



WHAT HAPPENED

Construction of the Carondelet Canal began in June 1794.



New Basin Canal in 1915, looking south from Lake Pontchartrain with West End Park on the right.



The Zulu King used to arrive downtown by barge on the New Basin Canal on Mardi Gras.

Vestiges of the **Old Basin and New Basin canals** can still be found around New Orleans:



Oyster luggers in the Carondelet Canal in 1891

The red-roofed New Canal lighthouse on Lake Pontchartrain; a small canal behind a Broad Street pump station; and the canal's namesake streets — Canal and Basin.

The canals were commercially important to the city. Mules pulled barges full of cotton, cypress trees, bricks and people through the city for 154 years. The canals allowed easier trade from areas east of New Orleans, including Biloxi and Mobile

The Carondelet, or Old Basin, Canal was dedicated in July 1796 and ran from Bayou St. John to the turning basin at the head at what is now Basin Street near St. Peter Street, near Congo Square. The canal quickly fell into disrepair but Mayor James Pitot had the canal dredged, and it was reopened in 1817. The Lafitte Greenway now occupies some of the space that was left behind when the canal was filled in 1938.

The canal was undermined by competition from the New Basin Canal, which traversed a route starting at the Lake Pontchartrain lighthouse to what is now West End Boulevard and the Pontchartrain Expressway before ending at Rampart Street and Howard Avenue. The New Basin canal was opened in 1838 and was filled in about 1950 after the Industrial Canal, which started operating in 1923, made it obsolete.

The Carondelet Canal was originally intended to connect to the river at Canal Street, a feat that wasn't possible without locks.

A remnant of the Carondelet Canal at Broad and St. Louis streets



A portion of the New Basin Canal is still used as the New Orleans marina.