

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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

1 NAME

HISTORIC

Historic Augusta Canal and Industrial District

AND/OR COMMON

Historic Augusta Canal and Industrial District

2 LOCATION

STREET & NUMBER

In east Augusta along the west bank of the Savannah River from the Richmond-Columbia county line to the corner of 10th and Fenwick Streets.

(See continuation sheet.) NOT FOR PUBLICATION 10

CITY, TOWN

Augusta

VICINITY OF

STATE

Georgia

CODE

13

COUNTY

Richmond

CODE

245

3 CLASSIFICATION

(See Item No. 10)

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> 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 type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

(See continuation sheet)

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Augusta-Richmond County Office of City Clerk, Municipal Building

STREET & NUMBER

530 Green Street

CITY, TOWN

Augusta

STATE

Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

National Register of Historic Places; Historic American Engineering Record

DATE

1975; 1976

FEDERAL STATE COUNTY LOCAL

1669

DEPOSITORY FOR SURVEY RECORDS

National Register of Historic Places; Historic American Engineering Record

CITY, TOWN

Atlanta, Washington,

STATE

Georgia, D.C.

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Historic Augusta Canal & Industrial District consists of a 9-mile canal, constructed in 1845-46 and enlarged in 1874-77; the gates, spillways, and other structures that service it; and four textile mills, the Enterprise, the Blanche, the Sibley, and the John P. King, erected along the lower reaches of the canal in the 1870's and 1880's. All of the mills--with the exception of the Blanche--still play a vital role in the textile industry and continue to derive a significant portion of their power from the canal's waters. Architecturally each mill is distinct, although all exhibit some evidence of the Romanesque influence. They vary in style from the highly functional Blanche Mill, almost totally devoid of ornamentation, to the highly ornate Sibley Mill with its battlements, decorated stair tower, and crenellated parapet.

Augusta Canal. Since its original construction and subsequent enlargement, the canal has played a significant role in Augusta's economic development, providing not only transportation and water power but drinking water as well. When completed in 1847 the canal consisted only of the 7-mile-long first level which was 5 feet deep and 40 feet wide. Although adequate for transportation purposes, the canal's 600 horsepower proved a limiting factor in industrial development despite some success in increasing water power through a series of stopgap measures. Finally in 1872, the New York firm of John A. Green and Company received a contract to enlarge and remodel the canal. By the time they had finished in 1875, the canal had two new levels, making it 9 miles long, giving it an overall fall of 45 feet among its three levels, and providing a water power capacity estimated at nearly 14,000 horsepower. Also, the canal was widened from 40 to 150 feet, and the depth of the channel increased from 5 to 11 feet. Today, the canal continues to operate, furnishing water to the city and power to the extant mills.

Canal Gates and Spillways. Both the 1845-46 and the 1874-77 head gates are extant and feature concrete-and-masonry (rubble) construction. The 1875-77 head gate, which presently controls water flow into the canal, measures about 170 feet in length, holds eight actual gates, and includes along its full length an unpainted, board-and-batten, tin-roofed, gabled headhouse. Adjacent to the head gate is a small lock.

Smaller canal gates, which are still in use as water level control devices, are situated along the canal at the Columbia-Richmond County line and opposite Warren Lake. Larger gates, extending the full width of the canal, are situated immediately

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CONTINUATION SHEET Augusta Canal ITEM NUMBER 2 PAGE one

Mill Locations:

Enterprise Mill
Green Street

Sibley Mill
Goodrich Street

Blanche Mill
1200 Walker Street

John P. King Mill
1701 Goodrich Street

Continuation Sheet Augusta Canal Item No. 4 Page one

OWNERS

Enterprise and Sibley Mills:
The Graniteville Company
Graniteville, South Carolina
29829
Mr. Robert P. Timmerman, Pres.

John P. King Mill:
Spartan Mills, Inc.
P.O. 1658, Blackstock Road
Spartanburg, South Carolina 29304
Mr. Walter S. Montgomery, Pres.

Blanche Mill:
Mr. David Silver
77 East Missouri Ave. Apt. 10
Phoenix, Arizona 85012

Augusta Canal:
City of Augusta
Mayor Lewis A. Newman
City-County Municipal Bldg.
530 Greene Street
Augusta, Georgia 30902

Continuation Sheet Augusta Canal Item No. 8 Page five

BUILDER/ARCHITECT

Augusta Canal - Builder: Augusta Canal Company

1874-1877 Reconstruction: John A. Green & Co.
Bryon Holley, Engineer

Enterprise Mill-Builder: Enterprise Manufacturing Company

Blanche Mill-Builder: Amos K. Clark

Sibley Mill-Builder: Sibley Manufacturing Company

John P. King Mill-Builder: John P. King Manufacturing Company
Architect: John Hill

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below the municipal pumping station, just below the canal's junction with Reas Creek, on the first level at 13th Street, and on the third level at 12th Street. All these are original and operable, as are gates at the various mill raceways.

At the Reas Creek junction there is a combination concrete-and-masonry, parallel spillway-gate that opens into a stone-lined ditch that parallels the canal and joins with Reas Creek. Immediately below the spillway-gate but above the transverse gate noted above is a tunnel gate, with small gatehouse, that also opens into the creek. Here, as at the other gates, the equipment is original and operable.

Municipal Pumping Station: The west-facing municipal pumping station is situated on the east bank of the canal about half way between the head of the canal and the mill complexes in the center of the city. It dates from about 1885 and is a 2 1/2-story, red brick, gable-roofed structure with a hip-roofed, 3-story tower and several ornamental stone beltcourses. The station houses three water turbines, two of which are original. A fourth is being installed at present. These pump about 40 percent of the canal's water into a city reservoir, from which Augusta takes its entire water supply. The AASLH representative was not permitted to inspect the building and grounds, but the structure appeared to be in very good condition.

Enterprise Mill Complex: This mill consists of a three-story, rectangular-shaped main building, connecting picker, spinning, and weaving buildings, and several detached structures, most of which were constructed in 1877-88. When the company began production in 1877, the plant consisted only of the southern half of the main building and the "Granite Mill," an old grist mill on the site dating back to 1848. In 1881 an extensive building program was completed with the construction of the northern half of the main building, a rear addition to the "Granite Mill," the picker building, the power house, and several storage structures. In 1888 the mill took on its present configuration with the completion of the weaving building.

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The southeasterly facing main building, which measures 470 by 75 feet, is constructed of red brick set in American bond and sits on brick foundations. Exterior walls are pilastered and decorated with brick corbeling along the roofline. The low gabled roof is covered with black-painted tin and features skylights which have been covered with tin in recent years. The only major roof alteration has been the addition of two gabled dormers on the front (southeast) facade to provide vents for modern air conditioning equipment. Most windows have been bricked up to allow the installation of modern air conditioning, but the few remaining ones are of the six-over-six sash variety and are set in rounded arches with brick radiating voussoirs. Probably the most notable feature of this building are the two entrance towers which project 20 feet from its front (southeast) facade. Combining both the practical and the aesthetic, these square-shaped, hipped roof structures with their center gables and cupolas serve to belie the utilitarian nature of the building. Tower windows of the Gothic six-over-six sash variety are set in projecting rounded arches. The rear (northwest) facade has two parallel square-shaped structures which served as a rear entrance and exit. Apparently never capped with roofs, these structures are now bricked up. Near the center of the rear facade is the old square-shaped bell tower with its low-hipped roof. The arched belfry, its bell no longer in place, is decorated with brick corbeling near its roofline. Inside, the building has undergone much renovation over the years, and few original features remain with the exception of roof beams and ceiling joists. Probably most unaltered are the interiors of the front entrance towers which feature original rounded stairways.

The other buildings of the Enterprise complex are generally similar to the main structure in architectural style and construction. The most notable exception is the three-story "Granite Mill" which is situated at the southwest end of the main building. Constructed of yellowish granite, this 44-by-60-foot structure has six-over-six sash windows set in rectangular openings and is topped by a monitored roof. Among the outstanding structures are the three-story, 80-by-145-foot picker building, which has a flat monitored roof and is situated near the center of the main building's rear facade; the two-story, 165-by-145-foot weaving building, which has a low-hipped monitored roof and is situated near the northwest end of the main building's rear facade; the one-story, 43-by-24-foot powerhouse, which has electric turbines dating

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from the 1920's and is located near the center of the main building's rear facade, next to the picker building; and several 19th-century storage structures, varying in height from one to three stories.

Today, the Enterprise Mill operates as a division of the historic Graniteville Company and is used chiefly to manufacture cloth for denim sportswear. Most 19th-century structures have survived virtually intact with the exception of their windows, which have in most instances been bricked up. In the 1920's, an office structure, attached to the northwest corner of the weaving building, was completed and today serves as headquarters for Graniteville's Enterprise Division.

Blanche Mill Complex. The most historic portion of this mill consists of a two-story, irregularly-shaped brick building resting on brick foundations. Originally constructed in 1878, it has undergone numerous alterations over the years, particularly in the area of window treatment. Measuring approximately 250 by 75 feet, this southwest facing structure has a flat roof covered with tar and gravel. Exterior walls are pilastered and feature some corbeling near the roofline. Situated near the southeast end of the building is a two-story brick powerhouse of relatively recent vintage. In the early 1960's, the northwest end of the building was taken down, and a one-story addition added, almost doubling the building's length. At the same time, a one-story office and storage building was constructed south of the old building.

Inside, the most notable features are the rounded wooden support posts, most of which probably date from 1878. The original windows have been replaced by metal framed ones of the 16-pane variety. Overall, both the interior and the exterior appear deteriorated, and since 1972 the mill has stood vacant. At present, there are plans in the offing to renovate it as part of a proposed canal park.

Sibley Mill Complex. This factory, which has been described by Eric DeLony as "in a class by itself," occupies the former site of the Confederate Powder Works, now commemorated by an original 176-foot brick smokestack located in front of the Sibley office building.⁹

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⁹DeLony, "Assessment of the Augusta Canal and its Mills," Historic American Engineering Record report, 1976, 1.

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With all the aspects of a medieval castle or fortress including battlements, a crenellated parapet, a decorative stair tower, pavilions, and finials, this mill almost completely repudiates the dictum of form following function. Although some have attributed its architectural style to England's Parliament Building, examination of old photographs and drawings of the Confederate Powder Works reveals that the architecture of that factory must have greatly influenced the mill's builders.

The most architecturally significant structures of the Sibley complex are the office building, the main factory building, and the picker building, all of which are constructed of brick, feature pilastered exterior walls, have flat tin roofs covered with tar and gravel, exhibit the almost excessive ornamentation typical of Sibley, and date from the mill's founding in 1880. The two-story, 43-by-48-foot office building, located approximately 80 feet southwest of the main factory building, despite the fact that it has been modernized somewhat, still retains much of its original interior woodwork. The entrance features an arched doorway with fanlight and a rectangular four-panel door. The most notable feature of the four-story, 530-by-76-foot, southwest-facing main building are its centrally located twin entrance towers with arched windows set in recessed panels. This entrance features double, paneled doors capped by a fanlight and set in an semi-elliptical archway. Tower windows are Gothic and are of the six-over-six sash variety. The 63-by-101-foot picker building, in recent years connected to the main building by a four-story addition, is centrally situated at the rear (northeast) facade of the main building. Like the main building, its exterior is virtually unchanged except for the bricking in most of the windows to allow the installation of air conditioning.

The interiors of the main factory and picker building have been altered extensively over the years. Original pine flooring has been replaced with maple, and all original machinery has been removed. A number of square-shaped beams and joists, dating from the 1880's remain, however. The factory entrance tower still retains its open well, three flight stairway with carved handrail and balusters.

The Sibley Mill complex also includes several other structures, many of which date from the late 19th century. At the

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northwest end of the main factory is the somewhat altered 101-by-27-foot powerhouse equipped with four electric generators. At this point, a head race brings water from the canal into a flume where it powers the generators before being returned to the Savannah River. Northeast and southeast of the main factory are buildings used for dyeing, manufacturing cloth, carpenter and machine shops, and storage. Most of these are constructed of brick, have tin roofs, range in date of construction from the late nineteenth to early twentieth century, and vary in height from one to three stories.

Today, the Sibley Mill is owned by the Graniteville Company and is used to manufacture indigo denim. Cotton is brought in by the bale, dyed, spun into cloth, and then shipped to manufacturers of blue jeans. The Sibley plant is well maintained and has undergone few external alterations aside from the bricking up of most of its windows.

John P. King Mill Complex. The most historic structures of the John P. King complex include the much altered office building, some sections of which date back to the company's founding in 1882; the original mill and an adjacent picker building; an 1892 mill; and an 1896 powerhouse. Also on the site are a number of brick storage buildings, most of which with some exceptions are of 20th-century vintage.

The irregularly-shaped brick office building, which rises to two stories in some portions, was constructed in stages between 1882 and 1965, and it combines both hipped and flat roof construction. The center section of the structure appears to be the oldest. This portion features a flat roof and a centrally located, two-story tower capped with a tin, hipped roof with deck. Exterior walls are unadorned except for brick corbeling near the roofline and a plain brick pediment over the doorway. Windows are of the six-over-six sash variety and are set in rectangular surrounds.

The original King Mill is a four-story brick structure measuring 454 by 76 feet and facing southwestward. It has only a partial basement and sits on brick foundations which are 4 feet thick. The nearly 3-foot-thick brick walls are largely unadorned except on the south and north ends, which are decorated with indented pilasters and a pediment. The

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building is capped with a low-gabled, tin roof which is now covered with tar and gravel and features a wooden cornice with plain brackets. Located on both the southwest and northeast facades are projecting six-story, square-shaped entrance towers with arched windows and dentil work. The front tower contains a belfry and original bell and is capped by a hipped roof with deck and spire. The windows, which originally had arched openings, have been bricked up. Inside, the structure has undergone much alteration over the years. Its original machinery has been removed, and about all that remains are the yellow pine beams and joists.

At the north end of the old mill is the 25-by-80-foot powerhouse constructed in 1896. It houses electric generators which use canal water to supply a portion of the factory's power. About 90 feet southwest of the old mill is the 1882 picker building which measures 70 by 101 feet. Directly south of that structure and almost equidistant from the original mill is the four-story 1897 mill. Constructed of red brick and measuring 78 by 300 feet, its design closely parallels that of the older mill. Its windows too have been bricked up.

Today, the King Mill is owned by Spartan Mills, Incorporated, of Spartanburg, S. C., and is used to manufacture a variety of textile products, including blankets, bedspreads, and sheets. The mill itself had changed little externally except for the bricking up of windows and the recent installation of cooling towers.

Boundary Description. As indicated in red on the accompanying maps [(1) U.S.G.S. 7.5' Series, Ga.-S.C., North Augusta Quad., 1964, photorevised 1971; (2) U.S.G.S. 7.5' Series, Ga.-S.C., Martinez Quad., 1964, photorevised 1971; (3) U.S.G.S. 7.5' Series, S.C.-Ga., Augusta East Quad., 1965, photorevised 1971; and (4) through (7) AASLH Sketch Maps, 1977], a line beginning at the northernmost tip of the narrow stretch of land separating the Savannah River from the Augusta Canal at the latter's point of origin and extending southward approximately 4,000 feet along a plane about 15 feet east of the east bank of the canal to a point about 15 feet north of a canal relief gate at the border of Columbia and Richmond Counties; thence, eastward about 90 feet to the west bank of the Savannah River; thence, southward about 25 feet to a point on the west bank of the river; thence, westward about 90 feet to a point 15 feet east of the east bank of the canal;

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thence, southward approximately 9,500 feet along a plane about 15 feet east of the east-bank of the canal to a point about 15 feet north of a canal relief gate opposite the east end of Warren Lake; thence, eastward about 75 feet to the west bank of the Savannah River; thence, southward about 30 feet to a point of the west bank of the river; thence, westward about 75 feet to a point 15 feet east of the east bank of the canal; thence, southward approximately 4,830 feet along a plane about 15 feet east of the east bank of the canal to a point due west of the Municipal Pumping Station opposite the east bank of the canal; thence, eastward about 300 feet along the northernmost edge of the city property line (roughly parallel with the plane of the north facade of the pumping station) to the west bank of the Savannah River; thence, southward along the west bank of the river about 150 feet to a point; thence, westward about 300 feet to a point about 15 feet east of the east bank of the canal; thence, southward about 3,850 feet along a plane about 15 feet east of the east bank of the canal to a point about 10 feet north of the north end of a canal spillway and gate; thence, east about 100 feet to the west edge of the right-of-way of the Seaboard Coast Line; thence, south about 425 feet along the west edge of said right-of-way to the north bank of Raes Creek; thence, eastward about 1,700 feet along the north bank of Raes Creek to the west bank of the Savannah River; thence, southward about 100 feet along the west bank of the river to a point; thence, westward about 1,700 feet along the south bank of Raes Creek to a point on the western edge of the Seaboard Coast Line right-of-way; thence, southward about 3,200 feet along a plane about 15 feet east of the east bank of the canal to a point approximately 15 feet northwest of the north edge of the raceway northwest of the Sibley Mill complex; thence, northeast approximately 1,000 feet along a plane about 15 feet northwest of said raceway edge to the right bank of the Savannah River; thence, southeastward along the right bank of the river to a point about 15 feet east of the southeast edge of the raceway southeast of the Sibley Mill complex; thence, southward about 700 feet along a plane about 15 feet southeast of said raceway edge to the north property line of the King Mill complex (which property line runs generally east-west along Railroad Avenue); thence, southeastward approximately 450 feet along said property line to the west curb of Ferry Street; thence, south about 600 feet along the line of the west curb of Ferry to the north curb of Broad Street; thence, west about 300 feet along the north curb of Broad to a point about 15 feet northeast of the northeast bank of the Augusta Canal;

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thence southeastward approximately 1,500 feet along a plane about 15 feet northeast of the northeast bank of this first level of the canal to its junction (opposite the junction of Hamilton and Hicks Streets) with the third level; thence, east along a plane about 15 feet north of the north bank of the third level to its junction with Hawk's Gulley; thence, northward about 800 feet along a plane about 15 feet west of the west edge of Hawk's Gulley to the right bank of the Savannah River; thence, east about 70 feet along the right bank of the river to a point about 15 feet east of the east edge of Hawk's Gulley; thence, southward about 800 feet along a plane about 15 feet east of said gulley to its junction with the third level of the canal; thence, eastward about 3,200 feet along a plane about 15 feet north of the north bank of the third level to the west curb of 12th Street; thence, southward approximately 500 feet along the west curb of 12th Street to an unmarked point opposite southeast corner of the Blanch Mill complex; thence, westward about 200 feet along the south right-of-way of the underground portion of the canal to a point about 10 feet east of the east edge of the open north-south section of the second level of the canal between 12th and 13th Streets; thence, southward about 200 feet along a plane about 10 feet east of this second level of the canal to a point equal to the southernmost edge of the city property line along the south edge of the second level of the canal; thence, northwestward approximately 30,000 feet along a plane about 15 feet southwest of the southwest edge of the canal's first level to a point on the west bank of the canal approximately 300 feet north of the headgate; thence eastward about 500 feet to the point of beginning.

Within this larger boundary three areas are specifically excluded. They are indicated in red on the same maps and described as follows: (1) a line beginning at the junction of the first and third levels of the canal opposite the junction of Hamilton and Hicks Streets and extending eastward approximately 2,300 feet along a plane about 15 feet south of the south edge of the third level to a point about 15 feet west of the raceway to the Enterprise Mill complex; thence, southward about 450 feet along a plane about 15 feet west of the west bank of said raceway to the south curb of Greene Street; thence, west approximately 600 feet along the south curb of Greene to the east curb of 15th Street; thence, southwestward about 200 feet along the east curb of 15th Street to a point about 15 feet north of the north bank of the first

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level of the canal; thence, westward about 2,400 feet along a plane about 15 ft. north of the north bank of the first level to the point of beginning at the junction of that level with the third level near Hamilton and Hicks; (2) a line beginning at a point on the south bank of the third level near its junction with the Enterprise Mill complex raceway--a point about 15 feet south of the south bank of the third level and about 15 feet east of the east bank of the raceway--and extending southward about 450 feet to the south curb of Greene Street; thence, eastward about 225 feet along the south curb of Greene to the west curb of Cottage Street; thence, southward approximately 950 feet along the plane of the west curb of Cottage to a point about 15 feet from the north edge of the first level of the canal; thence, southeastward approximately 1,800 feet along a plane about 15 feet north of the north edge of the first level to a point about 10 feet west of the west edge of the open north-south section of the second level between 12th and 13th Streets; thence, northward about 250 feet along a plane about 10 feet north of said section of canal to a point about 10 feet south of the south edge of the east-west section of the second level immediately south of the Blanche Mill complex; thence, northwestward approximately 1,800 feet along a plane about 10 feet south of the south edge of the second level of the canal as it curves ever northward to a point at which the water enters an underground pipe; thence, northeastward about 250 feet along the westernmost edge of the city right-of-way for said pipeline to its junction with the south bank of the third level of the canal at Greene Street; thence, northwestward about 1,000 feet along a plane about 15 feet south of the south bank of the third level to the point of beginning at the junction of said level with the Enterprise raceway; and (3) a line beginning at a point on the east curb of 13th Street about 15 feet south of the south edge of the third level of the canal just opposite the northwest corner of the Blanche Mill complex and extending southward about 700 feet along the east curb of 13th Street to a point about 10 feet north of the north edge of the second level of the canal; thence, northwestward approximately 1,500 feet along a plane about 10 feet north of the second level of the canal as it curves ever northward to a point at which the water enters an underground pipe; thence, northeastward about 250 feet along the easternmost edge of the city right-of-way for said pipeline to its junction with the south bank of the third level of the canal at Greene Street; thence, southeastward about 650 feet along a plane about 15 feet south of the south bank of the third level to the point of beginning on the east curb of 13th Street.

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Boundary Justification. The property described below consists of approximately 225 acres and includes the three levels of the Augusta Canal, the various gates and spillways that serve it, and the historically significant portions of the Enterprise, Blanche, Sibley, and John P. King Mills as described above. The following structures are within the boundary but do not contribute to the national significance of the landmark: the 1920's Enterprise office addition; the 1960's additions to the Blanche Mill; the mill operation support structures northeast of the Sibley Mill; and the 20th-century additions and storage buildings of the John P. King Mill. Collectively, the canal and its mills illustrate an important chapter in the development of American manufacturing technology, and the boundary described herein is necessary to protect their essential character from modern encroachment. Not included in the boundary are some lower (southeastern) reaches of the second and third levels of the canal southeast of 12th Street. Much of the canal in this area has been filled and some of the remaining open stretches here serve only as open sewers. There are no extant canal-related factories in this area.

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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 checked="" 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 checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1845-1900

BUILDER/ARCHITECT (See continuation sheet.)

STATEMENT OF SIGNIFICANCE

The Historic Augusta Canal & Industrial District has a three-fold significance. First, it is highly symbolic of the crusade on the part of Southerners to industrialize their section in the post-Civil War era. According to Paul M. Gaston, perhaps the leading authority on the "New South" movement, "the poverty and industrial lethargy that hung over the South in the years after the war were sufficient in themselves to cause despair and lead to programs for self-reconstruction."¹ In Augusta this led first in the 1870's to a crusade to enlarge the water power capacity of the city-owned canal, and in the later part of the decade and the early 1880's to the development of textile mills financed in large part by local capital. By the early 1900's Augusta was perhaps the leading textile manufacturing city in the South.

Second, this canal system, according to Eric N. DeLony in a 1976 Historic American Engineering Record report, "represents for the southeastern United States what the Lowell and SUM [Society for Useful Manufactures] canals represent for New England and the Mid-Atlantic region--the best surviving example of an engineering system that was singularly important towards the development of commerce and industry in their respective areas of the country."² Furthermore, the Augusta canal system has survived virtually intact, and is still furnishing much of the power used by the extant mills.

Thirdly, the mills in the district are significant architecturally. "While in New England mills were built with less concern for aesthetics and more concern for utilitarian purposes by the 1880's," says a 1975 Georgia Department of Transportation report, "in Augusta the designs, embellishments and artistic

(continued)

¹Paul M. Gaston, The New South Creed: A Study in Southern Mythmaking (New York, 1970), 45.

²Eric N. DeLony, "Assessment of the Augusta Canal and its Mills," Historic American Engineering Record report, 1976, 1.

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features of the mills reflect a balance between art and engineering."³ The Sibley Mill, says DeLony, "is in a class by itself we cannot think of a similar example of this particular style of mill architecture anywhere."⁴

Historic Augusta Canal & Industrial District consists of a 9-mile canal, constructed in 1845-46 and enlarged in 1874-77; the gates, spillways, and other structures that service it; and four textile mills, the Enterprise, the Blanche, the Sibley, and the John P. King, erected in the 1870's and 1880's. All the mills--with the exception of the Blanche--still play a vital role in the textile industry and continue to derive a significant portion of their power from the canal's waters. Architecturally, each mill is distinct although all exhibit some evidence of the Romanesque influence. They vary in style from the highly functional Blanche Mill, almost totally devoid of ornamentation, to the extremely ornate Sibley Mill with its battlements, decorated stair tower, and crenellated parapet.

History

The development of the textile industry in Augusta, Ga., is closely intertwined with efforts to harness the water power of the Savannah River. As early as the 1820's, small cotton mills operated near the city but were hampered by inadequate water power and the almost total absorption of Augustans in the cotton export trade. By the late 1830's and early 1840's, however, the city's cotton trade had begun to suffer due to the shift in cotton growing in the State from the eastern to the western counties and competition from cities with railroad connections.

In the early 1840's, many Augustans came to support a canal construction project which was advocated by Col. Henry H. Cumming and which, it was believed, would not only provide easier access to the city for cotton barges but sufficient water power for the

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³Georgia Department of Transportation, "Request for Determination of Eligibility to the National Register of Historic Places: Greene Street District, Enterprise Mill, Blanche Mill; Richmond County, Augusta, Georgia," November 16, 1975. (672)

⁴DeLony, "Assessment of the Augusta Canal and its Mills," HAER report, 1976, 1-2.

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development of cotton manufacturing as well. Because no individual had sufficient capital to undertake such a project, a group of prominent and wealthy citizens, led by former U.S. Senator John P. King, whose "vision and efforts," says distinguished historian E. Merton Coulter, made the canal a reality, incorporated a canal company and raised \$500,000.⁵

In 1845 construction work began, and on November 23, 1846, the first water was let into the still incomplete channel. Although the canal resulted in increased cotton barge traffic, it proved somewhat of a disappointment as a water power project because it could provide only 600 horsepower for industrial enterprises. Through a variety of makeshift measures, however, water power was increased, allowing some industrialization to take place. Most notable of these enterprises was the Augusta Manufacturing Company which was established in 1847 and operated well into the 20th century before its buildings were razed. At the onset of the Civil War, the Confederate Powder Works was constructed along the canal, where the Sibley Mill is now situated, and under the direction of George W. Rains nearly 3 million pounds of gunpowder were manufactured.

Despite its strategic importance, Augusta emerged from the war virtually unscathed. Like most sections of the South, however, it ailed economically in the postwar era. According to Gaston, "the poverty and industrial lethargy that hung over the South in the years after the war were sufficient in themselves to cause despair and lead to programs for self-reconstruction."⁶ In Augusta, this spirit led to a campaign to increase the water power of the canal, by this time owned by the city, in order to encourage industrial development. Finally, in 1872, the city, thanks to the encouragement of Mayor Charles M. Estes, let a \$972,833 contract, financed by a municipal bond issue and the sale of city-owned railroad stock, to the New York firm of John A. Green and Company. During the next 3 years, the canal was deepened and widened, second and third levels constructed, and horsepower increased from 600 to an estimated 14,000.

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⁵E. Merton Coulter, "John Pendleton King," Dictionary of American Biography, V, part 2 (New York, 1932), 395.

⁶Gaston, The New South Creed, 45.

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"The result of the enlargement," says historians Charles Colcock Jones and Salem Dutcher, was "to give an immense impetus to cotton manufacturing in Augusta."⁷ First to take advantage of the renovated canal was the Enterprise Manufacturing Company organized by Mayor Charles M. Estes; G. T. Estes, a flour miller, Francis Coggin, superintendent of the Augusta Manufacturing Company; James Grey, a drygoods merchant; and H. M. Clark, a Boston capitalist. Although incorporated in 1873, the mill did not go into operation until 1877 when a factory was completed next to an old grist mill on the site. Equipped with English-made machinery obtained from the Leigh Manufacturing Company of Boston, the Enterprise manufactured higher quality cloth than most southern mills. Profitable operations enabled the company to expand its plant and purchase improved machinery. By 1900 it possessed 33,000 spindles and 928 looms and employed over 400 workers to manufacture more than 10.8 million yards of cloth yearly.

Operated on a much smaller scale was the Globe Manufacturing Company founded by Amos K. Clark in 1876. The original mill burned in 1878, and the New Globe, now known as the Blanche Mill, was constructed on its site. One of the few single proprietorships to survive the depression which hit the textile industry in the 1870's, it usually employed fewer than 100 workers, and in 1900 possessed only 114 looms and 1,728 spindles.

In 1880 the Sibley Manufacturing Company, named in honor of Josiah Sibley, a cotton factor who contributed liberally to its establishment, was organized. In its ornate factory a variety of cotton cloth, including sheetings, drills, and ducks, were manufactured on machinery purchased from the Lowell Machine Shop. Originally equipped with 35,136 spindles and 880 looms, the operation proved so profitable that by 1900 it had 43,200 spindles and 1,409 looms manned by over 800 employees.

In 1882 the John P. King Manufacturing Company, named for the man who had been the moving force behind the construction of the Augusta Canal, was established. One year later, it began

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⁷Charles C. Jones and Salem Dutcher, Memorial History of Augusta, Georgia (Syracuse, 1890), 188.

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operations with 26,500 spindles and produced cotton sheeting, shirting, and drills. Under the able direction of president Charles M. Estes, the same man who had been responsible for the enlargement of the canal and the establishment of the Enterprise Mill, the company prospered and expanded. By 1900, the King Mill was equipped with 60,288 spindles and 1,812 looms.

By the early 1900's eight cotton mills and several other industrial facilities were using nearly 11,000 of the canal's potential 14,000 horsepower. Augusta was perhaps the leading textile manufacturing city in the South, proudly bearing such titles as "Lowell of the South" and "Fall River of the South."⁸ Today, the canal remains fully operative and still provides a substantial portion of the power required by the mills still operating. Only four of the early mills have survived. Enterprise and Sibley Mills, belonging to the Graniteville Company, and the King Mill, now owned by Spartan Mills, are fully utilized to manufacture textiles. The Blanche Mill is presently vacant.

⁸O.B. Stevens and R. F. Wright, Georgia, Historical and Industrial (Atlanta, 1901), 810; DeLony, "Assessment of the Augusta Canal and its Mills," Historic American Engineering Record report, 1976, 2.

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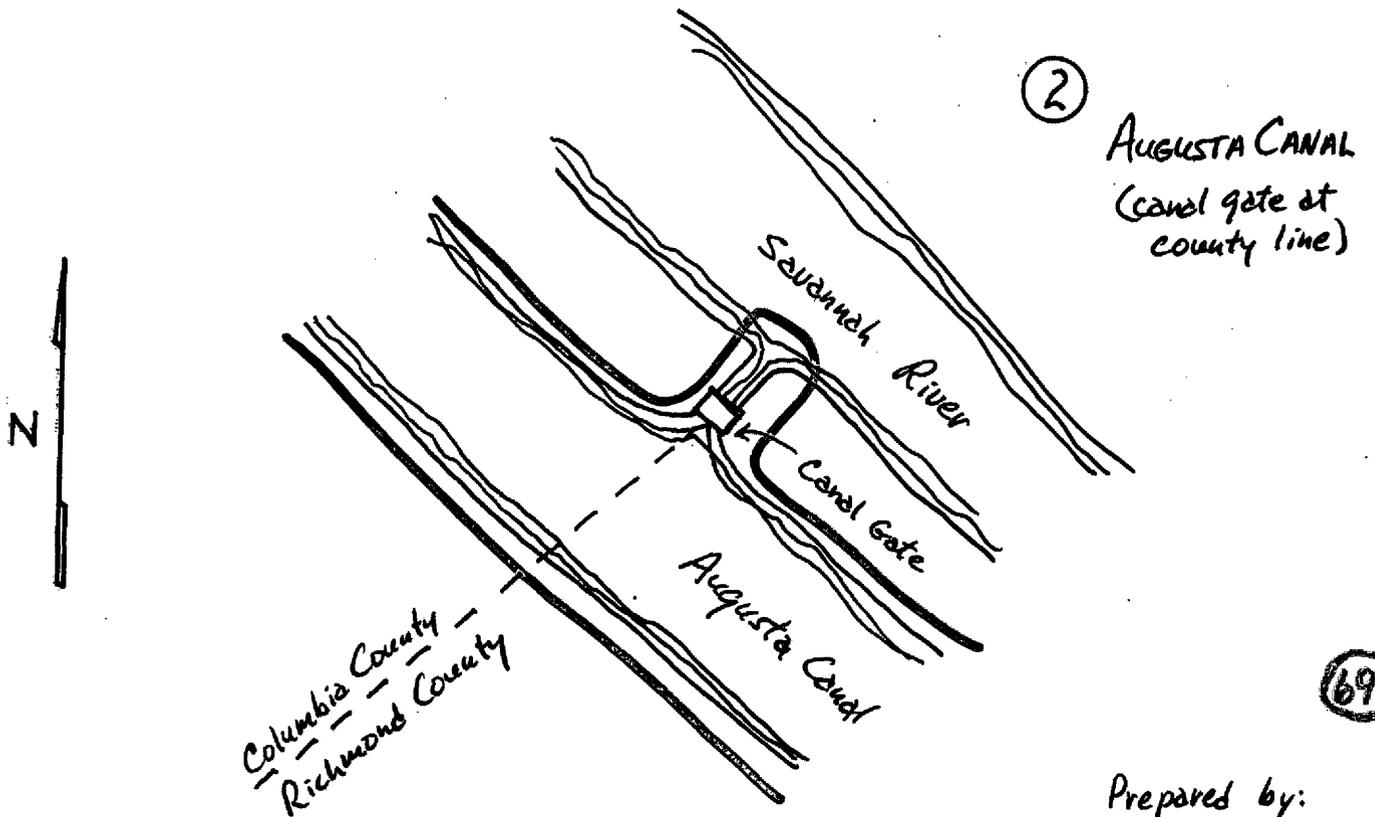
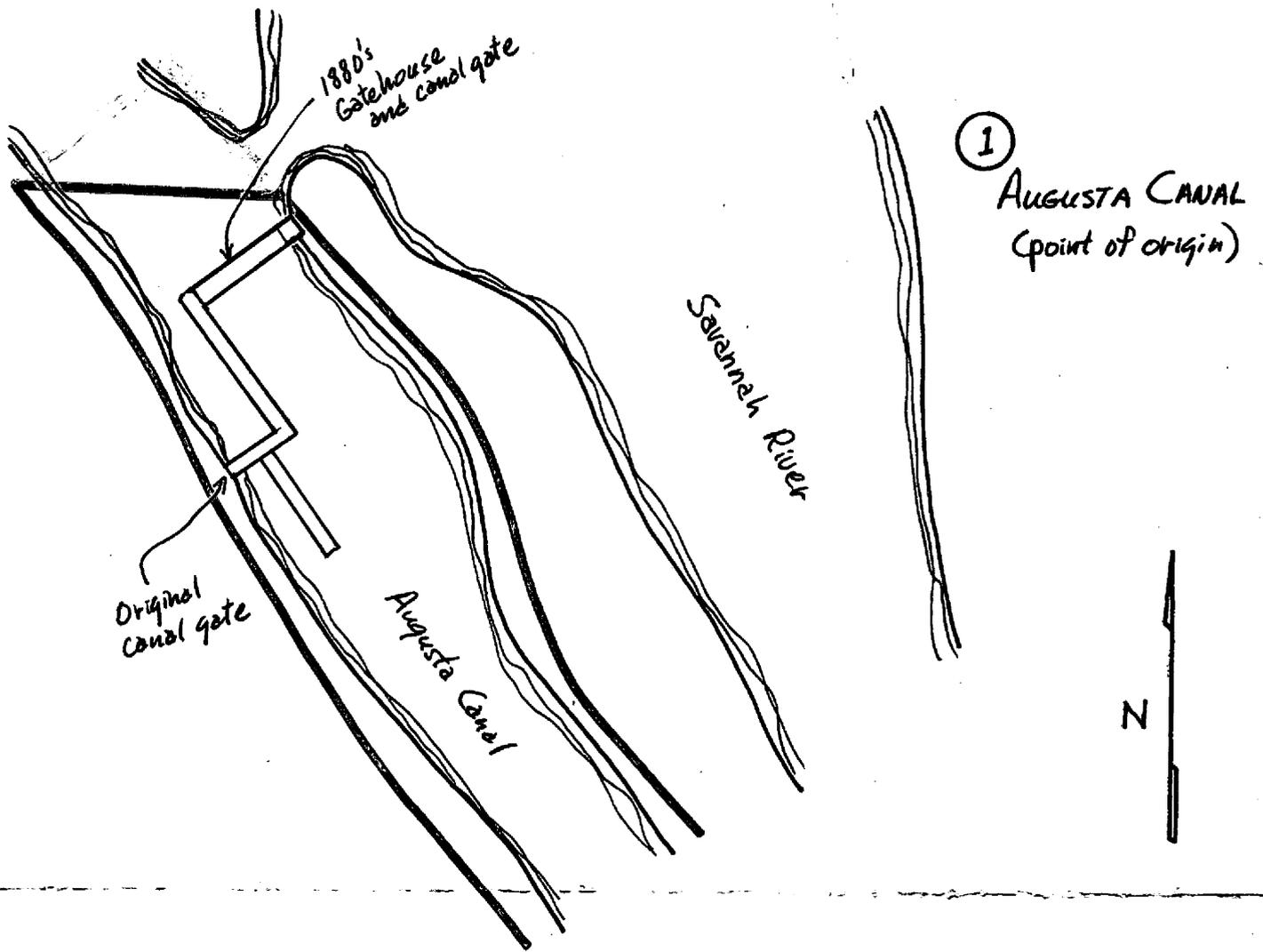
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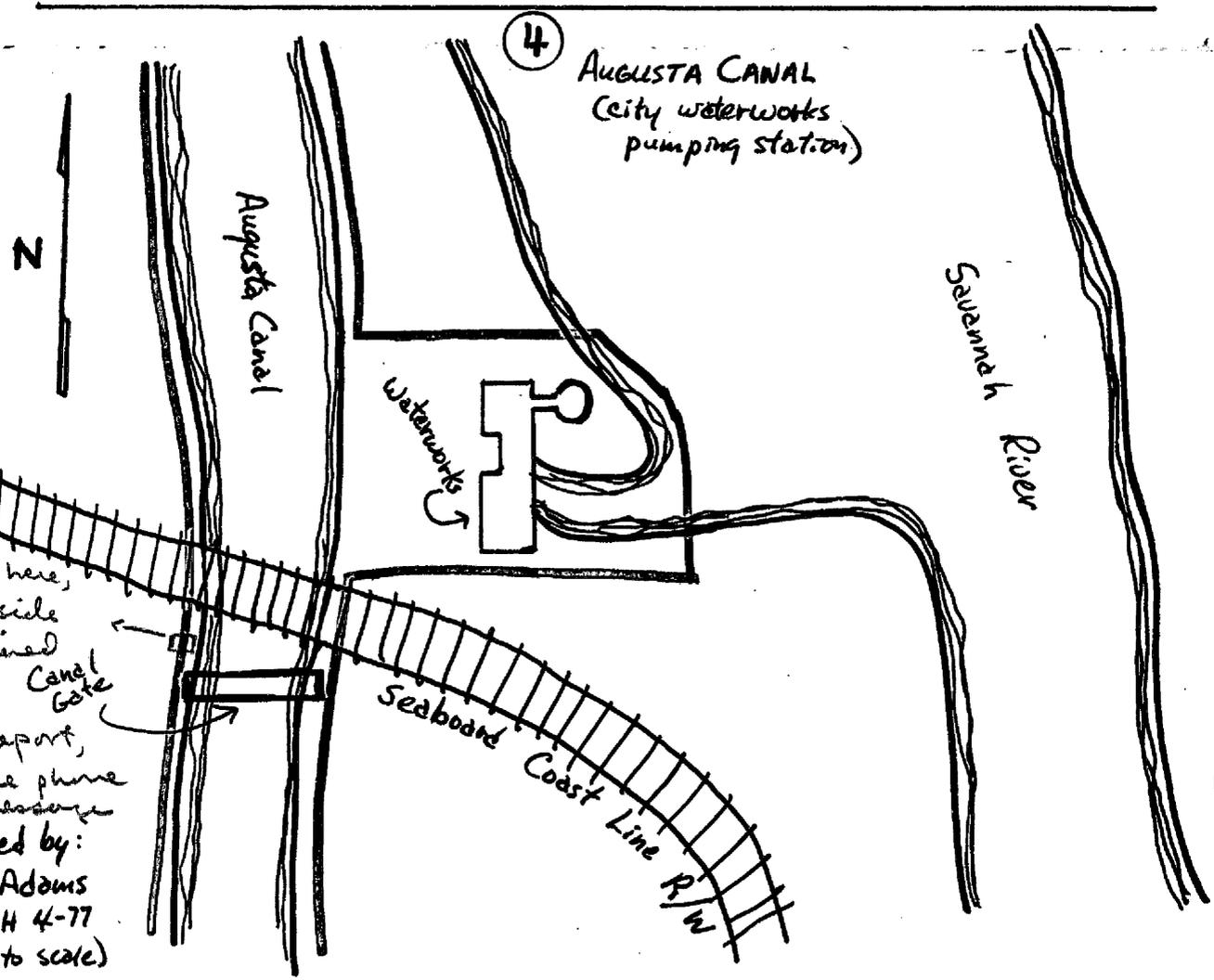
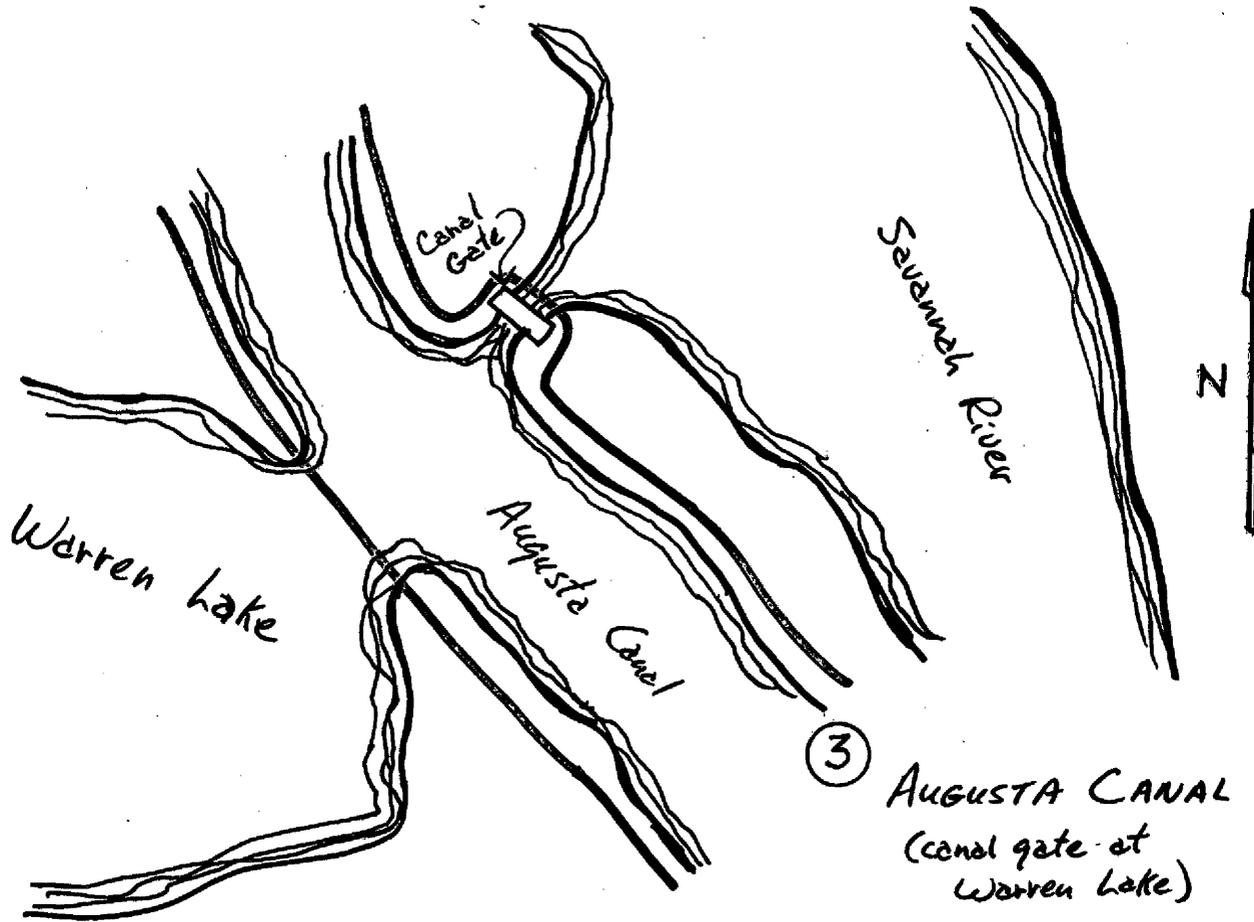
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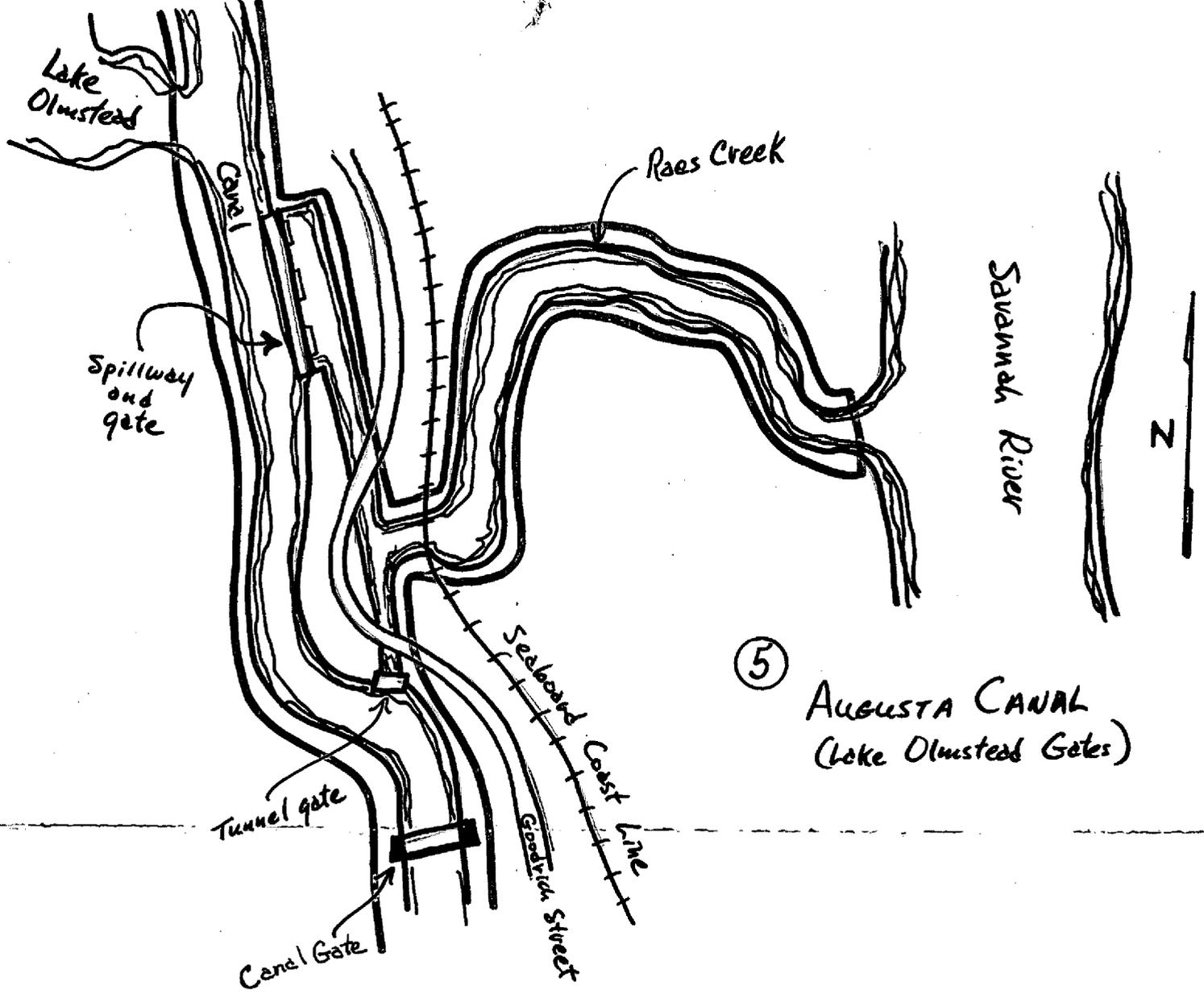
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G. R. Adams, AASLH
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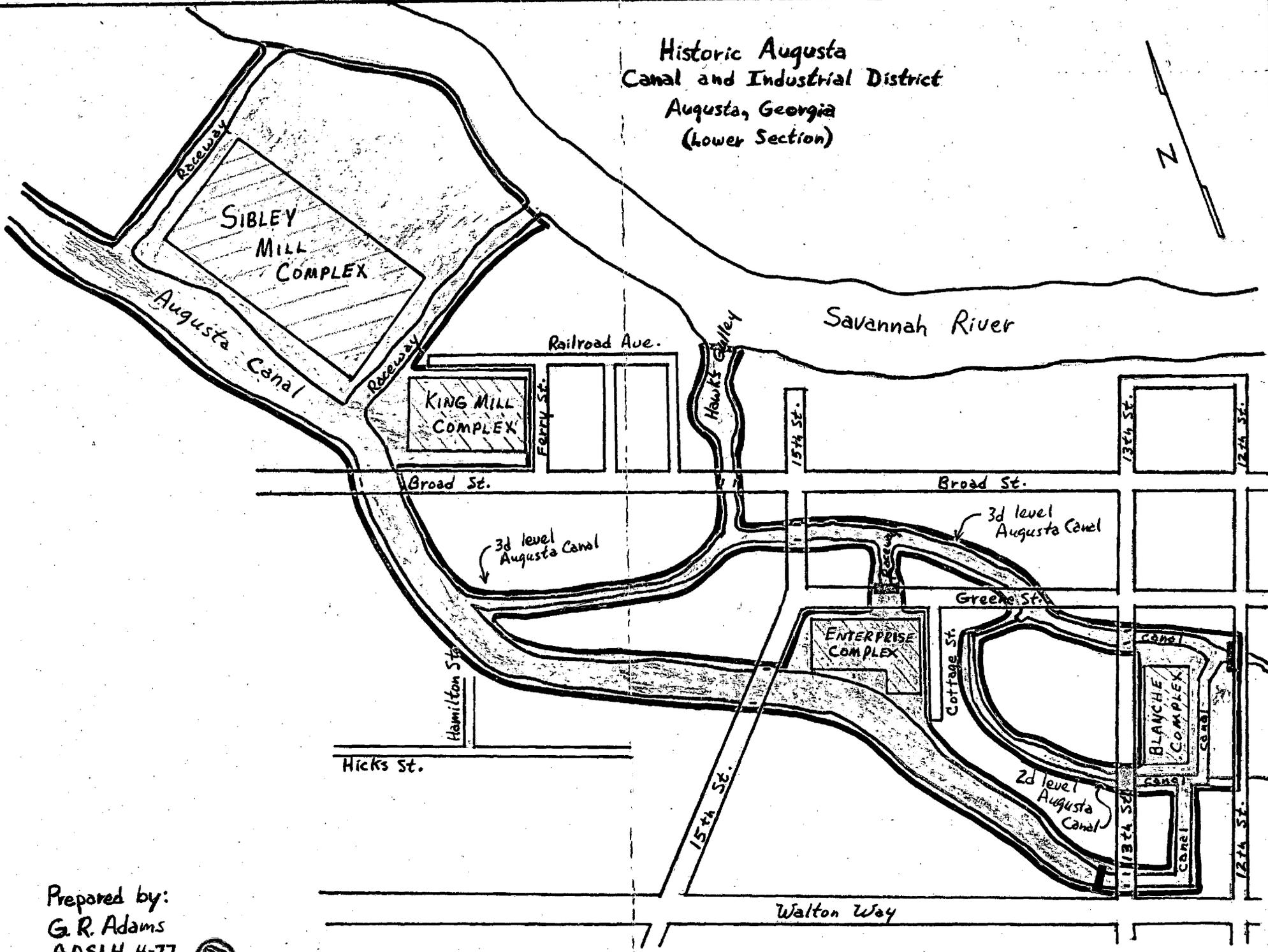


⑤ AUGUSTA CANAL
(Lake Olmstead Gates)

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(not to scale)

Historic Augusta
Canal and Industrial District
Augusta, Georgia
(Lower Section)

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Prepared by:
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AASLH 4-77
(not to scale)

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