

CANAL COLUMBIA CANAL (CONGAREE CANAL) (S. C.)		(FOR ACS USE)	
STATUS Abandoned. All traces lost in the city growth.		DATES OF CONSTRUCTION & CLOSURE Built 1820-1824, Closed 1840	
LOCATION (ENDPOINTS OF CANAL) From a point on the east bank of the Broad, just above the Saluda, to old Granby Ferry on the Congaree. All in Columbia.		LENGTH CANAL 3 SLACKWATER * TOTAL	
LIFT LOCKS	NBR. 4	DIMENSIONS LOCK CHAMBER 70 x 16 OVERALL Varied	AQUEDUCTS NBR. 0 SECTION SIZE
TUNNELS 0			
DESCRIPTION: [Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.] In addition to the lifts, there was one guard lock on the original construction. This was possibly abandoned when the extension was built. The guard lock and the river lock at Granby were stone, the other three brick. Cost was \$206,000, total lift 34'. As seen on the Bull Sluice sheet, a connecting canal was constructed between these two. It was begun in 1837 and complete in 1840, in January. In May of the same year, a flood destroyed most of the combined works and they were never repaired. It is thought that one other lift lock was built in the Extension but there is much confusion in the records and this is not certain. \$40,000 was appropriated for the Extension but some think this sum is included in the final figure of \$206,000 for the Columbia. William McKinsee (McKinsie) was the contractor for the Columbia. Note the larger lock sizes, unique in the S. C. System.			
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: None known			
REPORTER'S NAME & ADDRESS: L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501			DATE May 11, 1973
HISTORICAL SUMMARY: [Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.] * Part of the Broad River Navigation. See the Landsford Canal sheet for other comments on the South Carolina river navigation system. The Columbia was the most profitable of the S. C. river canals, in fact, the only one that paid operating expenses for more than a very short time. In 1833, 66,597 bales of cotton, in 1,027 boats passed through. In 1827, an estimated \$2,000,000 in produce and merchandise, entered or passed through the canal. This trade was of vital importance to the small city of Columbia. As the Congaree below the town was open to navigation, the larger locks on the Columbia Canal allowed larger and more profitable cargoes to flow between the town and the coast.			
BIOGRAPHICAL SUMMARY: [Published works relating to Canal] INLAND NAVIGATION IN THE S. C. PIEDMONT, D. W. Hollis, S. C. H. S., PROCEEDINGS, 1968 INTERNAL IMPROVEMENTS IN SOUTH CAROLINA, Daniel Kohn, Washington, 1938 INLAND NAVIGATION - - - COLUMBIA CANAL TRAFFIC, Carl Epting, S. C. H. S., PROCEEDINGS, 1936			
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES			
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:			
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549			

USE ADDITIONAL SHEETS AS NECESSARY.

TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.