlanta is, he [Mr. Colter] shipped in large canoes a cargo of goods. The canoes were worked by strong negroes and indians...The dangerous voyage was safely made, but a great calamity came at the last moment. In turning the canoes in the bend of the river to land, the who cargo capsized, and everything was lost. The crew escaped safely and, in the best way they could made their way back home, going pretty much over what is now [1934] the line of the West Point Rail Road".

*Reference:* Cooper 1934:20; CVIOG

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* n.d.

*Data Abstract:* Photograph of anchor; caption notes it was found by Tony Harris at new bridge construction site; also mentions a previous anchor discovered at same vicinity

*Notes:* Photograph of anchor, presumed from Chattahoochee Navigation Company's steamboat, ca. 1885-1895

*Reference:* Valley Times News n.d.

*County:* Troup

*Document Type(s):* Newspaper

*Document Date(s):* 1977

*Data Abstract:* Photograph of anchor; caption notes it was from a steam engine paddle boat, recovered by four West Point residents (Robert Mayer, Joel Wood, Richard Fuller, and Leon Wesson) near the new four lane bridge (below West Point Lake)

*Notes:* Photograph of anchor, approximate weight 150 lbs.

*Reference:* Valley Times News 1977

*County:* Troup

*Document Type(s):* Map; Historic Resources Survey

*Document Date(s):* 1839, 1846, 1855, 1863, 1864, 1865, 1874, 1883, 1885, 1977. 1993

*Data Abstract:* West Point

*Notes:* Settlement

*Reference:* CVIOG 2006; Dunagan 1977b; Cullison 1993

*County:* Troup

*Document Type(s):* Map

*Document Date(s):* 1896; 1910

*Data Abstract:* Glass Bridge

*Notes:* Bridge

*Reference:* Troup County Archives 2006; Hudgins Company 1910

*County:* Troup

*Document Type(s):* Map

*Document Date(s):* 1910

*Data Abstract:* McGee Bridge

*Notes:* Bridge

*Reference:* Hudgins Company 1910

*County:* Troup

*Document Type(s):* Map

*Document Date(s):* 1910

*Data Abstract:* Moats [Moots?] Bridge

*Notes:* Bridge

*Reference:* Hudgins Company 1910

*County:* Troup

*Document Type(s):* Map

*Document Date(s):* 1910

*Data Abstract:* Atlanta Birmingham Rail Road Bridge

*Notes:* Bridge

*Reference:* Hudgins Company 1910

*County:* White

*Document Type(s):* History

*Document Date(s):* 2006

*Data Abstract:* Unicoi Turnpike, Fords

*Notes:* The Unicoi Turnpike Company was authorized in 1813, roadwork began in 1814, road was completed in 1819. This toll road crossed the upper reaches of the Chattahoochee River multiple times as it roughly paralleled its course along a portion of its route. While not river navigation, per se, these stream fords may represent short-distance crossing points where cargo may have been ferried at times of high water. The specific locations of these fords was not determined by the present research. The road followed the Old Unicoi Trail, which extended for 150 miles from Marysville, Tennessee to Augusta Georgia. Sherwood noted in his 1827 Gazetteer that the Unicoi Turnpike crossed the Chattahoochee River, "twenty-eight times in the distance of eight miles, so serpentine are its windings among the hills".

*Reference:* Sherwood 1827:5; CVIOG 2003; Jones 2006

*County:* White

*Document Type(s):* Map

*Document Date(s):* 1883, 1885b

*Data Abstract:* Head's Ferry

*Notes:* Ferry. This river feature location is too general for any detailed GIS mapping.  
*Reference:* CVI0G 2006

*County:* White

*Document Type(s):* Map

*Document Date(s):* 1864

*Data Abstract:* Amys Ford

*Notes:* Ford. This river feature location is too general for any detailed GIS mapping.

*Reference:* CVI0G 2006

*County:* White

*Document Type(s):* Geological Report

*Document Date(s):* 1909

*Data Abstract:* Gold Dredges operated by Birch Brothers, Kansas City & H.D. Jaquish, Gainesville, Georgia

*Notes:* Dredge on Chestatee River [access via Chattahoochee River?]

*Reference:* Jones 1909:205

*County:* Undetermined

*Document Type(s):* News account

*Document Date(s):* 2006

*Data Abstract:* Unattributed newspaper article mentions a dugout canoe found in 1972 by a farmer in a mud bank on the Chattahoochee River. The canoe is on display at the Cherokee Museum, Cherokee, North Carolina.

*Notes:* Caldwell 2006

## **Toccoa River**

*County:* Fannin

*Document Type(s):* Map

*Document Date(s):* 1911

*Data Abstract:* Baker's Ferry

*Notes:* Baker's Ferry crossed the Toccoa River upstream from the present U.S. Highway 76 Bridge and Lake Blue Ridge. It is plotted on the 1911 [Ellijay] map produced by the U.S.G.S.

*Reference:* GNIS 2006

*County:* Fannin

*Document Type(s):* History; Historic Resource Survey

*Document Date(s):* 1976, 1976, 1975, 1990

*Data Abstract:* Hydroelectric dam and reservoir, 1925-1930

*Notes:* The Morganton Reservoir and Dam, more commonly known as Lake Blue Ridge, were constructed from 1925 to 1930 by the Toccoa Power Company, a subsidiary of the Tennessee Electric Power Company. Construction of this 12 mile-long river



improvement effectively blocked any future navigation on this portion of the Toccoa River. Operation of the hydroelectric dam was later assumed by the Tennessee Valley Authority. The hydroelectric dam and power plant were documented by two historic resources surveys in 1975 and 1990.

*Reference:* Pillsbury 1975; Dunn and Kisselburg 1976; Thompson 1976; Jaeger/Pyburn, Inc. 1990

## Research Evaluation

### *Navigable Portions of the Upper Chattahoochee River*

Many documents indicate that the Chattahoochee River was only navigable as far upstream as Columbus (MacGill 1948). Upper closer scrutiny, however, many examples of river navigation upstream from Columbus were located.

Prehistorically, the Chattahoochee River was undoubtedly traveled by dugout canoes form millenia. Concrete verification of this activity is extremely difficult to achieve, since these activities were not recorded in the historical record. In the absence of any historical record researchers must rely on archaeological findings. Direct archaeological evidence for navigation on the upper Chattahoochee River is exceedingly rare. One or two dugout canoes have been recovered from this area of the state, although these recovery efforts were conducted without the benefit of any professional recordation. Particularly, no reliable locational information was identified that would allow for GIS mapping of these finds.

Navigation is documented in 1813 by U.S. Army flat boat, built by Deputy Quartermaster General, Major Thomas Bourke, from Standing Peach Tree [Buckhead, Fulton County] to Fort Mitchell [Russell County, Alabama, below Columbus]. One experimental and successful voyage was made downstream to supply Fort Mitchell (Larry Meier personal communication May 30, 2006).

Navigation is documented in 1814 by U.S. Army flat boats from Fort Peachtree [Standing Peachtree, near Buckhead in Fulton County] to Fort Mitchell [Russell County, Alabama, below Columbus]. Supplies were hauled to troops downstream at Fort Mitchell. A boat yard with five boats was established by the U.S. Army, 43<sup>rd</sup> Regiment, under command of George Gilmer, 2<sup>nd</sup> Lieutenant. This federal river boat facility was apparently abandoned at end of War of 1812 (Gilmer 1855; Cooper 1934:19-24; Meier et al. 1971; Archaeological Survey of Cobb and Fulton Counties, Georgia 1973; Larry Meier personal communication May 30, 2006).

Navigation is documented after the War of 1812 from Standing Peachtree to Graysons Bend [Graysons is now submerged in West Point Reservoir, approximately 15 miles upstream from LaGrange and near Franklin, Georgia] Cargo was hauled in large canoes owned by Mr. Colter (father of Rev. William Jasper Colter). Cargo was goods associated with the Indian trade, which was lost when the canoe capsized on the final approach to Grayson's Bend (Cooper 1930:20). This ruined shipment of trade goods was apparently a one time event. Graysons Bend now lies deeply submerged beneath the U.S.C.O.E.'s West Point Reservoir.

In 1827 Hamilton Fulton, State Engineer, made a navigation survey of the Chattahoochee River from Winn's Ferry (formerly Vann's Ferry) in Forsyth County to the "Great Falls" [above Columbus] (Fulton 1827). Although Engineer Fulton does not specifically state in

his report to the commission on navigation, which was published in the Milledgeville newspaper, that he employed a boat for this survey, a boat was almost certainly a necessary requirement to conduct this work. Many of his comments on the navigability of certain stretches of the river, including observations on which channels to navigate, further imply his use of a small boat to conduct this survey.

Navigation is documented in 1828 by flatboats owned by Colonel Reuben Thornton, which operated from Montgomery's Ferry [Standing Peachtree] to Grayson's Ferry [Troup County, above West Point] (Smith 1930; Willoughby 1999:52). Grayson's Ferry and Graysons Bend are probably synonymous.

Navigation is documented in 1838 by flatboats owned by Daniel Duncan and J.M. Harrington, which operated between West Point and Franklin (Willoughby 1999:52).

Navigation is documented in 1859 by flatboats owned by Warsaw Navigation Company from Winn's Ferry [Forsyth County, aka Vann's Ferry] to Roswell Landing [confluence of Big Creek, Fulton County]. 110 bales of cotton were shipped (Larry Meier personal communication May 30, 2006).

Navigation is documented in the late 1800s by a small fleet steamboats owned by Lafayette Lanier and his brother, which operated regularly between Franklin and West Point (Charles Kelly personal communication 2006; *LaGrange Recorder* 1882, 1883, 1884, 1887, 1888; Barfield 1961).

Navigation is documented in 1828 by poleboat up the Chattahoochee as far as Gwinnett County. Two trips were recorded to buy corn. Shallow Ford on Chattahoochee was possible upstream destination (Willoughby 1999:52).

River improvements, including a steamboat lock, were built on that portion of the river between West Point (Troup County) and Franklin (Heard County) (*LaGrange Recorder* 1884:3; 1890:3).

Gold dredges on barges were active in the Nacoochee Valley; documented gold dredges on barges were also used on rivers feeding into the Chattahoochee and these barges most likely traveled on the Chattahoochee River on their journey to their intended destination (Jones 1909:205).

Numerous ferry crossings were located along the Chattahoochee River from above Columbus to its headwaters. These loci represent bands across the Chattahoochee, which were navigated for commercial purposes. In most cases, the two end points for these ferry crossings were not absolutely established on the modern landscape. Many are only located to the county level and more archaeological and historical research would be necessary to pinpoint their locations. Others can be generally located because of continuity in place names to the present.

Economic competition for different uses of the Chattahoochee River had an important impact on river navigation. In the mid-19<sup>th</sup> century, railroads competed for commercial transportation with the steamboat companies. In some cases these transportation industries were linked, both physically and fiscally, but in other instances they were in direct competition for customers. Railroads eventually “won out” in this competition for business.

Another early industry that competed for use of the river were the mills. In the early through mid-19<sup>th</sup> century these mills constructed dams across portions of the Chattahoochee River to harness the water power. By the late 19<sup>th</sup> century this technology had evolved to include hydroelectric power. Early hydroelectric dams were built at Morgan Falls, near Atlanta, and at Goat Rock, above Columbus, Georgia. Hydroelectric power was generated at Morgan Falls by 1904 (Wright 1957:106-109). When the electricity was first generated at Goat Rock several years later, the incompatibility of this activity with river navigation downstream was quickly made apparent. Several steamboats were grounded in 1913 when the Goat Rock power plant began generating electricity. A letter sent by the Chief of Engineers, U.S.C.O.E. to the Georgia Power Company, dated September 3, 1913, advised the power company that their restriction of Chattahoochee River water flow at their Goat Rock plant had grounded boats in the Chattahoochee River below Columbus (Office of Chief of Engineers 1913). Other correspondence ensued pertaining to this conflict (see for example, Bivins 1914).

The River and Harbor Act, Approved March 4, 1915 (Public Law 63-291) had provisions for initiating improvements of the Chattahoochee River between Columbus and Atlanta. The U.S. Army Corps of Engineers dispatched one of their engineers, P.M. Churchill, Jr. in 1915 to study the problem on the Chattahoochee River. The City of Atlanta officials urged the federal government to make improvements for river navigation on the Chattahoochee, both upstream and downstream from Atlanta (Churchill 1915a). Churchill and his crew studied the problem in depth that year. His crew made detailed topographic maps of the river, with special emphasis on shoals, dams, and potential lock locations. By October 25, 1915 Churchill had surveyed that portion of the Chattahoochee River from Columbus to Atlanta. He was not authorized to survey further upstream (Office of Chief of Engineers 1915). Churchill had previously examined stretches of the Chattahoochee River located upstream from Atlanta, as he wrote in his April 24, 1915 progress report that he had examined the profile of the river: “from Columbus to above Gainesville showing existing and proposed power developments which has aided me in eliminating sections of the river and in fixing on the location of possible reservoir sites for investigation” (Churchill 1915b).

Extensive correspondence from Churchill to the Chief of Engineers, written in 1915, was examined and relevant examples were copied for this study. His letters discuss his survey and examination of areas upstream from Columbus. His letters refers to existing dams, ferry crossings, reservoirs, potential canal sites. None of these letters contain any specific references to actual river navigation in these areas, however. Churchill’s summary report was filed with the USCOE office in Montgomery, Alabama, as indicated by Churchill’s

correspondence, but NARA researchers were unable to locate this report (or the accompanying map set) in their archives.

The Federal government apparently lost interest in developing the upper Chattahoochee River for navigation purposes after 1915, shifting their emphasis instead to harnessing the river for flood control and hydroelectric power. The Buford Reservoir, more commonly known as Lake Lanier, was completed in 1956 by the U.S.C.O.E. Pre-impoundment maps were prepared as part of this construction project. Archaeological survey and excavation projects within the proposed reservoir were conducted by National Park Service archaeologists Joseph R. Caldwell and Carl Miller. Additional excavation was conducted by archaeologist Clemens DeBaillou at the Vann's Tavern and Ferry in Forsyth County and his work there was briefly documented (DeBaillou 1957). Final reports of their studies were never produced by the River Basin Survey. Archaeological survey in the 1970s of the Buford Reservoir shoreline was conducted by archaeologists with the University of Georgia (Hall and Rudolph 1982). Their survey did not identify any navigation-related sites in the area. The actual river channel, however, was deeply submerged by the impoundment, which precluded the discovery of any such navigation sites by the surface survey methods employed by that research team.

### ***Navigable Portions of the Toccoa River***

No documentary evidence for river navigation on the Toccoa River was located by the present research.

## Summary Recommendations

This report contains information on the history of stream navigation on two river systems in Georgia. These are the Chattahoochee River, north of Columbus to its headwaters, and the Toccoa River (in its entirety).

Additional historical and archival research may yield important documents that would verify past navigation activities and various river improvements and topographic conditions. Particularly, the U.S.C.O.E. report and map series on the upper Chattahoochee River, filed by P.M. Churchill, Jr., would be an important set of documents to secure. The present researchers and NARA administrators were unable to locate these records. According to Churchill's correspondence to his former employer, this report and map series were filed with the U.S.C.O.E. office in Montgomery, Alabama. The Army's jurisdiction of the Chattahoochee River was subsequently transferred to the Mobile District. Additional examination of the records of the Montgomery District (RG 77.10.32) may result in the location of these elusive documents.

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Item	Date	Feature	River	Loca	NAD27			Dec. degrees (NAD83)	
					UTM Zone	Easting	Northing	Latitude	Long.
Standing Peachtree	1782	Creek village	Chattahoochee		16	735483	3745973	33.82953	-84.45549
Grayson/Grierson	1813	ferry/landing	Chattahoochee	1	16	682426	3674072	33.19187	-85.04311
Fort Gilmer	1813	See Standing Peachtree	Chattahoochee	1	16	735483	3745973	33.82953	-84.45549
Fort Peach Tree	1813	See Standing Peachtree	Chattahoochee	1	16	735483	3745973	33.82953	-84.45549
Unicoi Turnpike	1813	fords	Chattahoochee	unk					
Grand Central Canal	1823	proposed	Chattahoochee	unk					
McIntosh Reserve	1827	ferry	Chattahoochee		16	690020	3702790	33.44768	-84.95565
Gates	1827	ferry	Chattahoochee	unk					
Ingersoll	1828	ferry	Chattahoochee	1	16	688276	3594395	32.47255	-84.99659
Tate's [Charlie Tate's] Ferry	1829	ferry	Chattahoochee	unk					
Stringer's Ford	1831	bridge	Chattahoochee		17	269563	3787542	34.2052	-83.501
Carroll	1834	ferry	Chattahoochee	unk					
Hugh	1834	ford	Chattahoochee	unk					
Powers	1835	ferry	Chattahoochee		16	736546	3753955	33.90121	-84.441874
Chattahoochee Flint River Steamboat Co.	1836	created	Chattahoochee	unk					
Columbus Canal Water Co.	1836	created	Chattahoochee	unk					
West Point	1838	boats	Chattahoochee	1	16	670209	3639007	32.87771	-85.18061
Bowen/Bowers	1838	ferry	Chattahoochee		16	684807	3700638	33.43095	-85.012164
Chattahoochee Company	1838	created	Chattahoochee	unk					
Wood	1838	ferry	Chattahoochee	unk					
Chattahoochee Islands	1838	survey	Chattahoochee	unk					
Biscoe	1839	ferry	Chattahoochee	1	16	672740	3635812	32.84851	-85.15417
Columbus West Point RR Plank Road Co.	1841	created	Chattahoochee	unk					
Moore	1841	dam	Chattahoochee	unk					
Howell-Waters	1841	ferry	Chattahoochee	unk					
Walker	1841	water privledges	Chattahoochee	unk					
Houston	1842	ferry/bridge	Chattahoochee		16	674105	3626557	32.76485	-85.141328
Cooper	1842	toll bridge	Chattahoochee	unk					
Crosby	1843	ferry	Chattahoochee	unk					
Hutchins	1843	ferry	Chattahoochee	unk					
Rice	1843	ferry	Chattahoochee	unk					
Law	1845	bridge	Chattahoochee	unk					
Foote	1845	dam	Chattahoochee	unk					
Reece	1845	dam	Chattahoochee	unk					
Moses-Reese	1845	mill dam	Chattahoochee	unk					
Aderhold	1847	dam/ferry	Chattahoochee		16	721963	3733260	33.71789	-84.604655
Baker	1847	ferry	Chattahoochee		16	726661	3738301	33.76233	-84.55271
McDonald	1847	bridge	Chattahoochee	unk					
Howell	1847	ferry	Chattahoochee	unk					
Jenkins	1847	ferry	Chattahoochee	unk					
Watkins	1847	ferry	Chattahoochee	unk					
Wilson	1847	ferry	Chattahoochee	unk					
Cambellton	1849	bridge	Chattahoochee	1	16	715719	3726273	33.65621	-84.67369
Mark Water Co.	1849	ferry	Chattahoochee	1	16	766627	3776650	34.09846	-84.10998



Item	Date	Feature	River	Local	NAD27			Dec. degrees (NAD83)	
					UTM Zone	Easting	Northing	Latitude	Long.
Brown-McClesky	1849	dam	Chattahoochee	unk					
Garwood	1849	dam	Chattahoochee	unk					
Chattahoochee Islands	1849	survey	Chattahoochee	unk					
Ezzard-Nelson [Greene]	1850	ferry	Chattahoochee	unk					
Williams	1850	ferry	Chattahoochee	unk					
Columbus Factory	1851	mill dam	Chattahoochee	1	16	688160	3598038	32.50542	-84.9971
Smith	1851	bridge	Chattahoochee	unk					
Warsaw Navigation Co.	1851	created	Chattahoochee	unk					
Warsaw Navigation Co.	1852	created	Chattahoochee	unk					
Bushy Head Shoals	1853	mill dam	Chattahoochee		16	679233	3688383	33.32142	-85.07452
De Foor	1853	ferry	Chattahoochee		16	735467	3745636	33.82649	-84.455763
Columbus	1855	bridge	Chattahoochee		16	688276	3594395	32.47255	-84.99659
Old RR pier	1855	bridge	Chattahoochee	unk					
Warsaw Navigation Co.	1856	created	Chattahoochee	unk					
Hollansworth-Echols	1857	dam	Chattahoochee	unk					
Nacoochee Hydraulic Mining Co.	1860	hydraulic mining	Chattahoochee	unk					
Cochran	1864	ford	Chattahoochee	unk					
Moore	1865	[emergency] ferry; See Standin	Chattahoochee		16	735467	3745636	33.82649	-84.455763
Alabama Georgia Mfgr. Co.	1865	created	Chattahoochee	unk					
Atlanta Canal Waterworks Co.	1865	created	Chattahoochee	unk					
Chattahoochee Mfgr. Co.	1865	created	Chattahoochee	unk					
Columbus Mfgr. Co.	1865	created	Chattahoochee	unk					
Metcalf Mfgr. Co.	1865	riparian rights	Chattahoochee	unk					
Chestatee Fluming Mining Co.	1866	created	Chattahoochee	unk					
Howell	1867	ferry	Chattahoochee	1	16	726370	3738288	33.76053	-84.55585
Nelson	1867	ferry	Chattahoochee		16	729426	3741111	33.78705	-84.522154
Collins/Little/McGinnis	1867	ferry	Chattahoochee		16	767336	3770870	34.04621	-84.10408
Gilberts/Rogers	1867	ferry	Chattahoochee		16	766176	3773767	34.0726	-84.115747
Thornton	1867	ferry	Chattahoochee	1	16	772912	3787662	34.19427	-84.03846
Goddard	1867	ford	Chattahoochee	1	17	228354	3793448	34.24672	-83.94962
Chattahoochee Mfgr. Co.	1868	created	Chattahoochee	unk					
Todd	1869	dam	Chattahoochee	unk					
Chattahoochee Airline RR	1870	created	Chattahoochee	unk					
Chattahoochee Mfgr. Co.	1871	created	Chattahoochee	unk					
Franklin	1872	bridge	Chattahoochee		16	670070	3638682	33.27809	-85.10113
Old RR pier	1872	bridge	Chattahoochee	unk					
Wilkinson	1872	dam	Chattahoochee	unk					
Gainesville Blairsville NW RR Co.	1875	created	Chattahoochee	unk					
Chattahoochee Mfgr. Co.	1875	island survey	Chattahoochee	unk					
Collins Mfgr.	1877	created	Chattahoochee	unk					
Moore	1878	bridge	Chattahoochee	unk					
West Point	1882	steamboat	Chattahoochee	1	16	670209	3639007	32.87771	-85.18061
Chattahoochee Navigation Co.	1882	created	Chattahoochee	unk					
West Point	1884	boat yard	Chattahoochee	1	16	670209	3639007	32.87771	-85.18061

Item	Date	Feature	River	Loca	NAD27			Dec. degrees (NAD83)	
					UTM Zone	Easting	Northing	Latitude	Long.
Bentley	1884	dam	Chattahoochee	unk					
Hairston	1884	ferry	Chattahoochee	unk					
Georgia Midland RR	1884	steamboat rights	Chattahoochee	unk					
Chattahoochee River	1897	State gives up riverbed rights	Chattahoochee	unk					
Morgan Falls/Bull Sluice	1904	dam	Chattahoochee		16	741701	3761497	33.96799	-84.3841
Bartletts	1906	ferry; dam	Chattahoochee		16	679018	3615369	32.66319	-85.091048
Flournoy	1906	dam	Chattahoochee	unk					
Brawner	1909	ferry	Chattahoochee		16	678237	3616834	32.67652	-85.099104
Mitchell	1909	bridge	Chattahoochee		16	686743	3617667	32.68263	-85.008267
Blanton	1909	ferry	Chattahoochee		16	676239	3626595	32.73958	-85.118549
McGee	1910	bridge	Chattahoochee		16	674929	3659260	33.05957	-85.126329
Moots/Mooty	1910	ferry/bridge	Chattahoochee		16	678208	3667299	33.13151	-85.089663
Goat Rock	1913	dam	Chattahoochee		16	680281	3609464	32.60974	-85.07873
Jones	1919	bridge	Chattahoochee		16	696311	3706689	33.48345	-84.88716
Pittman	1935	ferry	Chattahoochee	unk					
Thompson	1975	ferry/bridge	Chattahoochee		17	237885	3803627	34.3426	-83.849346
Wingo	1981	ferry	Chattahoochee	unk					
Jones	2006	ferry	Chattahoochee		16	701681	3714855	33.55605	-84.82756
Jones	2006	bridge	Chattahoochee		16	755380	3765553	34.0013	-84.23501
Terry	2006	ferry	Chattahoochee	unk					
Shallow Ford/Brooks	1700s	ford	Chattahoochee	1	17	235225	3801639	34.32402	-83.87761
Vann/Winn/McAfee/Williams	1804;	ferry	Chattahoochee		17	227408	3792384	34.23121	-83.964905
Montgomery	1821,	ferry; see Standing Peachtree	Chattahoochee		16	735467	3745636	33.82649	-84.455763
Lights/Whites	1827;	ferry	Chattahoochee		17	225990	3789689	34.21399	-83.974072
Huckabee/Huckeby/White/	1828;	ferry	Chattahoochee	1	17	224204	3787707	34.19391	-84.9928
Orr/Strickland	1834;	ferry	Chattahoochee		16	768158	3779736	34.12621	-84.093523
West Point	1839;	bridge	Chattahoochee		16	670209	3639007	32.87771	-85.18061
Dukes Creek	1839;	gold dredging	Chattahoochee	1	17	244301	3845110	34.71787	-83.792125
Turner-Mayson/Turner	1849;	ferry	Chattahoochee		16	730715	3742067	33.79538	-84.507987
Pace-Randall/Harris	1850;	dam	Chattahoochee	1	16	735506	3749243	33.85899	-84.454374
Satterwhite Island	1850s	ferry	Chattahoochee	unk					
Jonny	1864;	ford	Chattahoochee	unk					
Glass	1896;	bridge, See Graysons Ferry	Chattahoochee		16	670074	3653474	33.00817	-85.179386
Rogers	c, 181	ferry/bridge	Chattahoochee		16	763975	3768955	34.02982	-84.141026
Philpot	n.d.	ferry	Chattahoochee		16	682426	3674072	33.19187	-85.04311
Johnson	n.d.	ferry	Chattahoochee		16	739818	3758754	33.94371	-84.405206
Hammond	n.d.	ferry	Chattahoochee	unk					
Oliver		dam	Chattahoochee		16	687865	3599149	32.51548	-85.00002
Jacksons Mill		bridge; mill	Chattahoochee		16	681743	3613200	32.64319	-85.062436
Dixon		ferry	Chattahoochee		16	676056	3620800	32.71263	-85.121605
Magnolia		ferry	Chattahoochee		16	672215	3636445	32.8543	-85.159663
Hawthorn		ferry	Chattahoochee		16	674955	3659261	33.05957	-85.126052
Hollingsworth		ferry	Chattahoochee		16	704877	3696994	33.39446	-85.03297
New		ferry	Chattahoochee		16	695061	3705924	33.47678	-84.900772

Item	Date	Feature	River	Local	NAD27			Dec. degrees (NAD83)	
					UTM Zone	Easting	Northing	Latitude	Long.
Hutcheson		ferry	Chattahoochee		16	701959	3710234	33.51435	-84.82561
Neal		ferry	Chattahoochee		16	702289	3715965	33.56594	-84.82077
Morris		ferry	Chattahoochee		16	703397	3717222	33.57706	-84.808548
Capp		ferry	Chattahoochee		16	703395	3717419	33.57884	-84.80853
Garret		ferry	Chattahoochee		16	704404	3719241	33.59507	-84.79724
Smith		ferry	Chattahoochee		16	709860	3722538	33.62372	-84.737713
Pumpkintown		ferry	Chattahoochee		16	708429	3723124	33.62928	-84.752991
Campbellton		ferry	Chattahoochee		16	715706	3726305	33.6565	-84.673823
Green		ferry	Chattahoochee		16	728393	3740193	33.779	-84.533543
Pace		ferry	Chattahoochee		16	735506	3749243	33.85899	-84.454374
Heard		ferry	Chattahoochee		16	737534	3756600	33.92482	-84.430484
Holcomb/Nesbitt		ferry	Chattahoochee		16	752879	3762392	33.97343	-84.262978
Jett		ferry	Chattahoochee		16	747837	3763617	33.98566	-84.317147
Martins		ferry	Chattahoochee		16	745343	3765678	34.00482	-84.343537
Waters		ferry	Chattahoochee		16	760613	3767043	34.01343	-84.177973
Settles		bridge	Chattahoochee		16	766659	3776648	34.09843	-84.109635
Garner		ferry	Chattahoochee		16	769865	3782907	34.15392	-84.07298
Sidney Lanier		dam	Chattahoochee		16	769727	3783631	34.16054	-84.07425
Shadburn		ferry	Chattahoochee		16	773169	3787505	34.19454	-84.035742
Gaines		ferry	Chattahoochee		17	224055	3787494	34.19371	-83.994351
Keith		ferry	Chattahoochee		17	230675	3797572	34.28621	-83.925737
Heds		ferry	Chattahoochee		17	256673	3822698	34.51899	-83.650733
Heads		ferry	Chattahoochee		17	259515	3824998	34.54038	-83.620454
Jenkins		ferry	Chattahoochee		17	302086	3829446	34.58954	-83.157933
Ramsey		ferry	Chattahoochee		17	295260	3832092	34.61204	-83.232936
Dunlap		dam	Chattahoochee	unk					
Bond/Pirkle		ferry	Chattahoochee	unk					
Clark		ferry	Chattahoochee	unk					
Edgeworth		ferry	Chattahoochee	unk					
Discard of dead livestock	1855	prohibited in Toccoa River	Toccoa	unk					
Toccoa River	1861	prevent obstructions	Toccoa	unk					
Kenesaw Mining Co.	1865	mining in Toccoa River	Toccoa	unk					
Toccoa River	1876	prevent obstructions	Toccoa	unk					
Toccoa River	1878	declared navigable for floating	Toccoa	unk					
Toccoa Tallulah RR Co.	1881	created	Toccoa	unk					
Blue Ridge/Morganton Reservoir	1925	dam	Toccoa		16	748400	3863320	34.88365	-78.28211
Toccoa River	1927	repeal of 1876 act	Toccoa	unk					
Bench Leg Ford	1876;	ford	Toccoa		16	747305	3864276	34.89258	-84.293808
Shallow Ford		ford; bridge	Toccoa		16	750733	3852282	34.7837	-84.259916
Baker		ferry	Toccoa		16	744516	3866884	34.91675	-84.323532
Stribling		ferry	Toccoa		17	306346	3824702	34.5476	-83.110431

County	Source	Comment
Fulton	Web site; 9Fu236, 9Fu10, 9Co1	
Troup , beneath USCOE Reserv	Cooper 1934:19-24; USCOE 1989	Lochau Ta
Fulton	Web site	
Fulton	Web site	
White, Stephens, & Habersham	Sherwood 1827; CVI0G GHM 2003; Jones 2006 letter at UGA	
Coweta & Carroll	CVI0G; GHM 1984; Dunagan 1977; Bonner1971:4; GDAH 2006; Simpson 1827	
Cherokee Nation; Gwinnett	Georgia Legislative Act; Cherokee Phoenix 1829; Temple 1935:504	
Muscogee , Columbus	Galileo; Ingersoll 1828 letter	
Cherokee Nation	Cherokee Phoenix	
Hall	Georgia Legislative Act	
Cobb	CVI0G 2006; Tanner 1834	
Cobb	CVI0G 2006; Tanner 1834	
Cobb	CVI0G GHM 1989; Temple 1935:97; GNIS 2006 Georgia Legislative Act	
Harris and Muscogee	Georgia Legislative Act	
Heard to Troup Cos	Smith 1933:108	
Carroll	Georgia Legislative Act; GNIS 2006	
Navigation, Columbus-West Poi	Georgia Legislative Act	
Carroll & Coweta	Georgia Legislative Act Georgia Legislative Act	
Harris	Georgia Legislative Act Georgia Legislative Act	
Harris	Georgia Legislative Act	
Gwinnett & Forsyth	Georgia Legislative Act; Shadburn 1981; Frazier p. comm 2006	
Harris	Georgia Legislative Act	
Harris	Georgia Legislative Act; GNIS 2006	
Harris	Georgia Legislative Act	just below
Heard	Georgia Legislative Act	
Gwinnett & Forsyth	Georgia Legislative Act; Frazier p. comm 2006	near Baldr
Campbell	Georgia Legislative Act	
Hall	Georgia Legislative Act	
Union	Georgia Legislative Act	
Harris	Georgia Legislative Act	
Harris & Chambers , ALA	Georgia Legislative Act	
Daniel Aderhold land, Cobb Dou	Georgia Legislative Act; GNIS 2006	Provisions
Cobb	Georgia Legislative Act; GNIS 2006	
Campbell	Georgia Legislative Act	possibly sa
Forsyth	Georgia Legislative Act	
Gwinnett	Georgia Legislative Act	
Campbell	Georgia Legislative Act	
Campbell	Georgia Legislative Act	
Fulton	Georgia Legislative Act	
Gwinnett & Forsyth	Georgia Legislative Act	south of Se

<b>County</b>	<b>Source</b>	<b>Comment</b>
Hall	Georgia Legislative Act	
Cobb & DeKalb	Georgia Legislative Act	
	Georgia Legislative Act	
Campbell & Cobb	Georgia Legislative Act	
Cobb & DeKalb	Georgia Legislative Act	
Muscogee	Georgia Legislative Act	
Hall [See Shallow Ford]	Georgia Legislative Act	
above W&A RR	Georgia Legislative Act	
above W&A RR	Georgia Legislative Act	
Heard	Georgia Legislative Act	
Fulton and Cobb	GNIS 2006	
Muscogee	Georgia Legislative Act	
Cobb & Fulton	Georgia Legislative Act	
above W&A RR	Georgia Legislative Act	
Heard	Georgia Legislative Act	
White	Georgia Legislative Act	
Cobb , 1.25 mi. S of Soap Cr.	CVIOG GHM 1989	
Fulton	Web site	
Columbus or LaGrange	Georgia Legislative Act	
	Georgia Legislative Act	
	Georgia Legislative Act	
Muscogee , Clapp Factory	Georgia Legislative Act	
Harris & Muscogee	Georgia Legislative Act	
Forsyth & Hall	Georgia Legislative Act; Acmemapper 2006	
Cobb & Fulton	GDAH 2006; Barnett 1867	
Cobb & Fulton	Temple 1935:150; GNIS 2006; GDAH 2006; Barnett 1867	
Forsyth & Gwinnett	Shadburn 1981; Frazier p.comm 2006; GNIS 2006; GDAH 2006; Barnett 1867 [Forsy	
Forsyth	Shadburn 1981; Frazier p.comm 2006; GNIS 2006; GDAH 2006; Barnett 1867 [Forsy	
Forsyth & Hall	GDAH 2006; Barnett 1867 [Forsyth Co]	
Hall & Forsyth	GDAH 2006; Barnett 1867 [Forsyth Co]	
	Georgia Legislative Act	
Harris	Georgia Legislative Act	
	Georgia Legislative Act	
	Georgia Legislative Act	
Heard , Franklin	Georgia Legislative Act	Located on
Cobb & Fulton	Georgia Legislative Act	
Coweta	Georgia Legislative Act	
	Georgia Legislative Act	
	Georgia Legislative Act	
Fulton , near Paces Ferry	Georgia Legislative Act	
Coweta	Georgia Legislative Act	
Troup	LaGrange Recorder 1882	
Navigation, West Pt. Factory [Ha	Georgia Legislative Act	
Troup , West Point	LaGrange Recorder 1884	

County	Source	Comment
Troup or Heard	LaGrange Recorder 1884:3	
Troup or Heard	LaGrange Recorder 1884:3	
	Georgia Legislative Act	
Muscogee [portions]	Georgia Legislative Act	
Cobb & Fulton	Wright 1957; Stallings 2005; Acmemapper 2006 [USGS]	
Harris	Culpepper 1976; Pratt 1982; Stallings 2005:25; GNIS 2006	
Harris	Pratt 1982; Hunking 1906	
Harris	GNIS 2006; USGS 1909 [Opelika]	
Harris	USGS 1909 [Opelika]	
Harris	GNIS 2006; USGS 1909 [Opelika]	
Troup	The Hudgins Company 1910	
Troup	The Hudgins Company 1910; GNIS 2006	
Harris	Wright 1957; Culpepper 1976; Walker 1997; Riordan and Barton 1982	
Carroll & Coweta	GNIS 2006; USDA SCS 1919 [Coweta]	
Cobb	Temple 1935:101	
Hall	Lyon 1975	
Hall and Forsyth	Shadburn 1981; Frazier p.comm 2006	
Fulton	CVIOG 2006; GDOT [Fulton Co.]; Acmemapper 2006	
Fulton & Gwinnett	Acmemapper 2006[USGS]	
	Frazier p.comm 2006	
Cherokee Nation; Hall	Cherokee Phoenix; GNIS 2006; USGS 1891 [Gainesville]; Temple 1935:37, 82	
Cherokee Nation; Forsyth amd H	Cherokee Phoenix; Fulton 1827; Burr 1839; Temple 1935:150; DeBaillou 1957; Golde	
Dekalb [later Fulton ] & Cobb	GHC 1956; Georgia Legislative Act	
Hall and Forsyth	Georgia Legislative Act; Frazier p. comm 2006; GNIS 2006	
Forsyth & Hall	Shadburn 1981; Frazier p.comm 2006; GDAH 2006; Frobel 1869 [Forsyth Co]	
Forsyth & Gwinnett	CVIOG 2006; Shadburn 1981; Frazier p.comm 2006; GNIS 2006; GDAH 2006; located at	
Troup , West Point	Georgia Legislative Act; Hudgins Company 1910	
White Co	Georgia Legislative Act; Peyton 1940	dragline ex
Cobb & Dekalb	Georgia Legislative Act; Temple 1935:150, 347; GNIS 2006; GDAH 2006; Barnett 186	
Cobb & Dekalb	Georgia Legislative Act; Temple 1935:59, 347; GDAH 2006; Barnett 1867	
Harris Co	WPA n.d.:6	
Habersham & White	CVIOG 2006; Lloyd 1864; U.S. Coast Survey 1865	
Troup , beneath USCOE Reserv	Georgia Legislative Act; Hudgins Company 1910; Troup County Archives 2006	
Suwanee Old Town, Gwinnett &	Flanigan 1943; Shadburn 1981; Frazier p. comm 2006; GNIS 2006	
Heard , near 9He45	GNIS 2006; GASF 2006	Possibly sa
Cobb & Fulton	Willoughby 2006; GNIS 2006	
Carroll	Bonner 1971:29	
Muscogee	GNIS 2006	
Harris	GNIS 2006; Barfield 1961:28	
Harris	GNIS 2006	
Chambers , AL	GNIS 2006	
Troup	GNIS 2006	
Heard	GNIS 2006; GDOT [Heard Co.]	
Coweta	GNIS 2006	

<b>County</b>	<b>Source</b>	<b>Comment</b>
Fulton & Gwinnett	Acmemapper 2006[USGS]	
Carroll	GNIS 2006	
Douglas	GNIS 2006	
Douglas & Fulton	CVIOG 2006; Fulton County Department of Environment & Community Development	
Douglas & Fulton	Fulton County Department of Environment & Community Development 2006	
Douglas	GNIS 2006	
Douglas	GNIS 2006	
Fulton	GNIS 2006	
Cobb & Fulton	GNIS 2006	
Cobb & Fulton	GNIS 2006	on Federal
Cobb	GNIS 2006	
Fulton	GNIS 2006	
Fulton	GNIS 2006	
Fulton	GNIS 2006	
Gwinnett	GNIS 2006	
Forsyth & Gwinnett	GNIS 2006	
Forsyth & Gwinnett	Frazier p.comm 2006	
Forsyth & Gwinnett	Acmemapper 2006[USGS]	
Forsyth and Hall	Shadburn 1981; Frazier p.comm 2006; GNIS 2006	
Hall & Forsyth	GNIS 2006	
Hall	GNIS 2006	
Habersham	GNIS 2006	
Habersham	GNIS 2006	
Stephens	GNIS 2006	
Stephens	GNIS 2006	
	Georgia Legislative Act	Grierson/G
Forsyth & Hall	Shadburn 1981; Frazier p.comm 2006	
Hall	Lyon 1975	
Carroll	Frazier p.comm 2006	
	Georgia Legislative Act	Located in
Fannin	Georgia Legislative Act	
Fannin	Georgia Legislative Act	on the upp
Fannin	Georgia Legislative Act	
Fannin	Georgia Legislative Act	
	Georgia Legislative Act	
Fannin	Dunn and Kisselburg 1976:31; Pillsbury 1975; Jaeger/Pyburn, Inc. 1990	
Fannin	Georgia Legislative Act	
Fannin	Georgia Legislative Act; USGS 1911 [Ellijay]	
Fannin	GNIS 2006	
Fannin	GNIS 2006	Lock to be
Stephens	GNIS 2006	