

**SAVANNAH; COMMERCIAL
RELATIONS BETWEEN THE WEST
AND SAVANNAH; COMMERCIAL
HISTORY OF SAVANNAH**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649274949

Savannah; Commercial Relations Between the West and Savannah; Commercial History of Savannah by John Joseph McDonough

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Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

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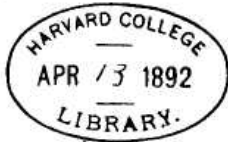
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JOHN JOSEPH MCDONOUGH

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"I think the South is the most interesting field of study to be found at present in any part of the world. It is endowed by nature with greater advantages than any similar area in the world. It contains all the materials for new industries in great profusion. Its coal and iron are not only unlimited in quantity, but so placed in contiguity as to make their development both easy and profitable. The South has a practical monopoly of cotton, which now secures for her exchanges with the rest of the world to the extent of three hundred and fifty millions of dollars annually.* There is no country in the world, the industrial prosperity of which is planted on a foundation so stable as this. Georgia well deserves her title of 'Empire State of the South.'"

[*Extract from an interview with Hon. A. S. Hewitt.*]

*Now \$400,000,000 annually.

SAVANNAH.

Savannah is situated on a plateau about 45 feet high at the head of ocean navigation on the Savannah River, and is 18 miles by water from the sea.

It is in the 32° parallel of north latitude, and has an average annual temperature of about 66° F.

It is healthful, and is one of the handsomest and most desirable residence cities in the South. Its location and natural advantages as a commercial port are unsurpassed.

It was founded by Oglethorpe in 1733, and is now the most important city on the South Atlantic coast, having a population of about 50,000.

It covers an area of 4,000 acres, has an assessed property valuation of \$20,000,000, and had in 1890 an ocean commerce of \$152,813,000.

The city has 110 miles of streets, 65 acres of public parks, 25 miles of street railway, and nearly 5 miles of wharves, with more than twice that length of water front available and yet to be developed.

THE HARBOR OF SAVANNAH.

The Harbor of Savannah consists of the Savannah River from the city to Tybee Roads, and comprises an anchorage, with depths of 26 feet and upward, of 1,861 acres, which will be increased to 2,328 when the proposed improvements are completed. For a commercial port, however, a large area for anchorage is not demanded so much as abundant dock facilities with convenient

John Joseph McDonough

SAVANNAH.

COMMERCIAL RELATIONS BETWEEN THE
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PLEAS FOR DEEP WATER AT SAVANNAH.

APPENDICES.

SAVANNAH:
BRAID & HUTTON, PRINTERS AND BINDERS.
1891.

creasing from about 9,000 square feet at Cross Tides to about 12,600 square feet at the mouth of Wrecks Channel, while the widths (under the assumption of a uniform mean depth of 18 feet for mean service of ebb out-flow) should increase from 500 feet at Cross Tides to 600 feet at Kinzey's Point, and from 700 to 750 feet at the mouth of Wrecks Channel.

For North Channel the same assumption in regard to mean ebb velocity and mean depth leads to a general increase in widths from 1,200 feet at the head of Elba Island to 1,870 feet at Long Island Crossing, which, especially below, is more than the present widths between wing-dams.

In view of the foregoing the following plan of improvement is submitted :

The enlargement of Drake's Cut as indicated in the original project.

The entire or partial removal of King's Island with a view of turning additional volumes into Front River and thereby somewhat increasing the velocities.

The construction of a deflecting jetty from Argyle Island.

The partial removal of Marsh Island and closing of the channel north of it, with a view of throwing the entire flow into the enlarged southern channel and thus doing away with the disadvantages incident upon two channels. Besides this the area of the abandoned channel will furnish a convenient dumping ground.

A training wall from the lower end of Marsh Island to Kinzey's Point and the widening of the unduly contracted region below Kinzey's Point.

A training wall in the vicinity of Garden Bank in order to properly contract the river there.

Spur jetties or bank protection in the lower portion of Wreck's Channel for the same purpose.

Besides the dredging required to open up the river as discussed above, a channel 26 feet deep at mean high water from the city water works to the sea is provided for.

A deflecting jetty running out toward South Channel from Mackey's Point in order to divert a greater ebb volume into North Channel.

The removal of a portion of Dam 15.

The closing of Duck Puddle in order to render permanent the improvement of North Channel near the lower mouth of Duck Puddle. The construction of training walls and shore protection in the concave bend near Spirit Islands and between wing dams in North Channel, with a view of obtaining a strong ebb flow of uniform mean velocity throughout.

Training walls and shore protection between the Lower Flats and Oyster Bed.

Dredging south of Oyster Bed with a view of obtaining cross-sectional areas of about 45,000 square feet for mean ebb outflow, in order to induce a stronger flow through the southern opening and thence over Tybee Knoll.

In pursuance of the same object it may become necessary to close the northern opening, either by continuing the present jetty, No. 31, to the shore, or by

building a training wall from Long Island Flats to Oyster Bed; further, to construct a training wall running easterly from the lower end of Cockspur Island and finally to extend and raise the Oyster Bed training wall. For the successful accomplishment of this improvement great freedom of action should be allowed the local engineer, the necessity for the various works and their execution being accompanied and guided by continued careful investigations of the influence exercised by the completed portions.

		ESTIMATES.	
<i>Above Cross Tides:</i>			
<i>Drakie's Cut—</i>			
160,000 cubic yards dredging at 15 cents per cubic yard.		\$24,000	
800 linear feet of training wall, at \$8 per foot.		6,400	
			\$80,400
<i>Cross Tides to Fort Oglethorpe:</i>			
12,800 linear feet of training wall, at \$8 per foot.		102,400	
1,400 linear feet of shore protection, at \$8 per foot.		11,200	
Partial removing of King's Island—770,000 cubic yards dredging, at 15 cents per cubic yard.		115,500	
Partial removal of Marsh Island—500,000 cubic yards dredging, at 15 cents per cubic yard.		75,000	
City Water Works to Vale Royal Mills, to open up cross-sections to the required size and to obtain a channel 300 feet wide and 26 feet deep at mean high water—700,000 cubic yards dredging at 15 cents per cubic yard.		105,000	
Vale Royal Mills to Fort Oglethorpe, as above—2,000,000 cubic yards dredging, at 15 cents per cubic yard.		300,000	
Possible land damage to Hutchinson's Island.		45,000	
			754,100
<i>Fort Oglethorpe to Oyster Bed:</i>			
<i>Mackey's Point training wall—</i>			
1,080 linear feet of log and brush mattress jetty—30,000 square yards of log and brush mattresses at 60 cents per square yard.		18,000	
4,500 cubic yards of stone at \$3.50 per cubic yard.		15,750	
51,150 linear feet of training wall, at \$10 per foot.		511,500	
8,000 linear feet of shore protection, at \$10 per foot.		80,000	
3,000 linear feet of shore protection, at \$15 per foot.		45,000	
Extending dams Nos. 27 and 25 to shore—1,800 linear feet of pile dam at \$10 per foot.		18,000	
Obstructions—To open cross-sections to the required size and to obtain a channel 400 feet wide and 26 feet deep at mean high water—250,000 cubic yards dredging, at 15 cents per cubic yard.		37,500	
Upper flats, as above—330,000 cubic yards dredging, at 15 cents per cubic yard.		49,500	
Lower flats, as above—385,000 cubic yards dredging, at 15 cents per cubic yard.		57,750	
Long Island crossing to Oyster Bed, as above—800,000 cubic yards dredging at 15 cents per cubic yard.		135,000	
			968,000
<i>Oyster Bed to Tybee Roads:</i>			
Oyster Bed training wall—raising it $2\frac{1}{2}$ feet above mean low water mark and extending it to Tybee Roads; constructing south training wall to a height of mean low water;			

200,000 square yards of log and brush mattresses, at 60 cents per square yard.....	120,000
210,000 cubic yards of stone at \$3.50 per cubic yard.....	735,000
16,000 cubic yards of stone, at \$5 per cubic yard.....	80,000
Oyster Bed sial to open up cross-sectional areas to required size—2,205,000 cubic yards dredging at 15 cents per cubic yard.....	330,750
Tybee Knoll, as above, and to secure a channel 400 feet wide and 26 feet deep at mean high water—751,000 cubic yards dredging, at 15 cents per square yard.....	112,650
	<hr/> 1,381,400
	3,133,900
In case the total removal of King's Island is decided upon, the volumes to be dredged will be increased by 730,000 cubic yards, which, at 15 cents per cubic yard, equal.....	109,500
	<hr/> 3,243,400
Engineering and contingencies, 10 per cent.....	324,340
Total.....	3,567,740

The estimated cost of the above improvement is, in round numbers, \$3,500,000. These estimates are made upon the supposition that funds sufficient for advantageous prosecution of the work will be regularly supplied.

Respectfully submitted.

O. M. CARTER,

First Lieutenant, Corps of Engineers, U. S. A.

Brig. Gen. THOMAS L. CASEY,

Chief of Engineers, U. S. A.

In the execution of the foregoing project there are no uncertain problems with which to deal, such as arise when the improvement of an ocean bar is contemplated. The river alone needs improvement, and the desired results can be obtained within the limits of the estimated cost.

The present wharf frontage of Savannah Harbor is 5 miles, but there remains available and yet to be developed nearly twice as much more within the city limits, while the whole water front on both sides of the river from the city to the sea can be utilized if necessary.

It is a very important fact that Savannah is upon fresh water, as vessels frequenting that port are only docked for repair and not for cleaning bottom. The

absence of barnacles, which form in salt water ports, is enough to make material difference in the speed of vessels plying from that port and from other ports near by, but less favorably situated. In salt water, vessels of iron or steel quickly corrode, and those of wood are soon destroyed by the ship worm. There is no point which so quickly commends itself to ship owners as that vessels can lie, while loading, in fresh water. In fresh water, moreover, wooden docks and other structures below low water are imperishable; above that plane repairs can be easily and cheaply made. In salt water, in these latitudes, the activity of the ship worm (*teredo*) would render the use of stone or other expensive material imperative.

COMMERCIAL RELATIONS BETWEEN THE WEST AND SAVANNAH.

The improvements which have already been made in Savannah Harbor have justified the extension of lines of railway into the interior, thus opening to many places markets for their products, which before did not exist.

The Savannah, Florida and Western Railway System, embracing over 900 miles of railroad in Georgia, Florida and Alabama, with nearly 1,000 miles of steamboat and steamship lines tributary thereto, depends largely for the shipment of its freight upon the facilities offered by the port of Savannah.

Through the Central Railroad System of Georgia, with about 2,000 miles of railway in the States of Georgia, Alabama, Mississippi and parts of South Carolina, the