

**FWF  
TRIAL EXHIBIT  
# 63**

At trial, the South Florida Water Management District had contended that the Lake and the Everglades were historically a single water body on the theory that water levels in both water bodies were essentially the same. The following photographs of the old locks on the Miami Canal demonstrate that water from Lake Okeechobee historically flowed south from the Lake to the Everglades. These locks were originally built in the early 1900's, prior to the construction of the Hoover Dike that now rings the Lake. [A concrete section of the Hoover Dike is visible in the background of photograph number 3]. As explained in the photographs of the signs shown in photographs 1 and 2, boats going from Lake Okeechobee into the River (now channelized and denominated the Miami Canal) had to be lowered by 3 to 4 feet as they went through the locks. Photographs 3, 4 and 5 show that the doors of the lock faced up stream so that the force of the higher water on the Lake Okeechobee side kept them closed.

# EVERGLADES RECLAMATION STATE HISTORIC SITE

THE MIAMI CANAL LOCK WAS ONE OF THE FIRST WATER CONTROL STRUCTURES DEVELOPED BY THE EVERGLADES DRAINAGE DISTRICT IN THE EARLY 1900'S. IT IS PART OF AN EARLY TRANSPORTATION AND DRAINAGE SYSTEM DESIGNED TO HELP SPEED THE GROWTH AND AGRICULTURAL DEVELOPMENT OF SOUTH FLORIDA.

## THE LOCK

AS THE NORMAL DIFFERENCE IN ELEVATION BETWEEN LAKE OKEECHOBEE AND THE MIAMI CANAL WAS THREE AND A HALF TO FOUR FEET, THIS LOCK WAS CONSTRUCTED IN 1919 TO LIFT OR LOWER A BOAT THROUGH THE DIFFERENCE IN WATER LEVELS.

BOATS MOVING DOWN THE CANAL FROM LAKE OKEECHOBEE WERE LOWERED BY ENTERING A FULL LOCK THROUGH THE UPPER GATES. WHEN THE BOAT WAS IN THE LOCK, THE UPPER GATES WERE CLOSED AND THE WATER WAS RELEASED THROUGH THE PADDLES IN THE LOWER GATES. THESE SMALL IRON PADDLEGATES, LOCATED NEAR THE BOTTOM OF THE LARGE WOODEN LOCK-GATES, ADMITTED AND RELEASED WATER FROM THE LOCK CHAMBER. WHEN THE LEVEL OF WATER IN THE LOCK REACHED THAT OF THE LOWER LEVEL OF THE CANAL, THE GATES WERE OPENED AND THE BOAT PASSED OUT ON ITS WAY SOUTH. THIS PROCESS WAS REVERSED FOR BOATS GOING UP THE CANAL.

CANAL BOATS CONTINUED TO OPERATE REGULARLY ON THE LAKE AND CANALS EVEN AFTER THE RAILROAD REACHED LAKE HARBOR IN THE MID 1920'S. HOWEVER, WITHOUT THEIR PREVIOUS MONOPOLY, THEY EVENTUALLY LOST OUT COMPLETELY TO MORE MODERN MEANS OF TRANSPORTATION.





