

The Saluda Canal Historic District (Site Number 7903) Historical Overview and Resource Descriptions

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Historical Overview

The Saluda Canal, (ca 1819 – 1837) was a short-lived transportation canal constructed to allow boats to circumvent a series of rapids at the eastern end of the Saluda River, near its juncture with the Broad River at the city of Columbia. The canal was one of several built in South Carolina during the early 19th century to bypass rapids and river obstructions with the goal of creating an inland navigation network. All of the canals were rendered obsolete by the development of the railroad in the middle years of the 19th century (Hollis 1968; Meriwether 1936; Kohn and Glen 1938; Kapsch 2010).

The Report of the Superintendent of Public Works to the Legislature of South Carolina for the Year 1823 includes a succinct description the Saluda Canal as it existed shortly after its completion:

This canal begins at the dam [no longer extant] constructed at the head of Sen's [falls or rapids] and passes Beard's shoals, and enters the Broad River just above the Broad river dam [no longer extant]. It is 2 miles 47 chains [47 chains = 3102 feet] long, and has 34 feet fall; which is overcome by four stone locks, and is protected at the head by a guard lock of the same material. There are on it one dam entirely across the river, 4 culverts, 2 waste wiers [sic], and one bridge. The line of canaling was extremely difficult, much of it having been excavated in the hardest granite our country affords. It was commenced in 1819, and finished in 1821 (Kahn and Glenn 1938: 304-305).

The course of the canal and the location of many of the features associated with it are also graphically illustrated on a two part plat map likely drawn around 1820, although no exact date is given (**Figures 1 – 2**).

Following its abandonment around 1837, the canal and its associated features were gradually obscured by natural processes and modern development. Portions of the canal appear to have been destroyed by a railroad built on a parallel alignment; other parts were lost to the construction of I-126 in the late 1950s.

The surviving segments of the canal first attracted the attention of archaeologists in 1972. At that time a very small portion of the canal, located within the property of the Columbia Zoological Park, was documented during a survey of the zoo property led by Thomas M. Ryan. The section of the canal recorded by Ryan (1972) apparently corresponds with a location where a trench was excavated across the canal bed in order to investigate the stratigraphy of the canal. The original recorded boundaries for the site simply consist of an oval measuring 70 by 25 meters that is oriented on a northeast-southwest axis near the center of the zoo property (**Figure 3**). Based on the 1972 work the canal was assigned archaeological site number 38RD59.

In Ryan's report on the 1972 archaeological investigation the section of the canal within the zoo is described as a "slight depression flanked by two parallel earthen embankments, which mark the edge of the canal" (Ryan 1972:18). Based on backhoe trenches cut across the canal, the portion of the structure within the zoo property was determined to be around 10 meters wide and about 40 centimeters deep, and was posited to have probably never held more than 3 to 3.5 feet of water (Ryan 1972: 18, 55).

While Ryan's (1972) work was limited to the Riverbanks Zoo property, as an adjunct to his investigations he provided a map showing the location of the canal beyond the recorded site boundaries, including extant portions and the approximate location of sections that were believed to have been destroyed by modern development. However, on this map the head of the canal is placed approximately 1.4 miles southeast of its actual location, an error that was probably caused by a misinterpretation of historical descriptions and the fact that the work was done before the development of modern GIS software and other mapping tools (Ryan 1972: 19).

Following Ryan's work 45 years passed before another attempt was made to document the remaining portions of the canal. In 2017 and 2018, archaeologists with Edwards-Pitman Environmental, Inc., (EPI) and the South Carolina Department of Transportation (SCDOT), working under the auspices of the "Carolina Crossroads" project (improvements to the intersection of I-26, I-20, and I-126) documented additional previously unrecorded segments of the canal, greatly expanding the limits of the resource beyond what were recorded in 1972. During these investigations the location of previously unrecorded segments was determined based on Lidar imagery and historical maps and aerial photos, while the locations of obscured or no-longer extant segments were hypothesized based on topography and the location of extant segments (**Figures 4 – 5**). As a result of these investigations extant canal segments totaling 4,315 feet were identified, and 14 features associated with or in close proximity to the canal were documented. The work by EPI and SCDOT is summarized in the "Carolina Crossroads" cultural resources survey report (Sipe and Adair 2018: 49 – 57 and Appendix F).

As an adjunct to "Carolina Crossroads" investigations a site revisit form for archaeological site 38RD59 (the Saluda Canal) was initially compiled in which the boundaries of the site were expanded to encompass the previously unrecorded segments documented in 2017 – 18. However, after consultation with the South Carolina Historic Preservation Office (SHPO) and the South Carolina Institute of Archaeology and Anthropology (SCIAA) this approach to documenting the site was reevaluated and the decision was made to record the canal (all segments both extant and projected, as well as associated features and possibly associated features) as a historic district (Resource Number 7903). As part of this process the boundaries of the Saluda Canal archaeological site (38RD59) were contracted again to their original (1972) limits. Recording the canal as a historic district rather than an archaeological site avoided complications caused by the fact that when expanded to encompass the newly documented canal segments the site limits overlapped with other, unrelated archaeological sites. In addition, the newly documented canal segments are intermittent, with substantial gaps sometimes separating extant or visible segments. A historic district represents a more rational way of documenting these missing segments without the implication, implicit in enclosing them in a continuous archaeological site boundary, that the resource itself is continuous, rather than a set of related but spatially separated elements.

Resource Descriptions

The boundaries articulated for the Saluda Canal Historic District consist of a polygon drawn around all of the visible remains of the canal thus far documented. In addition, the boundaries were extended to include locations where the canal or canal related features are believed to have been located, but are either no longer visible or have been destroyed. The Saluda Canal Historic District boundary has been drawn to include the most likely location for the dam shown on the ca 1820 map. This places the district in both Richland and Lexington Counties. However, it should be noted that the only intact and visible features of the canal are actually in Richland County on the north side of the Saluda River.

The district begins in the west where the diversion dam that fed water into the canal is believed to have been located (no remains of the dam have been found) and extends to the east to where the canal is believed to have emptied into the Broad River, but where all traces of the canal and associated features appear to have been obliterated by the construction of I-126.

Three separate classes of resources are encompassed within the Saluda Canal Historic District:

Contributing Elements – Features that are a part of or directly associated with the canal. Contributing elements are identified herein by a resource number and sub-number. Contributing elements may also be abbreviated as CE.

Elements Requiring Additional Research – Features that may be associated with the canal, but which cannot be positively linked to the canal based on available information. Elements requiring additional research are abbreviated herein as ERAR, and are numbered sequentially (ERAR 1, 2, 3, etc.)

Non-Contributing Elements – Features, sites, or districts that overlap with or are in close proximity to the canal but that are not associated with it, such as contiguous archaeological sites dating to a different time period. Non-contributing elements are identified herein by the site number or name originally assigned to them (e.g. 38RD0141), and may also be abbreviated as NCE.

Figures 6 and 7 depict the contributing elements and possibly contributing elements that were recorded within the Saluda Canal Historic District. The locations of non-contributing elements that fall within the district are shown in **Figures 8 – 9**.

Contributing Elements

Site Number 7903.01 (A – F) - Canal Bed

Six distinct sections of the Saluda Canal bed or ditch were noted during the 2017 – 18 survey work. Each segment was separated by areas where no canal bed was visible, either because it has been destroyed or because it has been silted in and could not be detected at the reconnaissance level of survey.

Segment A is the northwestern most section and is approximately 1,722 meters in length. It begins just a few meters from the Saluda River and wraps to the south southeast before ending at a wide powerline corridor. This section of the canal is very visible and reaches to between 5 – 10 meters in width with a

varying depth between 1 – 2.5 meters. **Figure 10** shows a typical view of this portion of the canal. A shallow earthen berm lines both sides of some of the deeper portions of this canal segment. The northernmost stretch of the segment is partially filled in with sediment and appears to have suffered damage from flooding. A modern drainage pipe empties into the canal near the northern end of the segment and water from the pipe flows through the old canal bed before emptying into the Saluda River near the southern end of the segment through a blowout in the canal wall. A large portion of the canal within this segment was excavated and/or blasted through granite bedrock. Within these portions of the canal there are visible drill marks inside the canal trench along the sheered stone wall (**Figure 11**). A considerable amount of stone debris is scattered around the canal bed in areas where it was excavated through bedrock. Many of these large scattered stones also show drill marks as seen in **Figure 12**. Approximately 150 meters south/southeast of the mouth of the canal is a large rubble pile, presumably leftover from blasting the bedrock out (**Figure 13**). Historical sources indicate that a dam crossed the Saluda River at the northern end of this segment, funneling water into the canal. However, no trace of this dam was found during the 2017 – 2018 survey.

Segment B is a very short segment, just 22 meters in length. It was identified using historical aerial photographs as being a potential canal remnant and verified in the field. It is filled with sediment and barely visible. The width of this segment is just a few meters and it is less than a meter deep (**Figure 14**).

Segment C of the canal is approximately 63 meters in length. The segment is about 12 meters wide and less than a meter deep. It is associated with an intact stone culvert (7903.05) which was constructed to carry the canal over a natural drainage. **Figure 15** provides a view of Segment C.

Segment D is approximately 530 meters long. It is highly visible on the landscape as a distinct excavation flanked by earthen berms. From berm to berm the canal measures about 13 meters across in this segment and it is up to two meters deep. **Figure 16** shows a typical view of this segment of the canal. This canal section is associated with two notable features, 7903.06 (stone bridge remains) and 7903.07 (the remains of a possible stone culvert). About 30 meters east of the stone bridge remains the canal in this segment gets noticeably wider, expanding to around 15 meters in width for a short distance (**Figure 17**). It is possible that the canal was widened in this location to provide a place where boats could turn around or moor to transfer cargo to or from wagons traveling along the road that passed over the bridge.

Segment E is located within the Riverbanks Zoo property in a wooded picnic area. This segment measures approximately 120 meters long and, having been filled in through sedimentation, is a meter or less deep. **Figure 18** provides a view of this segment.

Segment F is a short section of canal, roughly 60 meters in length. It is currently inaccessible on the Riverbanks Zoo property, where it is located behind the elephant enclosure, but it is visible from the Ndoki Lodge special events building through one of the windows. This portion of the canal appears to be fairly deep and about 12 meters wide. Stone is visible in the canal walls so it is likely that part of this section was cut and/or blasted from bedrock (**Figure 19**).

Site Number 7903.02 is a stacked stone wall/possible guard wall located near the northern end of Segment A of the canal (**Figures 20 – 21**). The wall measures approximately 61 meters northwest/southeast and fronts a slightly elevated area about 18 meters in width. The wall is only about a half meter high. If the feature served as a guard wall it would have helped protect the entrance of the canal from damage during high water events. The wall is not shown on the ca 1820 plan map for the canal indicating that it may have been constructed after this date.

Site Number 7903.03 is located at the southern end of Segment A in a wide powerline corridor. It consists of stone walls lining either side of the canal (**Figures 22 – 23**). It is possible that these walls served as a guard lock, which would have helped control the flow of water through the canal and prevent flooding in times of high water. The feature is approximately 31 x 4 meters in size and about one meter in height. It was heavily overgrown in vegetation when it was recorded in 2018. There is no feature drawn on the ca 1820 plan map for the Saluda Canal that georeferences with the location of this feature, suggesting that it may be a later addition to the canal. A guard lock is specifically identified on the ca 1820 map but is shown to be located about 30 meters to the SE of Site No. 7903.03 (see discussion of Site No. 7903.04 below).

Site Number 7903.04 is about 30 meters southeast of 7903.03. It consists of a moderate sized cluster of stones situated in the approximate location where a guard lock is shown to have been on the ca 1820 canal plans. Some of the stones may form the remnants of parallel walls but the alignments are difficult to discern due to the heavy vegetation and leaf litter surrounding the feature, and may be illusory (**Figure 24**). It is possible Site No. 7903.4 comprises the remains of an initial guard lock that was subsequently rebuilt a short distance to the west (see the Site No. 7903.03 description, above).

Site Number 7903.05 is a stone culvert located in Canal Segment C. The feature measures approximately 36 x 11 meters in size and is largely intact but appears to be partially buried in sediment (**Figures 25 – 26**). The location of the feature matches perfectly with the location where a culvert is shown on the ca 1820 canal plan.

Site Number 7903.06 is located in Canal Segment D and consists of two intact bridge abutments that comprise the remains of a bridge that once spanned the canal. These abutments are about seven meters wide and are made of earth and stone (**Figures 27 – 28**). The bridge location is indicated on the ca 1820 canal plans and is also visible on the 1825 Mills Atlas map of the Lexington District, which shows the road crossing the Saluda Canal before reaching the Saluda River at Stark's Ferry.

Site Number 7903.07 is located approximately 140 meters east of 7903.06 in Canal Segment D and consists of two intact stone walls (**Figures 29 – 30**). The southernmost wall is about 15 meters in length and between one to 1.5 meters in width. The wall to the north is much smaller at 4 meters long and less than a meter wide. Both walls are about one meter tall. It is possible that these walls comprise the remains of a culvert because they are located where a drainage intersects the canal. This feature is not depicted on the ca 1820 canal plans so it may have been constructed after this map was made.

Site Number 7903.08 consists of a portion of intact stacked stone wall that is about 4 meters in length and less than a meter in height (**Figure 31**). Based on its location and the quality of its construction the

wall appears to be associated with the canal, very probably comprising the remnant of a lining or retaining wall. However, no visible portion of the canal excavation is located nearby, and there is no feature on the ca 1820 canal map that correlates to the wall. Any other traces of the canal in the vicinity of the wall appear to have been destroyed by the construction of the railroad corridor and nearby commercial development.

Site Number 7903.09 is a retaining wall located next to Canal Segment E. The wall is approximately 20 meters in length and up to 2 meters in height (**Figures 32 – 33**). There are drill marks on at least one of the stones making up the wall. There is no feature on the ca 1820 canal map that correlates to this wall.

Elements Requiring Additional Research

ERAR Number 1 is a deep depression or pit that measures approximately 45 x 20 meters in size (**Figure 34**). The feature is located on the east side of Canal Segment A near the southern end of this segment. ERAR 1 is interpreted to be an abandoned rock quarry that may have supplied stone for the locks, retaining walls, and other stone components of the canal, but this use is uncertain, as is the age of the feature. Even if the feature is a quarry it may have supplied stone for the construction of the nearby railroad or for some other purpose, rather than for the canal; thus, the association of the feature with the canal is unclear. The feature is not indicated on the ca 1820 map of the canal.

ERAR Number 2 is a second deep depression or pit that measures approximately 31 x 19 meters in size (**Figure 35**). The feature is located a few meters southeast of the southern end of Canal Segment A, in close proximity to Site No. 7903.03. ERAR 2 is interpreted to be an abandoned rock quarry that may have supplied stone for the locks, retaining walls, and other stone components of the canal, but this use is uncertain, as is the age of the feature. Even if the feature is a quarry it may have supplied stone for the construction of the nearby railroad or for some other purpose, rather than for the canal; thus, the association of the feature with the canal is unclear. The feature is not indicated on the ca 1820 map of the canal.

ERAR Number 3 is a third deep depression or pit that measures approximately 54 x 43 meters in size (**Figure 36**). The feature is located approximately 30 meters to the south of ERAR 2, in a location where no portion of the canal excavation is visible, but close to where the canal is projected to have been located. ERAR 3 is interpreted to be an abandoned rock quarry that may have supplied stone for the locks, retaining walls, and other stone elements of the canal, but this use is uncertain, as is the age of the feature. Even if the feature is a quarry it may have supplied stone for the construction of the nearby railroad or for some other purpose, rather than for the canal; thus, the association of the feature with the canal is unclear. The feature is not indicated on the ca 1820 map of the canal.

ERAR Number 4 is a small cluster of shaped or cut stone blocks and rock rubble that is visible in a drainage about 100 meters east of Site No. 7903.07, near the east end of Canal Segment D (**Figure 37**). The stones are not in a location where a canal feature is indicated on the ca 1820 canal map or in close association with any visible element of the canal, but may comprise the displaced remnants of a canal feature that has been destroyed.

ERAR Number 5 consists of three rubble piles that contain cut or shaped stone blocks intermixed with undressed stone (**Figures 38 – 39**). The stone piles are located between approximately 120 meters and 240 meters east of ERAR No. 4. in an area where there is no visible canal excavation and the canal is believed to have been destroyed by modern development. However, the location of the stone piles corresponds to the location where a culvert is indicated on the ca 1820 canal plan, and it is possible that the stone rubble comprises the displaced remnants of this culvert.

ERAR Number 6 is a fourth deep depression or pit that measures approximately 36 x 27 meters in size (**Figure 40**). The feature is located approximately 300 meters southeast of ERAR 5, in a location where no portion of the canal excavation is visible, but close to where the canal is projected to have been located. ERAR 6 is interpreted to be an abandoned rock quarry that may have supplied stone for the locks, retaining walls, and other stone elements of the canal, but this use is uncertain, as is the age of the feature. Even if the feature is a quarry it may have supplied stone for the construction of the nearby railroad or for some other purpose, rather than for the canal; thus, the association of the feature with the canal is unclear. The feature is not indicated on the ca 1820 map of the canal.

Non-Contributing Elements

38RD56 – This site is within the grounds of the Riverbanks Zoo and is documented as “Giraffe House.” It was recorded in 1972 on a sand ridge paralleling the Saluda River (Stephenson 1972; Tippitt 1982; Harvey 2000). Artifacts recovered included sand-tempered eroded body sherds (n=3), a bifacially worked quartz fragment (n=1), and quartz flakes (n=7). The site is plotted as being located about 50 meters west of Canal Segment D. This is verified on the original rough sketch map, which not only shows the site but also shows a stone lined canal segment to the southeast of the site. The site form associated with the site makes no other mention of the canal but it does say that no other work was recommended for 38RD56.

38RD58 – The site represents the remains of the Saluda River Bridge (Ryan 1972). It consists of two stone-faced approaches on both banks of the Saluda and two masonry support foundations located in the river. Its exact construction date is unknown but it could have been built as early as 1819. The bridge was burned in 1865 by Confederate troops in the hope of slowing Sherman’s advance on Columbia. This site is described as eligible for the National Register of Historic Places (NRHP).

38RD61 – This site is within the zoo grounds and is documented as “The Greenhouse Site” due to its proximity to the zoo greenhouse. The site was situated on a small isolated erosional knoll. The site was identified during construction when the top of the knoll was leveled and artifacts were exposed (Ryan 1972; Tippitt 1982; Harvey 2000). Archaeological work consisted of a surface collection and two backhoe trenches to find intact remains. Artifacts recovered show an occupation from the Middle Archaic to Late Woodland Periods and included 17 pieces of pottery including check stamped (n=5), punctate (n=1), and plain (n=11); 130 pieces of debitage including quartz flakes (n=71), argillite flakes (n=5); chert flakes (n=1), “chunks” (n=40); cracked rock (n=11), and quartz cores (n=2); five projectile points including one quartz Morrow Mountain, two quartz triangular points, one broken quartz tip, and one broken quartz triangular base; and six bifaces including quartz biface fragments (n=3), blanks or preforms (n=2), and

bifacially-thinned argillite (n=1). Many projectile points were collected by construction workers and were unavailable for analysis. The site documentation says that the site is bound to the west by “the canal.” Terrain data in ArcGIS indicates that the canal passes through the recorded boundary of this site. However, a field visit would be needed to confirm that canal remains are still visible in this location. Currently the Saluda Canal Historic District map shows this area as projected canal.

38RD140 – This site is located along the north bank of the Saluda River immediately upstream from the Riverbanks Zoo. It consists of a low density Archaic/Woodland artifact scatter (Carillo 1976; Tippitt 1982; Harvey 2000; Pappas 2012). Recovered artifacts include fire cracked rock (n=34), “chunks” (n=13), flakes (n=118), cores (n=2), bifaces (n=6), one Savannah River projectile point, and one coarse sand tempered sherd with incised surface treatment. This site was recommended as not eligible for the NRHP when it was initially recorded. A subsequent survey several years later was unable to relocate the site either due to inaccurate location information or due to it having been destroyed through development of the surrounding area.

38RD141 – This site is located along the north bank of the Saluda River and consists of a low density lithic scatter possibly dating to the Archaic Period (Carillo 1976; Tippitt 1982; Harvey 2000). Artifacts recovered include “chunks” (n=4) and flakes (n=3). This site is not eligible for the NRHP.

38RD142 – This site located along the north bank of the Saluda River between sites 38RD140 and 38RD141. It consists of a low density lithic scatter possibly dating to the Archaic Period (Carillo 1976; Tippitt 1982; Harvey 2000). Artifacts recovered include fire cracked rock (n=9), “chunks” (n=4), flakes (n=21), cores (n=1), and one bifacially worked flake. This site is not eligible for the NRHP.

38RD276 – This site was located within the SCE&G transmission line where it crosses the Saluda River (Tippitt 1982; Harvey 2000). The site consists of an Archaic Period lithic scatter. No artifact list is available but the site documentation states that artifacts dating to the Early Archaic have been collected from this area through the years by various individuals.

Saluda Factory Historic District – The Saluda River Historic District was placed on the NRHP in 1973 and incorporates land on the north and south sides of the Saluda River (Ruhf 1972). Construction of the factory began in 1834 and it remained in operation until 1865, when it was burned by the Union Army during the Civil War. Afterwards, a second wooden building was constructed on the foundation of the original structure but it burned accidentally in 1884 and was never replaced. The district includes all that remains of the factory (38LX42), which includes granite foundations, sluices, and dam remains; Camp Sorghum (a Confederate prisoner of war camp used between 1864 and 1865); the remains of the old State Road (which followed a Cherokee path), and the remains of the old bridge that crossed the Saluda River (38RD58). Both the boundary for the Saluda Factory archaeological site and historic district are currently being reevaluated to extend to the north side of the Saluda River in order to encompass the remains that are located there.

Columbia Canal Historic District – The Columbia Canal District was placed on the NRHP in 1979 (Burr 1978). It is located on the east sides of the Broad and Congaree Rivers. The original Columbia Canal was built between 1820 and 1824. The canal decreased greatly in significance after the railroad came to

Columbia. However, it was the only canal in South Carolina to stay in use after the railroad arrived. It was used for local commerce and provided water to industry. The northern half was enlarged in 1891 in order to power the industrial development of Columbia. This brought with it the construction of a diversion dam, guard locks, a waste weir, a hydroelectric power plant, power station, and water utility structures.

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Illustration Sources

Plat of Land A.B. Starke taken by the Board of Public Works for the Saluda Canal from Mr. Starke's Upper Tract. Manuscript on File, South Carolina State Archives, Dept. of Public Works. Superintendent.
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Plat of Land A.B. Starke taken by the Board of Public Works for the Saluda Canal from Mr. Starke's Lower Tract. Manuscript on File, South Carolina State Archives, Dept. of Public Works. Superintendent.
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1943 Aerial Photograph, Richland County. Manuscript on File, University of South Carolina Map Library.



Figure 1 - Plat of Land A.B. Starke taken by the Board of Public Works for the Saluda Canal from Mr. Starke's Upper Tract.



Figure 2 - Plat of Land A.B. Starke taken by the Board of Public Works for the Saluda Canal from Mr. Starke's Lower Tract.

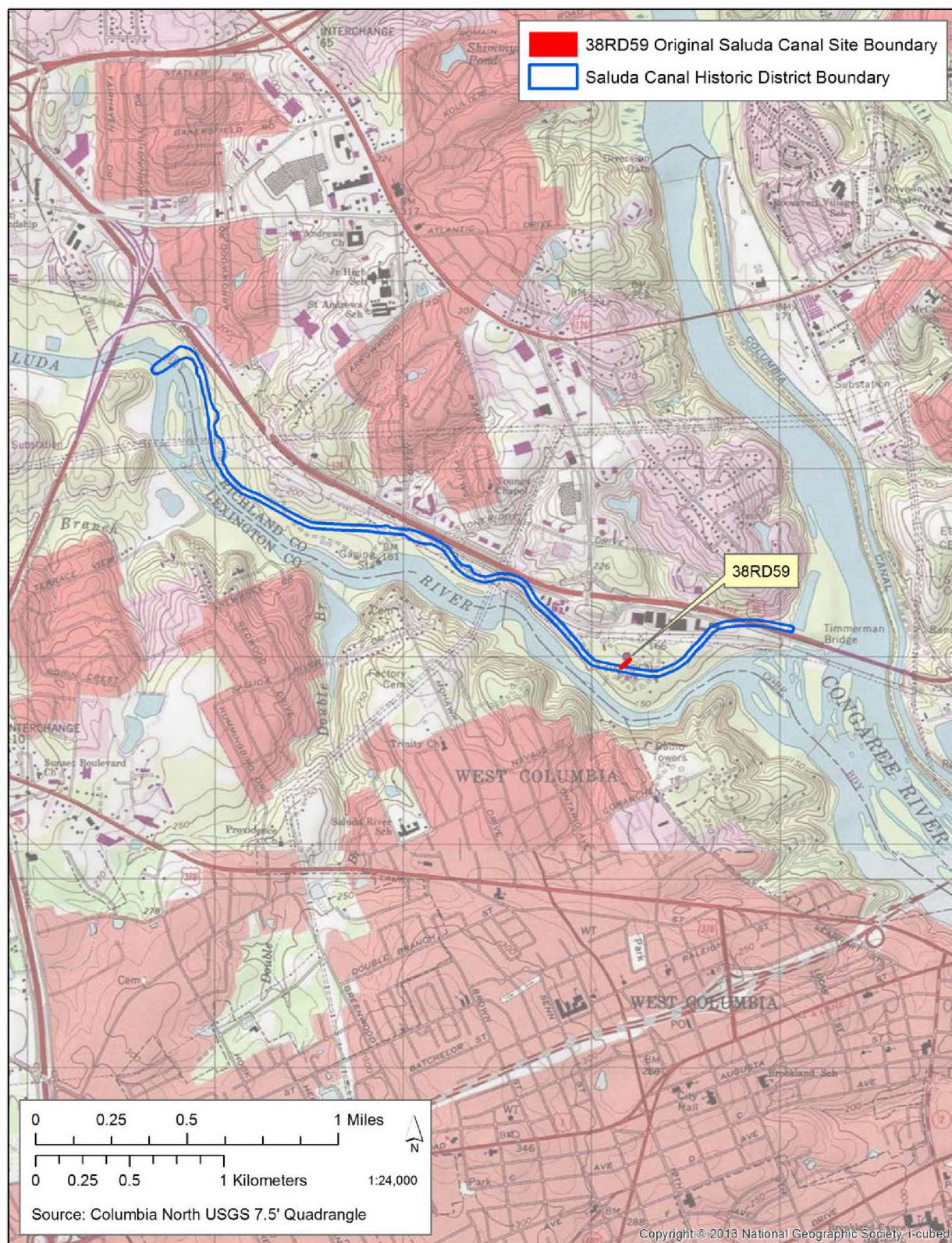


Figure 3. Topographic Map Showing Original Boundary of Site 38RD59 and Proposed Historic District Boundary.

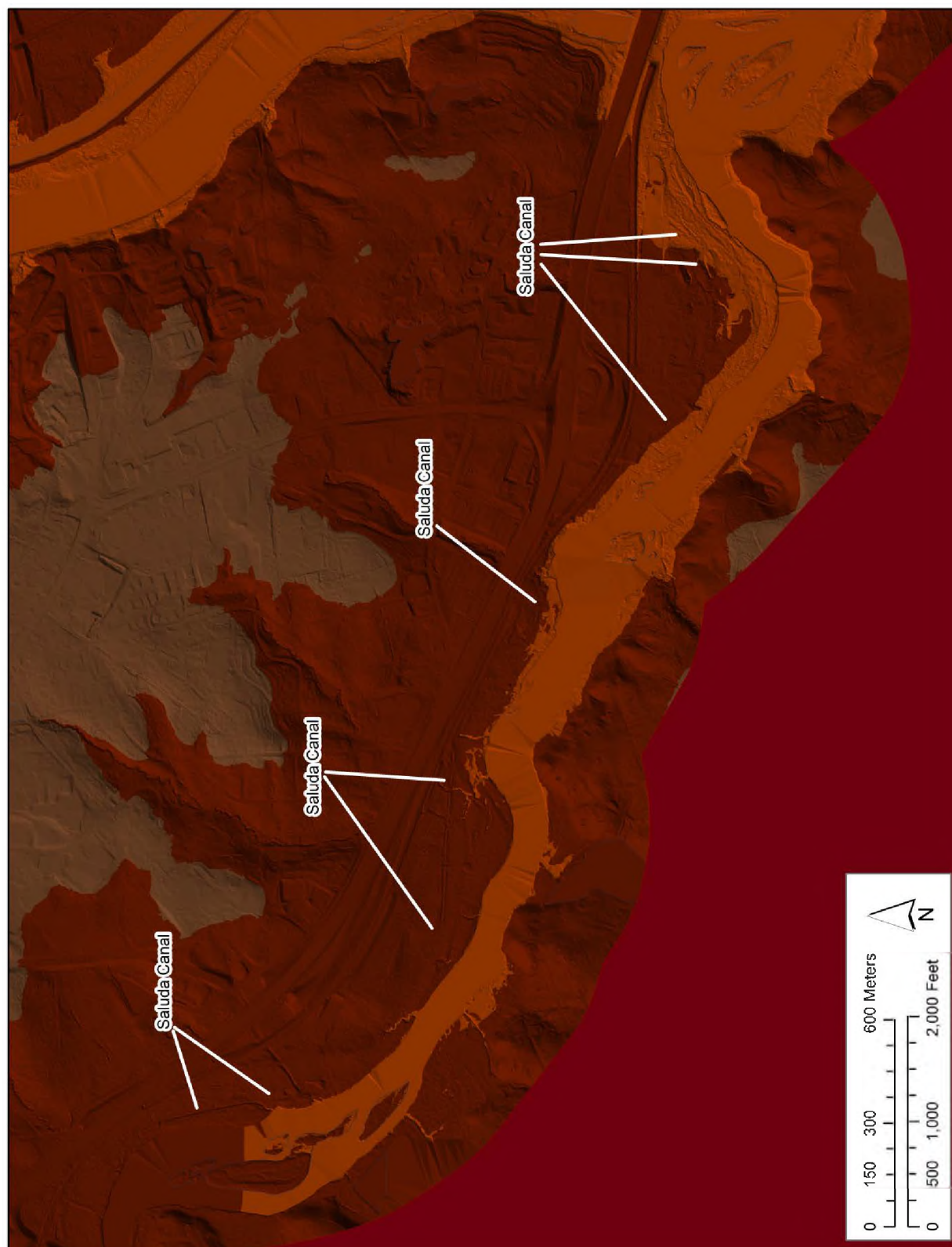


Figure 4 – Lidar Image Showing Segments of the Saluda Canal.



Figure 5 – 1943 Aerial Photo Showing Segments of the Saluda Canal.

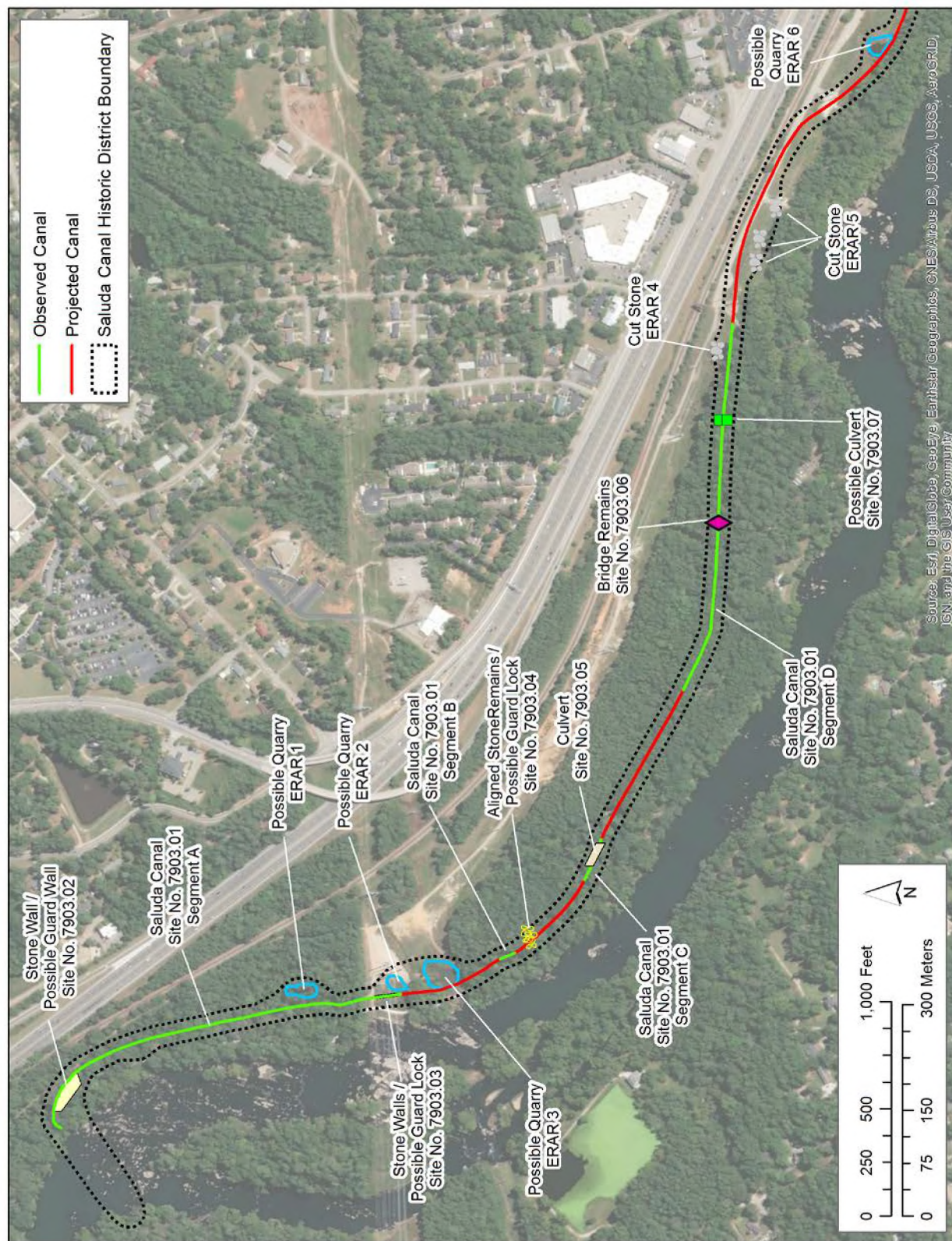


Figure 6 – Saluda Canal Contributing Elements and Elements Requiring Additional Research – West.

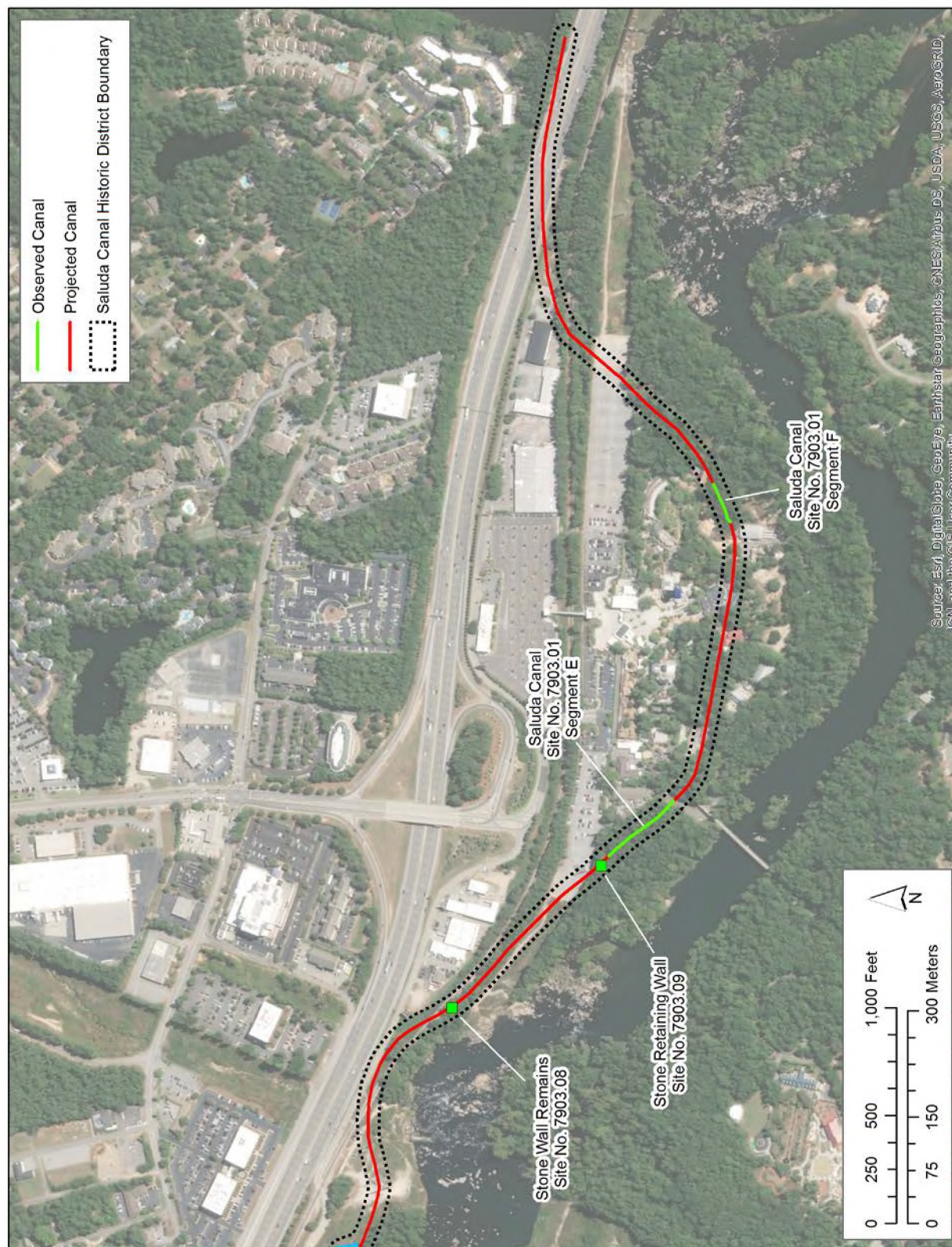


Figure 7 - Saluda Canal Contributing Elements and Elements Requiring Additional Research – East.

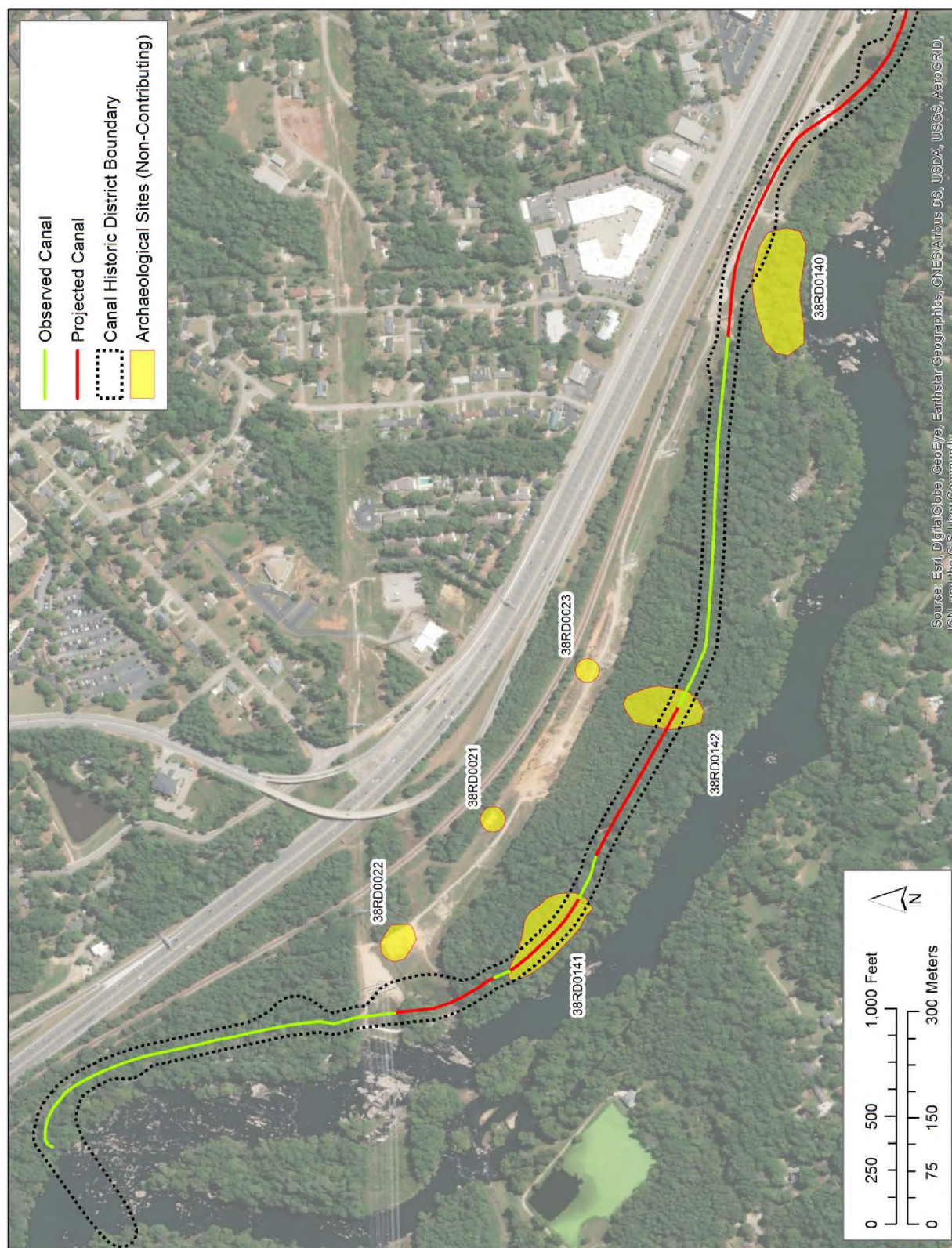


Figure 8 – Saluda Canal Non-Contributing Elements – West.

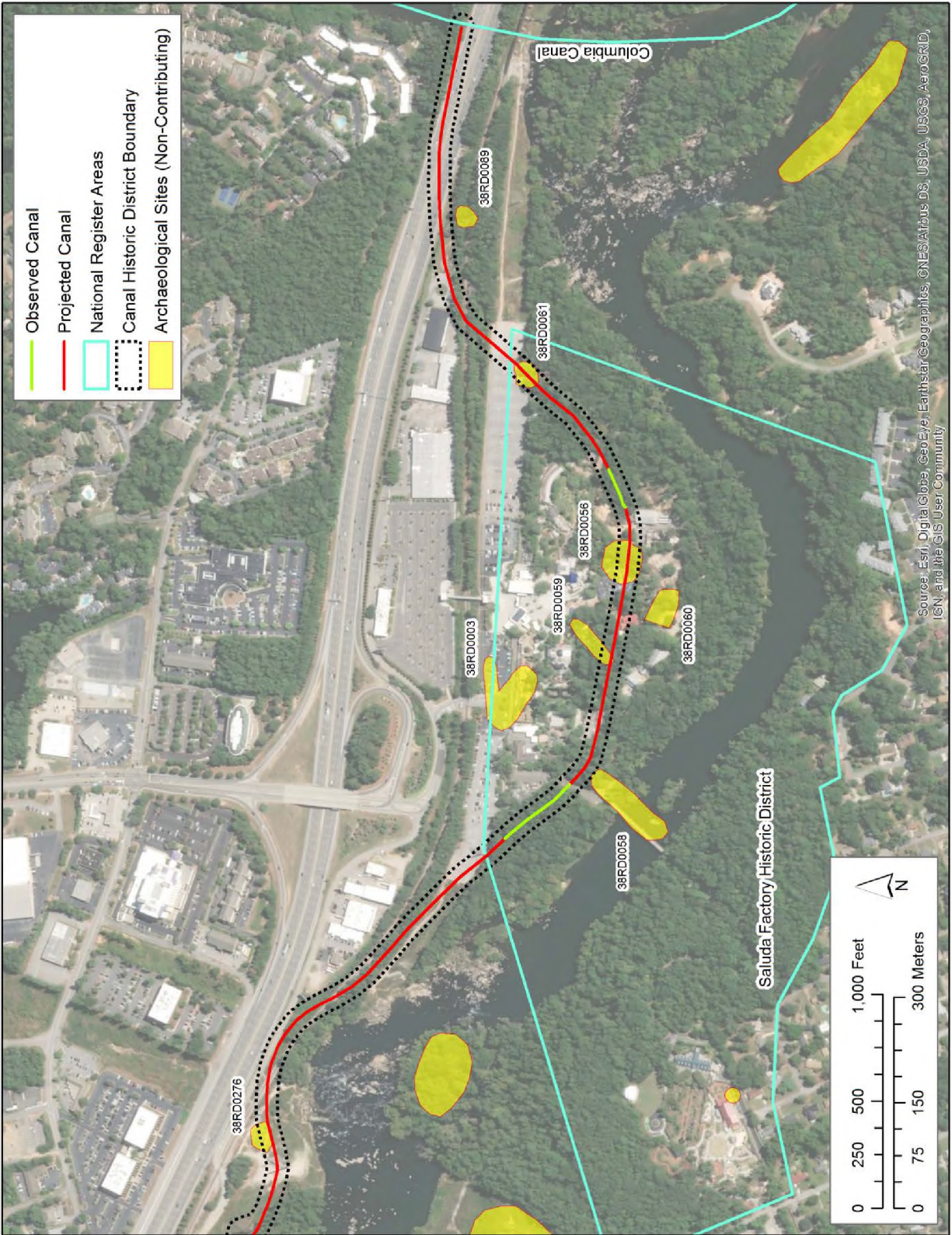


Figure 9 - Saluda Canal Non-Contributing Elements – East.



Figure 10. General View of Site No. 7903.01, Canal Segment A, Facing North.



Figure 11. Example of Drill Marks in the Site No. 7903.01, Segment A, Canal Wall.



Figure 12. Example of Drilled Stone at Site No. 7903.01, Segment A.



Figure 13. Stone Debris Pile near Site No. 7903.01, Segment A.



Figure 14. General View of Site No. 7903.01, Canal Segment B, Facing Northwest.



Figure 15. General View of Site No. 7903.01, Canal Segment C, Facing West.



Figure 16. General View of Site No. 7903.01, Canal Segment D, Facing Northwest.



Figure 17. View Showing Wide Area in Site No. 7903.01, Canal Segment D, Facing East.



Figure 18. General View of Site No. 7903.01, Canal Segment E, Facing Southeast.



Figure 19. General View of Site No. 7903.01, Canal Segment F, Facing Southwest.



Figure 20. View of Site No. 7903.02, Possible Guard Wall, Facing North.



Figure 21. View of Site No. 7903.02, Possible Guard Wall, Facing Northwest.



Figure 22. View of Site No. 7903.03, Possible Guard Lock, Facing North.



Figure 23. View of Stonework in Site No. 7903.03.



Figure 24. View of Site No. 7903.04, Remains of Possible Guard Lock, Facing Northeast.



Figure 25. View of Site No. 7903.05, Culvert, Facing North.



Figure 26. View of Site No. 7903.05, Culvert, Facing South.



Figure 27. View of Site No. 7903.06, Bridge Remains, Facing Southwest.



Figure 28. View of Site No. 7903.06, Bridge Remains, Facing East.



Figure 29. View of Site No. 7903.07, Possible Culvert, South Wall, Facing Southwest.



Figure 30. View of Site No. 7903.07, Possible Culvert, North Wall, Facing Southeast.



Figure 31. View of Site No. 7903.08, Stone Wall Remains, Facing Northeast.



Figure 32. View of Site No. 7903.09, Stone Retaining Wall, Facing Northeast.



Figure 33. Close-up View of Site No. 7903.09, Showing Details of Construction, Facing North.



Figure 34. ERAR 1, Possible Quarry, Facing South.



Figure 35. ERAR 2. Possible Quarry, Facing West.



Figure 36. ERAR 3, Possible Quarry, Facing North.



Figure 37. ERAR 4, Cut Stone in Modern Drainage, Facing North.



Figure 38. ERAR 5, Cut or Shaped Stone in Powerline Corridor, Facing East.



Figure 39. ERAR 5, Cut or Shaped Stone in Powerline Corridor, Facing South.



Figure 40. ERAR 6, Possible Quarry, Facing North.