### Points of Interest:

#### Mile 0—North Georgia Turf Farm
- Our launch site for the day is provided by North Georgia Turf, a sod farm that produces turfgrass and other uses. Whirlies and squalls and other weather phenomena that dominate Georgia’s river bottoms, turfgrass is proving more profitable. Between 2005 and 2010 anywhere from 27,000 to 50,000 acres of sod was grown annually in the state, and in 2009, sod sales totaled $116 million, ranking in the top 20 of the state’s farm commodities.

#### Mile 1—Georgia Power Lock 1
- The towers eliminated 93 percent of the plant’s daily withdrawals from the river as well as its discharge pipes.

#### Mile 2—Springs
- This is the site of a ferry that operated through the 1800s and up until the 1920s.

#### Mile 3—Rebel Raids
- Springs
- Though remote, Bowensville was Georgia’s river bottoms, turfgrass is proving more profitable. Between 2005 and 2010 anywhere from 27,000 to 50,000 acres of sod was grown annually in the state, and in 2009, sod sales totaled $116 million, ranking in the top 20 of the state’s farm commodities.

#### Mile 4—Hutcheson’s Ferry
- The ferry at this location established in the 1800s ran until after 1940. In 1878 it is believed that the ferry was used to carry the body of State Senator Cheadle Cochran to be buried in the Laster Cemetery located on a rise overlooking the river just to the west of this location. Cochran operated a mill (now Cochran Mill Park) located on the east side of the river during the early days of Campbell County (later to become Fulton County).

#### Mile 5—Bownesville Manufacturing
- Though the fall on the Chattahoochee here is minimal and shoals are infrequent, just upstream on Snake Creek the geology was well suited for harnessing the creek’s water power. In 1847, the Bowen brothers established Carroll County’s first cotton mill, with Snake Creek’s fall powering 500 spindles. A cotton mill then operated almost continuously here until 1970. Though remote, Bownesville—later to become Bannering—was among the first Georgia communities to enter the electric age thanks to the power of the creek. It is said that Atlanta residents, who were still without the modern convenience—would take excursions to the little mill village to see the electric lights. Today, the creek still fuels the local economy—the old mill is home to the Lodges at Banning Mills, a retreat that features the “world’s largest zip-line” which spans the deep gorge formed by the creek.

#### Mile 8—Hutcheson’s Bridge
- The bridge was the scene of a comical episode during the Civil War. Looking to encircle Atlanta and cut off rail transportation to the city from the south, the Union Army sent cavalry downstream along the river seeking potential crossings. To their surprise and delight, on July 13, 1864 they found Moore’s Bridge. When the first Union soldiers arrived at the bridge (disguised in Confederate uniforms) they surprised a small contingent of Rebel soldiers skinny dipping in the river. Those that escaped capture did so unclothed and barefoot on the Coweta County side of the river, riding on to nearby Newman to warn that the “Yankees were coming.” An artillery skirmish on July 14 followed this initial contact, and the fight for the bridge ended with the Union Army setting fire to it. This was Union Gen. William Sherman’s first foray into cavalry raids south of Atlanta to cut rail lines, and the raid’s utter failure should have been an omen that his strategy would not work. The destroyed bridge would come back to haunt the Yankee cavalry; on subsequent raids nearby they found themselves trapped on the east bank of the river with no means of escape from pursuing Confederate cavalry.

#### Mile 10—Railroad Bridge
- A railroad has spanned the river here since 1872 when the Savannah, Griffin & North Alabama Railroad was extended to Carrollton. In 1882, it took a train five hours to run the 60 miles from Griffin to Carrollton.

#### Mile 14.9—McIntosh Reserve
- The bluff on river right marks the site of Creek Indian Chief William McIntosh’s plantation, Lockchau Talofau (Acorn Bluff), established around 1817. The plantation was worked by 72 slaves and McIntosh’s home served as a tavern and inn, owing to its location on the Federal Road and a strategic crossing of the river. McIntosh signed the Treaty of Indian Springs in 1825 that relinquished all Creek lands in Georgia to the U.S. government, and shortly there after, 200 of his fellow Cherokees were enclosed in a semicircle and shot down. McIntosh’s trial and murder was witnessed by many because high waters on the Chattahoochee had kept travelers held up at his Inn, waiting for an easier river crossing. Gen. Alexander Wear, whose plantation was nearly on the east side of the river, provided relief for the McIntosh family and more than 100 other Creek refugees who feared for their lives. Georgia Gov. George Troup, a cousin of McIntosh’s, offered only meager assistance. A staunch advocate of the removal of the Creeks, Troup defied the federal government when President John Quincy Adams withdrew the questionably-negotiated Treaty of Indian Springs. In a states rights showdown 35 years before the Civil War, Troup organized the state militia to fight federal troops should they intervene. President Adams backed down, the treaty stood, and by 1927 many of the Creeks were forcibly removed from their homes just to stop them from taking out just one boat. McIntosh’s bluff is downstream of Acorn Bluff for a quarter-mile walk to restrooms. Further downstream is a boat ramp providing access to the park.

#### Mile 17 & 20.3—Chattahoochee Bend State Park
- A canoe/kayak launch on river left at Mile 17 marks canoe-in camping sites at this state park which opened in 2011—Georgia’s first new state park since 1993. At 2900-acres it ranks as the state’s fifth largest park and protects five miles of river frontage. Our take out for the day is located at Mile 20.3 and the park’s boat ramp.