

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED SEP 26 1977
DATE ENTERED FEB 17 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Lock #1, North New River Canal

AND/OR COMMON

Sewall Lock; Davie-Sewall Lock; Lock #4, North New River Canal

2 LOCATION

STREET & NUMBER

6521 West State Road 84

NOT FOR PUBLICATION

CITY, TOWN

Plantation

CONGRESSIONAL DISTRICT

10

STATE

Florida

X VICINITY OF

CODE

12

COUNTY

Broward

CODE

011

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: Not in use

4 OWNER OF PROPERTY

NAME

Bureau of State Lands

STREET & NUMBER

Department of Natural Resources, The Capitol

CITY, TOWN

Tallahassee

STATE

Florida

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Broward County Courthouse

STREET & NUMBER

CITY, TOWN

Ft. Lauderdale,

STATE

Florida

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Florida Master Site File

DATE

1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR

SURVEY RECORDS

Division of Archives, History, & Records Management

CITY, TOWN

Tallahassee,

STATE

Florida

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Lock No. 1 (now known as Lock No. 4) is located on the south bank of the North New River Canal approximately 54 miles north and east of the Canal's origin at Lake Okeechobee. The structure consists of a single lock about 149' long with a wing dam extending to the north and connected to a large movable sluice dam. An earthen coffer dam has been constructed on the upstream side of the lock wing-dam structure to protect it from upstream water pressure and damage; this has effectively closed the lock to use.

The lock is constructed of parallel poured concrete walls which are 25' apart. The walls are about 14' from top to foundation, measuring 6' thick at the foundation and tapering in along the exterior to 3' at the top. Extending south from the east end of the south wall is a small wing dam of poured concrete. This dam was used to retain the water in the space which was left unfilled between the canal bank and the lock wall. The main wing dam of the complex extends about 42' to the north from the west end of the north wall. Also of poured concrete, the structure is strengthened by buttresses on the east, or downstream side. A metal pipe handrail extends across the top of the wing dam, a wooden catwalk which opens with the lock gates extends across the lock to provide access to the wing dam.

Entry to the lock is controlled by paired wooden gates at either end which also controls water level. The gates close to form an interior angle of 142° and point upstream. Horizontal 12" x 12" timbers, spaced at each end with 12" x 12" and 12" x 10" blocks all spiked together using 3 1/2" x 3/8" strap iron, form the main gate structure. The gates are sheathed on one side, the upstream (west) side, with vertical 2" x 8" boards nailed in a butt joint forming a water-tight seal. At the base of each gate is a hand operated butterfly valve which is used to control the water level in the lock when a boat is being raised or lowered.

The gates were operated by a geared rack and pinion mechanism. The racks which were connected to the center of the gates no longer remain. The geared pinion mechanism does survive and could be made operational.

There are two structures which are adjacent to the lock and which have historical association with it. To the southwest of the lock is a poured concrete U.S.G.S. recording station which remains in use and was constructed about the time of the lock. Completing the complex is the lock tender's quarters which is south of the control structure. This building is a small, wood frame bungalow with clapboard siding and a low, gable roof supported by simple eave brackets. The rectangular building has a shed roof porch extending to the west of the house. A carport is located to the east under a shed roof which is an extension of the main roof. The current structure does not bear any resemblance to plans which exist for the original cottage designed for the lock. Local tradition insists that this building is the original dwelling which has been altered. This cannot be determined for certain without more extensive examination of the building.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES +1911-1912

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Everglades drainage program which was begun in 1905 has probably had a greater historical and continued impact on South Florida than any other single factor. One of the canals, the North New River Canal was, in the early years, a major transportation artery between Ft. Lauderdale and Lake Okeechobee. In order to make the canal useful for transportation, locks had to be constructed.

Lock No. 1 at the south end of the canal was the first to be built on the canal as well as in South Florida. It remains the best preserved of all of the surviving locks in the canal system in South Florida.

After many years of abortive public and private efforts at draining the Everglades, the State of Florida in 1905 established the Everglades Drainage District and authorized taxation of local landowners for the cost of drainage. Drainage was to be accomplished by lowering the waters of Lake Okeechobee and reducing the water level in the Everglades through the use of canals. It was hoped that this act would result in the creation of 3,000,000 acres of fertile, habitable land upon which could be raised "many tropical fruits that grow in [the] area and not elsewhere in the United States" (Everglades of Florida, p. 18).

Dredging of the needed canals began in July 1906 with the construction of the dredges Everglades and Okeechobee on the North New River Canal (Everglades, p. 16). In 1909 it was determined that the state would let contracts to private construction firms to complete the dredging operation. In doing this it was hoped that the canal construction would move along at a quicker pace. In June 1910, the Board of Drainage Commissioners accepted a bid from the Furst-Clark Construction Company of Baltimore, Maryland for the construction of five canals; the North New River Canal, the South New River Canal, Miami Canal and the Gulf Coast Canal.

Within nine months after the Furst-Clark Construction Company began operations it was determined that permanent locks would have to be built on the canal in order to control the water level and allow water traffic access to the land along the canal. On March 12, 1911, the company obtained an amendment to their contract for the "placing of permanent locks in said canals" (Everglades, 194-195, Minutes, p. 139). These locks were to be located on the Miami Canal, South New River Canal and the North New River Canal. Each structure was to be located at or near the head of tide water and would replace the existing earth and stone dams (Minutes, pp. 148-149). Work on

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See continuation sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY LT 1

less than 1 acre (to include 000000 to 999999) LEISURE!

UTM REFERENCES

A

1	7	5	7	70	7	0	28	86	5	80
ZONE		EASTING				NORTHING				

B

ZONE		EASTING				NORTHING					

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

(See continuation sheet)

ORGANIZATION

DATE

STREET & NUMBER

TELEPHONE

CITY OR TOWN

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE XX

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

L. Ross Morrell

L. Ross Morrell

TITLE

Deputy State Historic Preservation Officer

DATE

9-8-77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Robert B. Belling

DATE

2/17/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Charles [Signature]

DATE

2-28-78

KEEPER OF THE NATIONAL REGISTER

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Lock No. 1, North New River Canal

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these locks, including Lock No. 1 on the North New River Canal, was begun by October 1911 (Minutes, p. 200). By March, 1912, the Lock No. 1 was operational (Minutes, p. 20). The following July it was decided that a caretaker's house would be built at Lock No. 1 (Minutes, p. 58). A weather station was ordered established at the lock in October 1912 (Minutes, pp. 101-105).

It has not been determined exactly when the lock was open for river traffic, but the structure was being used regularly by September 1913 since its toll receipts were used as a basis for projecting revenue to be received from lock traffic (Minutes, pp. 332-333).

The opening of the lock lead to an increased agricultural exploitation of the newly drained land along the New River Canal. Produce grown in this area and around Lake Okeechobee was brought down the canal through the locks to the railroad at Ft. Lauderdale. An even more important cargo was Okeechobee catfish. New River was lined with fish houses, overhanging the river. The fish were brought down by small launches which had box-like cabins for storing the fish. Boats traversed the distance between the lake and Ft. Lauderdale in groups. This made the trip go faster since more than one boat could get into the hand operated lock and thus make its use more efficient. (Will, pp.82-90)

The locks also made it possible for small steamboats to operate on a regular basis between Ft. Lauderdale and the lake as well as Ft. Myers via the Caloosahatchee River. Regular scheduled steamers included the Suwannee, Lily and Passing Thru. These boats carried passengers, cargo, and tourists up and down the river. By 1926 the canals had shoaled to the point that boat traffic was no longer practical and the waterway had been replaced by a railroad and highway as the primary transportation artery to and from the lake. In that year the locks were closed permanently and allowed to deteriorate due to the lack of use. (Will, pp. 82-90)

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- Florida. Board of Drainage Commissioners. "Plan and Elevations of a 3-Room Cottage at Lock No. 1, North New River Canal". n.d. Land Records Section, Bureau of State Lands, Tallahassee, Florida.
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- Will, Lawrence E. A Pioneer Boatman Tells of Okeechobee Boats and Skippers. St. Petersburg, Florida: Great Outdoors Publishing Co. 1965. pp. 82-91.

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Phillip A. Werndli, Historic Sites Specialist
Division of Archives, History, and Records Management
Department of State, The Capitol
Tallahassee, Florida

June, 1976
(904) 487-2333

Dr. Cooper Kirk, County Historian
Broward County Historical Commission
Room 800, Courthouse, 201 S.E. 6th Street
Ft. Lauderdale, Florida