

PRT 

P. O. Box 1358
Columbia, S. C. 29202

LANDSFORD CANAL

RESEARCH REPORT

Histon

DRAFT COPY
NOT FOR RELEASE

THE LAND'S FORD CANAL

A RESEARCH REPORT PREPARED BY

KENNETH W. MIXON

for the

Institute of Archeology and Anthropology


University of South Carolina

as a project

Sponsored by the

South Carolina Department of Parks, Recreation, and Tourism

August 1969



Digitized by the Internet Archive
in 2012 with funding from
LYRASIS Members and Sloan Foundation

<http://archive.org/details/landsfordcanalre00unse>

THE LANDSFORD CANAL

In 1818, the legislature of the state of South Carolina appropriated one million dollars for a program of internal improvement¹ thereby launching a vast project of public works that was to flourish for the next ten years. By far the greatest portion of this appropriation was ear-marked for canal construction. Though scattered voices in the past had called for the improvement of South Carolina's system of waterways,² it was not until the second decade of the nineteenth century that canal-building began in earnest.³

This program of internal improvement, of which canal building was the greatest part, was launched out of necessity. As the second war with Great Britain was ending, South Carolina saw much of its population and its staple crop, cotton, moving west. Charleston, the great Southern port of the eighteenth century, was steadily losing business to such cities as New Orleans and Mobile. Consequently, South Carolina merchants and planters, saw the need for immediate action to prevent economic paralysis from infecting their entire state. Since the state had a network of rivers that permeated virtually its entire area, a system to make those rivers navigable from mountains to seacoast seemed the ideal way to provide for the transport of produce from the cotton-rich up-country to the port of Charleston. Such a comprehensive system of water transportation would lower shipping costs and enable almost all farmers to make use of the state's rivers thereby reviving an economy that was already beginning to sag.⁴

¹Daniel W. Hollis, "Costly Delusion: Inland Navigation in the South Carolina Piedmont," Proceedings of the South Carolina Historical Association (1968), 29.

²As early as Proprietary days, actrproviding for canal cutting had been passed. See Carl Epting, "Inland Navigation in South Carolina and Traffic on the Columbia Canal," Proceedings of the South Carolina Historical Association (1936), 18.

³A. G. Smith, Jr., Economic Readjustment of an Old Cotton State: South Carolina, 1820-1860, (Columbia, 1958), 136.

⁴Ibid., 135.

Therefore, with the object of boosting trade in South Carolina, the legislature, in 1817, established the office of Civil and Military Engineer and instructed this engineer, John Wilson, to survey the rivers of the state and report as to their navigability.⁵ With the one million dollar appropriation the following year, river improvement was underway.

By 1820, plans had been formulated, if work had not actually begun, on eight canals, two on the Saluda River, one on the Broad, one on the Congaree and four on the Catawba-Wateree.⁶ In conjunction with the work being done by North Carolina on the Catawba, the canals on that river hopefully would open it for navigation from Morganton, North Carolina, to Charleston, a distance of some three hundred miles.⁷ Complete navigation of the Catawba, then, would enable the "rich harvests of many counties [to] be exchanged in Charleston for the merchandize of that city."⁸

Though full-scale work began in 1820, Catawba navigation was not a novel idea at that time. As early as 1795, the General Assembly had ratified an act for ^{the} purpose of opening the Catawba-Wateree "by means of Dams, Canals, & Locks."⁹ This earlier work had been done by a private company and had not been successful.¹⁰ Therefore, by 1820, the state government was ready to assume the task of making the Catawba navigable.

The task of opening the Catawba-Wateree necessitated digging canals around four major falls in the river. The Wateree Canal in Kershaw District, ✓

⁵Hollis, op. cit., 30.

⁶Ibid., 35-36.

⁷Report of the Board of Public Works for 1820 in David Kohn, Internal Improvement in South Carolina, 1817-1823, (Washington, 1938), 89.

⁸Ibid.

⁹Inland Navigation Files, Catawba-Wateree River, MS, State Archives.

¹⁰Hollis, op. cit., 30n.

Check McGrady
Memorial

southernmost in the chain, would have to circumvent a fall of fifty-two and one-half feet in a distance of five miles. A little over fifteen miles up-river, the canal at Rocky Mount must overcome a one hundred and twenty-one foot fall in five miles, and at Fishing Creek, three miles north of Rocky Mount, a fall of fifty-six feet in two and one-half miles had to be overcome. Finally, the canal at Landsford, about eleven miles up-river from Fishing Creek and northernmost in the chain, would be forced to by-pass thirty-two feet of fall within a distance of two miles.¹¹

Landsford, in northeastern Chester District, had been the scene of much activity prior to the building of the canal there in 1820. It acquired its name in 1754, when one Thomas Land was granted a tract of land and built his house near the ford of the river. During the Revolution, Cornwallis had crossed the Catawba at Landsford, retreating from Charlotte to Winnsboro, and Patriot leaders Thomas Sumter and William R. Davie had engaged the British nearby in the Battle of Hanging Rock. This same William Davie retired to Landsford in 1805, constructing a residence with an adjacent mill. In fact, it was Davie's mile-long millrace that formed the core of the Landsford Canal.¹²

Notwithstanding all the activity that had occurred at Landsford, it was difficult to picture as a canal site a place where the river was dotted with "ten thousand rocks and grassy islets ... [with] ten thousand murmuring streams meander[ing] through them," a place where, at low water, cattle grazed upon the grassy islets in the river.¹³

¹¹Report of the Superintendent of Public Works for 1826 in Kohn, op. cit., 467; Robert Mills, Atlas of the State of South Carolina, (Baltimore, 1825), unpag.

¹²"Landsford Canal Area," Mimeographed leaflet of Chester County Historical Society, 1964; Interview with Mr. Fred Hanbright (Richburg, S. C.), August 1, 1969; "Landsford Canal Open after 140 Years," Southern Living IV (February, 1969), 25.

¹³Robert Mills, Statistics of South Carolina, (Charleston, 1826), 53.

A canal site it was, however, for on November 1, 1820, contractor Robert Leckie and the Board of Public Works entered upon an agreement to begin work on the Landsford Canal.¹⁴ (See Appendix B for stipulations of Landsford Contract.) The Board of Public Works could have found no better builder than Leckie. A native Scotsman, Leckie, prior to coming to Landsford, had helped construct the Bellona Arsenal in Richmond, Virginia, and was respected widely as an able contractor.¹⁵ However, constructing a canal at Landsford was to be no easy task. Like all Piedmont rivers, the Catawba was plagued by rapids, falls, and the extremes of too much or too little water. John Wilson, former Civil and Military Engineer, in his report for 1818, had recommended certain methods for constructing canals on these unpredictable Piedmont rivers. Where the current was regular and the fall in the river did not exceed seven feet in one mile, Wilson recommended sluicing near the bank of the river to enable the boatmen to haul up their craft to tow line or windlass. However, at Landsford the current was not regular and the fall was much greater than seven feet a mile. Therefore, a dam would have to be built across the river to furnish water for the canal.¹⁶

In addition to his recommendations for canaling, Wilson, in his report, stated the desired specifications for craft using the Piedmont rivers. Navigation

¹⁴Contract between Robert Leckie and Board of Public Works in Inland Navigation Files (1800-1831), Catawba River, MS, State Archives. Hereafter cited as Landsford Contract.

¹⁵Victor Gondos, Jr. (National Archives) to Mrs. Nan Weller Carson (Rock Hill Public Library), December 4, 1962, in Robert Leckie and Landsford Canal Scrapbook, Rock Hill Public Library. Hereafter cited as Leckie and Landsford Scrapbook. this source

¹⁶Report of the Civil and Military Engineer for 1818 in Kohn, op. cit., A9-A10.

on the up-country rivers wrote Wilson, "ought to be confined to boats carrying 40 to 50 bales of cotton, ... 64 feet long by 7 feet wide, with at least 18 inches draught of water at all seasons of the year."¹⁷

With Wilson's recommendations in mind, Abram Blanding, an enthusiastic member of the Board of Public Works, devised two plans for approaching the work at Landsford. The first plan entailed five actions: taking the canal out of the river at the head of the falls where the water level was four feet above that in Davie's millrace; entering the millrace after raising the water in it four feet; continuing that level of water for twenty-five chains below the mill; descending by means of a double lock to a new level; extending this new level to the river and entering it by another double lock. The second plan involved constructing a sluice to overcome the four feet of falls above the millrace and then following the same course as the first plan. The first method would necessitate forty chains more of canaling and four feet more lockage than the second, but the second would require much work in the bed of the river and a greater depth of digging below the mill. The second plan was cheaper but was unsafe and imperfect whereas "the first plan," wrote Blanding, "is perfect and is adopted."¹⁸

With the contract signed and the plan of construction formulated, the Board of Public Works advanced Leckie three thousand dollars with which to begin the work.¹⁹ During the first year, work progressed steadily. By November 27, 1821, excavation was nearly completed. In addition, two locks, both bridges and the heavy parts of the stone walls had been erected. Most of the materials had been procured for the other locks and the foundations

¹⁷Ibid., A16.

¹⁸Report of the Board of Public Works for 1820 in ibid., 56.

¹⁹Landsford Contract, loc. cit.

for these locks were being prepared.²⁰ Some of the stone used in the canal-building was obtained from blasting at the construction site.²¹ Any other granite and limestone needed probably were secured from adjacent York District since that area had considerable deposits of granite and lime.²²

Though the scarcity of labor constantly posed a problem, Leckie's Scotch-Irish emigrant workers labored long and hard and made progress throughout 1822.²³ By November 25 of that year, all of the canal had been excavated except for a distance of ten chains. All four lifting locks had been built and the stone for the guard lock had been prepared. In addition, both bridges had been constructed, the lock keeper's house had been built, and one waste wiew and three culverts had been completed.²⁴ All was going well and the Board of Public Works foresaw no difficulty in completing the work sometime in 1823.²⁵

The Board's prediction was realized, for by November, 1823, the Landsford Canal was completed. Almost two miles long (one mile seventy-six chains), the canal passed over difficult ground. Constructing it had been strenuous work as there was much rock at the site and the workmen had been forced to do a great deal of cutting. However, through the untiring efforts of Leckie and his workmen, the canal had been constructed within a three-year period. The end product included the following items: a dam; five stone locks, four

²⁰Report of the Board of Public Works for 1821 in Kohn, op. cit., 122.

²¹Landsford Contract, loc. cit.

²²Report of the Board of Public Works for 1822 in Kohn, op. cit., 150; Yorkville Encyclopedia, January 7, 1826; Interviews with Mr. Fred Hambricht, August 1 and August 23, 1969.

²³Report of the Board of Public Works for 1822 in Kohn, op. cit., 166; Interview with Mr. Fred Hambricht, August 1, 1969.

²⁴Report of the Board of Public Works for 1822 in Kohn, op. cit., 187.

²⁵Ibid., 162.

lifting and one guard; six culverts or aqueducts; two waste wiers, one of stone; two wooden bridges with stone abutments; and one stone lock keeper's house. The three years' work had entailed great costs, not only in terms of manpower but also in money. The end product cost \$122,900.13, \$32,213.50 of which had still to be provided.²⁶

Although the Landsford Canal was completed, work on it did not stop, for in August, 1824, the forebay of the second lock collapsed causing considerable damage. In October, Superintendent Blanding himself examined the damaged lock and reported that its "failure had been caused by the badness of the foundation [quicksand] and not from any imperfection of masonry."²⁷ After examining the damage, the workmen began the process of securing the foundation and rebuilding the walls. Working throughout 1825, the laborers reconstructed the faulty lock and secured the canal works against freshets in the river. With this repair work, the total cost of the canal's construction exceeded \$128,000.²⁸ (See Appendix D.)

By the end of 1825, the completed canal was in good working order. ✓ However, the time spent in construction had not been without its periods of strife and disagreement. Contractor Leckie was beset with misfortune. His wife and daughter had died as he worked on the canal.²⁹ Moreover, he had become embroiled in a controversy over payment with assistant state engineer, John Couty. Couty, Leckie's immediate supervisor, wanted Leckie to let the contract for the lock gates to Couty's brother, James, at an unrealistic fee. John Couty assured Leckie of a "liberal measurement" in return for this favor

²⁶Report of the Superintendent of Public Works for 1823 in ibid., 289.

²⁷Report of the Superintendent of Public Works for 1824 in ibid., 345.

²⁸Report of the Superintendent of Public Works for 1825 in ibid., 428.

²⁹Interview with Mr. Fred Hambright, August 1, 1969.

to his brother. Leckie, an honest man,* refused to be party to this graft knowing that the Couty brothers had engaged before in speculation and swindling. John Couty, apparently in retaliation for Leckie's refusal to become involved in this scheme, employed a combination of mismeasurements, miscalculations and omissions in his reports concerning the work at Landsford. The effect of Couty's faulty reports was to deprive Leckie of some three thousand dollars rightly due him. After learning of Couty's reports, Leckie petitioned the South Carolina legislature in November, 1826, for payment of this sum. A thorough remeasurement of the works at the canal had been made the previous year and the legislature reported against Couty but made no final disposition of the case in the 1826 session. However, sometime after 1828, Leckie did receive the sum due him.³⁰

With the repairs on the canal completed amid the Couty-Leckie affair, Landsford was ready for traffic. However, for the next few years the canal apparently was not used. The canal at Rocky Mount, farther down the river, was not yet complete thereby precluding the transportation of goods along the Catawba at that time. The fact that a lock keeper was paid a yearly salary by the public works department from 1823 to 1828 would seem to indicate that some boats used the canal.³¹ However, the lock keeper could have served also

*See Yorkville Pioneer, June 5, 1824, for appraisal of Leckie's character and ability.

³⁰Couty-Leckie controversy contained in Inland Navigation Files (1800-1831), Catawba River, MSS, State Archives; Mrs. Virginia Gray (Duke University Library) to Mrs. Nan Weller Carson (Rock Hill Public Library), January 12, 1962, in Leckie and Landsford Scrapbook. Leckie probably received \$3439.95.

³¹Petition of John Carter (December, 1831), Landsford lock keeper, to the state legislature, praying payment of salary for 1829 in Inland Navigation Files (1831-1859), Catawba River, MS, State Archives. In this petition, Carter stated his claims for payment of his salary for the period January 1 - May 15, 1829. He said that he had performed his duties during 1829 just as he had

as bank ranger and his salary perhaps was earned for his efforts in that capacity. In any event, assistant state engineer, Walter Izard, reported in 1827, that only five canals, Landsford not among them, had been used during the past year. Izard explained that the canals at Landsford and Fishing Creek could not be expected to operate until the canal at Rocky Mount had been finished.³² Furthermore, B. F. Whitner, Blanding's successor as Superintendent of Public Works, reported in 1829, that as of October 1 of that year, the Landsford Canal had yielded no income and stated, as had Izard, that it would not operate until the Rocky Mount Canal had been completed. Moreover, the lock gates at Landsford had fallen into disrepair and Whitner was compelled to let a contract for new ones.³³

The Rocky Mount Canal apparently opened in January, 1830.³⁴ With its opening, all four canals on the Catawba-Waterree were complete and ready to operate. However, these canals collected very little in tolls and it appears that they never enjoyed a substantial volume of traffic.³⁵ Though by all appearances no record of tolls collected at Landsford exists, this canal

done for the previous six years when he had been paid. To strengthen his case, Carter attached to his petition a statement by F. W. Davie, the late William R. Davie's son, in which Davie stated: "I do not think that there was less attention paid by John R. Carter to his duty as canal keeper or that there was less necessity for a keeper" from January - May, 1829. The legislature, however, claimed it had authoritative reports showing that Carter had spent much of his time in North Carolina preparing to move there during the first months of 1829. The legislature rejected Carter's claim for \$74.99 on the grounds that he "had not earned his wage."

³²Report of the Superintendent of Public Works for 1827 in Kohn, op. cit., 517.

³³Report of the Superintendent of Public Works for 1829, (Columbia, 1829), 12.

³⁴Hollis, op. cit., 36.

³⁵Ibid., 40.

doubtless witnessed some traffic, since at Fishing Creek, site of the next canal down-river, boats (though not very many) passed through between the years 1831 and 1837.³⁶ However, on the basis of available evidence, it is safe to assert that by the end of the 1830's, the Landsford Canal was no longer used. There were various reasons why Landsford and the other canals failed. As early as 1827, optimism over internal improvements began to wane. Hard times in 1828 induced the General Assembly to put a stop to the large appropriations theretofore granted for public works.³⁷ Critics pointed to the great risk involved in transporting goods by water, particularly on the unpredictable Piedmont rivers. These critics asserted that since costs of maintaining the canals outweighed the tolls collected, the canals should be abandoned.³⁸ Moreover, political considerations were steadily superseding economic matters in the 1830's. South Carolinians, having become embroiled in a controversy with the federal government, preferred to debate the validity of such doctrines as states' rights and nullification rather than to pursue a program of internal improvement.

³⁶Fishing Creek Canal Book, MS copy in South Caroliniana Library. One student of Piedmont canals, Professor Daniel W. Hollis of the University of South Carolina, has amassed considerable evidence in his pamphlet to show that all canals (Landsford included) except the one at Columbia were failures financially and were used only sparingly over a short span of years. However, another observer, Professor E. T. Crowson of Winthrop College, thinks that the canals were used for "at least 20 years", until the time of the Civil War. (The State and Columbia Record, July 18, 1965) He maintains that railroads sealed the doom of the canals and that the canal at Landsford was not abandoned until the late 1850's. (Rock Hill Evening Herald, February 13, 1969) Moreover, Professor Crowson says that the Landsford Canal was used as late as 1916 to carry a load of cotton from Belmont, N. C. to Great Falls, S. C. (Chester News, May 8, 1962) A third individual, Mr. Fred Hambricht, who has collected most of the known material on Landsford, believes that the canal was used for a short time but that it did not prove to be a financial success and was abandoned. A copy of a page from General Joseph Graham, a biography of a famous North Carolinian of the period, in Mr. Hambricht's possession, describes Landsford as "a 'seaport' town on a small scale." In any event the Springs letter, a copy of which is attached as an inclosure, was shown to this writer by Mr. Hambricht; this letter provides concrete evidence that at least one boat used the Landsford Canal.

³⁷Hollis, op. cit., 37-38.

³⁸Canden Journal, November 6, 1830.

Whatever the reasons for its decline, the Landsford Canal, by 1838, merited no further expenditure by the state.³⁹ Six years later, Superintendent of Public Works W. W. Ancrum, referring to the Lockhart Canal wrote: "I fear it will share the fate of the other canals, as it has never yet paid the expenses of keeping it in repair."⁴⁰ A few years after Ancrum filed his report, B. C. Leitner, the commissioner examining the public works, (the office itself of Superintendent of Public Works had been abolished in 1848) stated that all the canals on the Catawba-Wateree were "entirely valueless for purposes of navigation."⁴¹ Finally, in an 1867 issue of the Charleston News and Courier appeared this report concerning the Landsford Canal: "This enterprise has long since been abandoned, and the water is now only made available to turn the machinery of a few merchant flouring mills."⁴²

Notwithstanding all the planning, labor, money and hopes that had gone into the construction of the Landsford Canal, it was a failure. An undertaking that required large sums of money and then could not support itself exhausted the patience of the public. Perhaps if Landsford and the entire system of internal improvement had been successful, the course of South Carolina history would have been markedly different. Though a failure, remnants of the Landsford Canal stand today as a monument to a few high-minded, public-spirited men who strove to improve the lot of their state.

³⁹Reports and Resolutions of the General Assembly of South Carolina (1838), 118.

⁴⁰Report of the Superintendent of Public Works for 1846 in Reports and Resolutions (1846), 73.

⁴¹Report of the Commissioner Appointed to Examine the Public Works in Reports and Resolutions (1853), 136.

⁴²(Charleston) News and Courier, September 5, 1867.

Appendix A: Chronology of Landsford Canal

1. November 1, 1820: Robert Leckie contracts with Board of Public Works to build canal at Landsford.
2. November 27, 1821: Work progressing steadily. Excavation nearly complete. Two locks, both bridges and heavy parts of stone walls constructed. Materials procured for other three locks and foundations for those locks being prepared.
3. November 25, 1822: All but ten chains of excavation completed. All four lifting locks completed; stone for guard lock prepared. Lock keeper's house erected. One waste wier and three culverts completed.
4. November, 1823: Canal completed; one mile seventy-six chains long. Articles constructed: one dam, five stone locks, two wooden bridges with stone abutments, six culverts, two waste wiers (one of stone), and a stone house for the lock keeper.
5. August, 1824: Part of second lock gives way because of quicksand foundation.
6. December 20, 1825: Damaged lock rebuilt securely. Guard lock and part of canal bank adjacent to river elevated. Damages done by rises in the river repaired.
7. 1825-1830: Apparently no traffic as Rocky Mount Canal down-river not complete.
8. 1829: Decaying lock gates repaired.
9. 1831-1837: Probably some boats using canal since three other canals on Catawba-Wateree collect tolls.
10. 1838: Legislature decides to appropriate no more funds for Landsford.
11. 1846: Landsford Canal apparently abandoned.
12. 1853: Landsford Canal valueless for navigation.
13. 1867: Landsford Canal long since abandoned.
14. 1916: Boat carrying cotton from Belmont, North Carolina, to Great Falls, South Carolina, used Landsford Canal (according to Professor Crowson).

Sources: Inland Navigation Files, Catawba River, MSS, State Archives.
David Kohn, Internal Improvement in South Carolina, 1817-1823.
Daniel W. Hollis, "Costly Delusion: Inland Navigation in the South Carolina Piedmont."
Reports and Resolutions of the General Assembly of South Carolina.
Charleston News and Courier, September 5, 1867.
Chester News, May 8, 1962.

Appendix B: Landsford Canal Contract Stipulations

1. Leckie could take construction materials from land adjacent to canal provided he did not endanger the canal.
2. Before constructing roads through or erecting workmen's quarters on private property, Leckie must get owner's approval.
3. The engineer of the Board of Public Works would have the final word on "all questions relating to the due execution of the work."
4. Leckie was not to employ any workman with a previous record of misconduct while working for the state.
5. Leckie held fully accountable for the \$3000 advanced him to begin the work.
6. In construction of stone walls for abutments, culverts, bridges, waste wiers and canal banks, five dollars to be allowed for every perch of twenty-four cubic feet of stone.
7. Thirty-five cents per cubic yard to be allowed for digging canal and lock pits. The earth dug to be placed in such a manner as to complete the banks of the canal and lock pits. A margin of four feet to be left between canal and banks. The sides of the canal and the banks constructed to have a slope of eighteen inches in hard clay and two feet in softer earth.
8. In embankments in which the earth had to be moved from the place dug to the place used, fifty cents to be allowed for every cubic yard.
9. For blasting out the canal and lock pits and placing the stone in the best position to secure the banks, two dollars to be allowed for every perch of twenty-four cubic feet of stone. This blasted stone could be used in constructing the work.
10. The aisle of each lock was to be measured after being set in the wall of the lock and one dollar to be allowed for every superficial foot measuring the face only. Minimum measurements of the stone to be three feet long, one foot "in the face", and an average breadth equal to the width. Wherever the face of the stone exceeded eighteen inches and the average breadth was at least eighteen inches then the heading joints were not to be less than eight inches. One-tenth of the face of the wall to be composed of heading joints or head stones extending three feet or more into the wall as compensation for turning the corners of recesses. In cutting heelstones, three feet six inches to be allowed and added to the measurement of the aisle of each wall of the lock. The aisle to be laid in terras or roman cement and the rest of the wall in strong lime mortar.
11. The dam to be constructed "economically."
12. 'Seventy-five cents per cubic yard to be allowed for puddling.

13. Six hundred dollars to be allowed for each wodden botton; four hundred dollars for each pair of lock gates hung and completed.
14. Lock keeper's house to be of stone, at least thirty feet long by fifteen feet wide of one story ten feet high.
15. One thousand dollars per mile to be allowed for grubbing.

Source: Landsford Canal Contract in Inland Navigation Files, (1800-1831), Catawba River, MS, State Archives.

Appendix C: Physical Data on Landsford Canal
and Reasons for Its Decline

In September, 1962, the Bureau of Outdoor Recreation of the United States Department of the Interior released a set of guidelines for interpreting the Landsford Canal. The following data are the answers to some of the questions asked in those guidelines.

1. Two types of stone were used in the construction of the canal at Landsford: granite and limestone. These stones were procured from that blasted at the construction site itself or they were brought in from the surrounding area. For example, York District had considerable deposits of granite and some lime kilns were operating there. Also, stone was extracted from Mountain Island about fourteen miles down-river. Quite a large quantity of stone was used at Landsford since the construction of each lock required 1000 bushels of lime.

The minimum dimensions of the stones used in constructing the locks were three feet long by one foot wide by one foot thick. This writer has not been able to ascertain the method employed in cutting the stone that was used. However, legend has it that wet string with sand on it was used to cut the stone. It appears that derricks were used to put the stone in place.

Contractor Leckie experimented with hydraulic cement, a European type that was supposed to (and did) hold up under water. Moreover, six inches of sealing clay were laid in the bottoms to prevent water from seeping through.

Sources: David Kohn, Internal Improvement in South Carolina, 1817-1828.
Inland Navigation Files, Catawba River, MSS, State Archives.
Yorkville Encyclopedia, January 7, 1826.
The State and Columbia Record, July 18, 1965.
Interviews with Mr. Fred Hambricht, August 1 and August 23, 1969.

2. There were five locks in the Landsford Canal. The guard lock, sixteen feet wide, was located at the upper end of the canal at the point where the canal left the river. The four lifting locks were ten feet wide. Two lifting locks were constructed at about mid-point of the two-mile long canal, and the two other lifting locks were located where the canal rejoined the river. The Landsford locks were different from those of many canals being built in the United States at that time since at Landsford English-type locks were constructed. The lock gates were hung in the corners of recesses in the stone which had been hollowed to form pivots.

Sources: The State and Columbia Record Magazine, October 1, 1961.
Interviews with Mr. Fred Hambricht, August 1 and August 23, 1969.
The State, September 5, 1937.

3. The Landsford Canal was approximately twelve feet wide by twelve feet deep and was constructed (owing to the width of the lifting locks) to accommodate pole boats eight feet wide with a fifty-bale (cotton) capacity. However,

it appears that not many boats ever used the canal. Since this writer has not found any record of tolls collected at Landsford, he cannot state what volume of traffic the canal witnessed. However, from available sources, it appears that between 1831 and 1837, the canal was used by at least a few boats. Since during these years all four canals on the Catawba-Waterce were complete and in operating order (there are toll records for each canal except Landsford), it would not be unwise to assume that Landsford at that time handled some traffic. The boats that did use the Landsford Canal in all probability passed through between January and April of each year since it was during those months that the river was highest. (The toll book of the Fishing Creek Canal shows almost every entry being in the January-April period.)

The Landsford Canal may have been used after 1837, but it is doubtful that it was. At that time the state government stopped spending money for the maintenance of every canal in the Piedmont save the canal at Lockhart on the Broad River. In any event, by 1853, the Landsford Canal, like all Piedmont canals except the one at Columbia, was valueless for navigation.

There are numerous reasons for the failure of the Landsford Canal. The coming of the railroad doubtless sealed its doom, but the Piedmont canals had failed before railroad construction became widespread. Perhaps a better explanation for the failure of these canals is that they never became self-sufficient thereby exhausting the patience of an economically declining state.

Moreover, the unpredictable character of the river itself doubtless contributed to the failure of Landsford. On certain occasions freshets in the river would necessitate repairing parts of the canal while at other times the river would become so low that cattle could graze in it. A river of such characteristics did not prove conducive to long-term, full-scale navigation.

Sources: The State and Columbia Record Magazine, October 1, 1961.
Hollis, "Costly Delusion: Inland Navigation in the South
Carolina Piedmont."
Fishing Creek Canal Book.
Reports and Resolutions of the General Assembly of South Carolina.
Canden Journal, November 6, 1830.
Rock Hill Evening Herald, February 13, 1969.
Robert Mills, Statistics of South Carolina.
The State, August 18, 1962.

Appendix D: Financial Data on Landsford Canal, 1820 - 1828

Expenditures by the state government on the canal at Landsford:

<u>Year</u>	<u>Amount Expended</u>
1820	\$2,174.05
1821	20,012.58
1822	30,000.00
1823	35,800.00
1824	32,500.00
1825	3,000.00
1826	6,106.98
1827	250.00
1828	---
Total	\$129,843.61

Source: Kohn, Internal Improvement in South Carolina, 1817-1828; See attached annual accounts.

This writer has found no record of money received from the operation of the Landsford Canal.

Landsford Canal in account with The Board of Public Works.

Cr.

130

To sundry articles and tools delivered Robert Leckie, contractor,	69 05
To amount paid B. Leckie,	2,000
To 15 kegs gunpowder delivered him, 67	105
To amount paid Robert Leckie, contractor,	5,000
To do do do	5,000
To do do do	5,000
To do do do	5,000
To do do do	3,000
To 200 lb. iron delivered him	12 58
	<u>\$22,166 63</u>

Waterloo Canal in account with The Board of Public Works.

Cr.

To amount paid Nible & Crofton,	\$5,000
To do do do	5,000
To do do do	5,000
To do do do	5,000
To do do A. B. Jones,	713 20
	<u>\$20,713 20</u>

By A. B. Jones, for land given up for the Canal, 7 acres, 15 rods, 2 perches, at \$100 per acre.

\$713 20

of road were constructed, and the materials for the bridge procured, but the causey was not constructed; at Beaver creek, the causey and bridge were finished, but this work became useless, in consequence of a change in the road, to obtain better ground and a shorter line; at Haugabook swamp the causey and bridges had been erected, and about two miles of road finished, including the Congaree creek bridge: But this causey was found, by the freshes of 1824, to be too low by four feet, and the Congaree creek bridge had failed. There was therefore left for me to construct, more than 100 miles of road, and all the causeys and bridges between the Columbia bridge and Charleston, except those at Goose creek and Wassamassaw, and a part of the work at Haugabook.

With the appropriations made for this work, and the tolls received on the road, the whole of it has been contracted for, down to the six-mile house, excepting two miles, as is more fully stated in my Report for this year. It is proper to state here, that in January, 1823, when I took charge of the State road, there was a balance of debt standing against the work already done on it, amounting to \$8,039 05, which I had to pay and which ought not to be charged to the work performed under my direction.

CLASS II.

Expenditures on Canals, between 1st of January, 1819, and 1st of January, 1823, under the Board of Public Works.

CANALS.	1819.	1820.	1821.	1822.	Total on each work.
Dreht's on Saluda,		12,513 13	58,956 58	20,664 50	78,139 23
Saluda canal,	39,953 99	62,557 14	26,547 18	8,299 19	137,357 50
Columbia canal,		36,079 73	55,063 21	63,030 39	154,173 33
Broad river canal,		11,224 68	20,123 57	30,455 50	61,803 75
Landsford canal,		2,174 05	20,012 53	30,655 00	52,839 58
Catawba canal,		12,942 82	34,420 54	34,333 60	81,696 96
Wateree canal,			20,713 26	28,500 63	49,213 89
Provisions supplied for Catawba & Landsford canals, &c.		2,000 00	1,500 00		3,500 00
Tools for various works, & charged to contractors.		6,371 68			6,371 68
Total of each year,	39,953 99	165,863 29	217,836 96	218,826 23	
Whole expenditure to 1st of January, 1823,					\$641,935 43

The two last items of the above are not arranged under the particular works to which they should be assigned. The reason of this is,

[DR.]
1622

1923						
Feb'y 1	To	do	do	do	.	5 000
March 18	To	do	do	do	.	7 500
						<u>\$ 17,500</u>

1822	Dec. 28	By Robert Leckie for work done on the Landsford canal,	5,000
1823	Feb'y 1	By do do do .	5,623
	March 18	By do do .	7,500
			\$ 17,500

	By credits in first quarter,	17,500
April 29	By Robert Leekie for work done on canal and locks,	7,500
June 16	By do do do	5,000
	Credits given in first and second quarters,	\$30,000
Aug. 12	By Robert Leekie for work done on the canal and locks,	1,800
	Work credited in 1st, 2d, and 3d quarters,	\$31,800
	By credits in 1st, 2d, and 3d quarters,	31,800
	By Wm. F. Davis for the damages done him in stopping his grist, merchant, and saw mills 7 1-2 months when the works were passing them,	500
	By R. Leekie for work done on the canal and lock,	4,000
		\$35,800

loss sustained by this accident. The amount of this expense cannot now be stated, but as the work will be finished before the close of the session, I shall be able to report it before legislature adjourns. Of thirty-five locks which have been constructed and put in operation since I have been engaged in the public works of the State, this is the only foundation which has proved defective.

When I settled with Mr. Leckie for the work on this canal, I retained in the treasury a balance due him of \$2413 50, as a security for any defect in the execution of it. I took this precaution not from any apprehension of existing defects, but in pursuance of a rule I had adopted with all the contractors, of requiring security till their works could be properly tried. When I examined the lock that failed, I discovered nothing to induce me to believe that it was owing to any imperfection in the workmanship, but because the difficulties of the ground required a different foundation from the one originally adopted.

The report of the commissioners of this canal is herewith presented. The subjoined account shews the expenditures on this work during my superintendency.

Landsford Canal, in account with the Superintendent of Public Works:

1823.			1823.		
	To debits, reported to the last legislature and vouched,	\$ 35,800		By credits reported to the last legislature,	\$ 35,800
Nov. 21.	To order on comptroller general in favor of R. Leckie,	2,500		By balance found due R. Leckie, on this work,	34,913 50
1824.					
Jan. 21.	To do. do.	30,000			
	To balance due R. Leckie, and retained as security,	2,413 50			
		\$70,713 50			\$70,713 50

BROAD RIVER OR LOCKHART'S CANAL.

This canal, was finished early this year, but has not been received. The commissioners appointed on it, have not taken it under their charge. Having confidence that there was no imperfection in the work, unless it should be found in the two upper locks, I made a settlement for the work and paid the contractors all but \$3731 49, reserving that sum till the work should be fully tested. I have not been able to examine it this autumn, so that the work has not been received. I understand that the September fresh, was completely excluded from this canal, by the protection afforded by the Guard lock, so that it received no other injury, than that the gates of the two lower locks, which were entirely under water, floated from their fastenings. Doors have been given to replace and secure them against similar accidents.

The subjoined account shews the expenditures on this work during my superintendency.

By balance in hands of Superintendent of Public Works,

38 00

 \$5,500 00

A. No. 7.

North Edisto River in account with the Superintendent of Public Works.

1826.

May 17. To order on Comptroller-general in favor of D. W. Pearson, 1,400 00

CR.

By advance on the contract of D. W. Pearson, for clearing this river from Main Edisto to Orangeburgh, 1,400 00

A. No. 8.

Catawba and Wateree Navigation Accounts.

Landsford Canal in account with the Superintendent of Public Works.

1825.

Dec. 27. To order on Comptroller-general in favor of Robert Leckie, 2,751 38

To do. do. do. 3,555 60

 6,106 98

By balance due Robert Leckie on contract for constructing this canal, 2,751 38

By balance due Robert Leckie, for repairing locks, &c. 3,555 60

 6,106 98

Catawba Canal in account with the Superintendent of Public Works.

1825.

Jan. 5. To order on the Comptroller-general in favor of Charles McCulloch, 1,780 00

1826.

Jan. 18. To do. do. do. 935 30

CLASS II.

Expenditure on Canals from the 1st of January, 1823, to the 1st of October, 1828, under the Superintendent of Public Works.

CANALS.	1823.	1824.	1825.	1826.	1827.	1828.	Total on each work.
Saluda canal,			607 50	2,140 00	810 46	500 00	4,057 96
Columbia canal,	39,801 64	10,666 96	392 50		4,891 28		55,152 38
Broad River Canal,	37,300 00	8,277 09	3,546 43				49,123 45
Landsford Canal,	35,900 00	52,500 00	3,600 00	6,105 98	250 00		77,655 98
Catawba Canal,	33,100 00	33,421 51	1,785 00	2,715 39	697 00		82,718 81
Upper section of Wateree Canal,	10,365 50	3,566 41	1,000 00	1,016 16	1,000 00		22,948 07
Lower section of do.		16,800 00	30,200 00	29,985 50	10,730 00		87,695 50
Rocky Mount Canal, 1st section,		10,000 00	20,000 00	6,000 45			36,000 45
Do. 2d and 3d do.				7,600 00	25,409 63		33,009 63
Do. 4th and 5th do.					10,000 00	50,532 93	60,532 93
Lorick's Canal,		1,000 00	1,163 84				2,163 84
Stono Canal, at Elliott's Cut,				500 00		12,208 00	12,708 00
Total of each year.	166,766 14	122,301 88	63,695 29	55,522 39	54,948 42	63,260 93	

Whole expenditure on Canals from the 1st of January, 1823, to the 1st of October, 1828, . . . \$526,396 10

All the above Canals have been finished, excepting the 4th and 5th sections of the Rocky Mount, and the Stono Canals. The state of the funds for these works are as follows:

Balance of appropriation for Rocky Mount,	14,450 34
Amount required to be appropriated,	59,000 00
	\$70,450 34
Balance of appropriation on Stono Canal,	792 00
Amount required to be appropriated,	6,000 00
	\$6,792 00
	\$77,242 34

From the above statements, it results, that the whole works on the Rocky Mount Canal will cost \$202,000, and that the Stono Canal will cost \$19,000

Bibliographical Essay

Although some scholarly work has been done in the study of internal improvement in South Carolina, this field remains open for research and analysis. Materials on Landsford itself are scarce, making it extremely difficult to set forth a definitive interpretation of this remnant of another time. The following bibliography is a complete listing of sources consulted by this writer in his research of the Landsford Canal.

A. G. Smith, Jr., in his Economic Readjustment of an Old Cotton State: South Carolina, 1820-1860 (Columbia, 1958), devotes one chapter to internal improvement. Familiarity with Professor Smith's work is essential to acquiring background information on the canal-building era in South Carolina. Another work containing the historical background of South Carolina canals is Carl Epting's "Inland Navigation in South Carolina and Traffic on the Columbia Canal" (Proceedings of the South Carolina Historical Association, 1936). A third work giving an overall view of navigation on the up-country rivers is Professor Daniel W. Hollis' thoroughly-research pamphlet, "Costly Delusion: Inland Navigation in the South Carolina Piedmont" (Proceedings of the South Carolina Historical Association, 1968).

The standard reference for any work on South Carolina canals is David Kohn's Internal Improvement in South Carolina, 1817-1828 (Washington, 1938). In this volume Kohn reproduces the annual reports of the Civil and Military Engineer, the Board of Public Works, and the Superintendent of Public Works for the years in which canal-building was at its peak. Kohn's work ends with the report of the Superintendent of Public Works for 1828, but the Report of the Superintendent of Public Works for 1829 (Columbia, 1829) still exists and contains some information on Landsford. The superintendent's reports for the

years 1830 to 1846 apparently have not been preserved as this writer after persistent searching could not locate them. Data relating to canals during these years are contained in the Acts, Reports and Resolutions of the General Assembly (various titles and publishers). Beginning in 1846 and until the office itself of Superintendent of Public Works was abolished two years later, the superintendent's reports are in the Reports and Resolutions. The Superintendent of Public Works was replaced by a Commissioner Appointed to Examine the Public Works whose report also appears in Reports and Resolutions though after 1853 no further mention is made of canals.

Source material on the Landsford Canal is located also in the Inland Navigation Files, Catawba River, MSS, State Archives. These papers include the canal contract, materials relating to the Couty-Leckie dispute, and lock keeper John Carter's petition. Another manuscript source is the Fishing Creek Canal Book, a xerox copy of which is housed in the South Caroliniana Library.

Works published during the canal era itself render some information on Landsford. Robert Mills' Atlas of the State of South Carolina (Baltimore, 1825) provides a detailed map of Chester District in which Landsford is located. Another work by Mills, Statistics of South Carolina (Charleston, 1826), contains the author's first-hand description of the Landsford area. William Graham's General Joseph Graham (1854?) indicates that there was considerable activity at Landsford. However, an article in the July, 1821, issue of The North American Review entitled "Internal Improvements in South Carolina" makes no mention of the work being done at Landsford at that time.

The paucity of articles in old newspapers relating to canals substantiates the belief that Landsford et. al. were certainly not successful undertakings. In all the newspapers consulted -- The Yorkville Pioneer (1823-1824),

Yorkville Encyclopedia (1825-1826), Camden and Lancaster Beacon (1830-1831) and the Camden Journal (1830-1831) -- only one article, and that one criticizing the canals, was found. A later report in the Charleston News and Courier (September 5, 1867) referred to the long-time abandonment of the Landsford Canal.

Modern newspapers and magazines contain more material on Landsford than do their older counterparts. However, one must approach these sources with skepticism since many are primarily promotional articles and contain certain over-statements and errors in fact. For example, almost all modern articles on Landsford state that Robert Mills designed that canal. Since Mills was state architect and engineer from 1820 to 1826, there is a strong possibility that he did design the Landsford Canal. However, this writer has found no documentation to substantiate this assertion. By examining these articles with a critical eye, however, one can acquire some information pertaining to Landsford. The following listing includes those periodicals consulted by this writer: The State (September 5, 1937; August 18, 1962; March 31, 1966; June 15, 1969), The State and Columbia Record (October 1, 1961; July 18, 1965), Chester News (May 8, 1962), Rock Hill Evening Herald (February 13, 1969; March 6, 1969), Southern Living, IV (February, 1969), 25.

Thanks largely to the efforts of Mr. Fred Hambright of Richburg, South Carolina, who has gathered material on Landsford for many years, and to librarian, Mrs. Nan Weller Carson, the Rock Hill Public Library has as extensive a collection as possible of materials relating to the Landsford Canal. A scrapbook on Robert Leckie and a collection of newspaper articles proved quite helpful in researching Landsford. Mr. Hambright himself spoke with this writer on two occasions and gave him much information on the history of the area and canal at Landsford.

Biographies, diaries and papers of men prominent in the field of internal improvement proved of very little assistance in gathering data on Landsford. The papers of Robert Leckie are housed at the Duke University Library. According to a librarian at that institution there are two manuscripts relating to Landsford, these manuscripts pertaining to the Couty-Leckie controversy.¹ Copies of both these papers are in the Rock Hill Public Library and the South Carolina State Archives. The diaries and sketches of Robert Mills are in the Tulane University Library; however, they contain no mention of the Landsford Canal.² Charles Wilson's biography of Mills entitled Robert Mills: Architect (Columbia, 1919) and Bess Glenn and A. S. Salley's Some Letters of Robert Mills (Columbia, 1938) were of no assistance. J. G. R. Hamilton's William Richardson Davie: A Memoir (Chapel Hill, 1907) and Blackwell P. Robinson's William R. Davie (Chapel Hill, 1957) contain little information on Davie's efforts in behalf of internal improvement. Of course, Davie, who donated the land through which the Landsford was cut, died in 1820, just as construction of the canal was beginning. There is a biography of another South Carolinian who was an internal improvement enthusiast, at least in the early stages of the program. However, J. Fred Rippey's Joel R. Poinsett: Versatile American (Durham, 1935) is concerned primarily with Poinsett's career in national politics. Apparently, no Blanding papers exist. Abram Blanding, who directed the program of internal improvement during the period of greatest activity, 1823-1828, was without doubt the program's greatest advocate. It is indeed unfortunate that Blanding's papers have not been preserved. Moreover, it is disappointing to the researcher that there is such a scarcity of source material relating to the Landsford Canal.

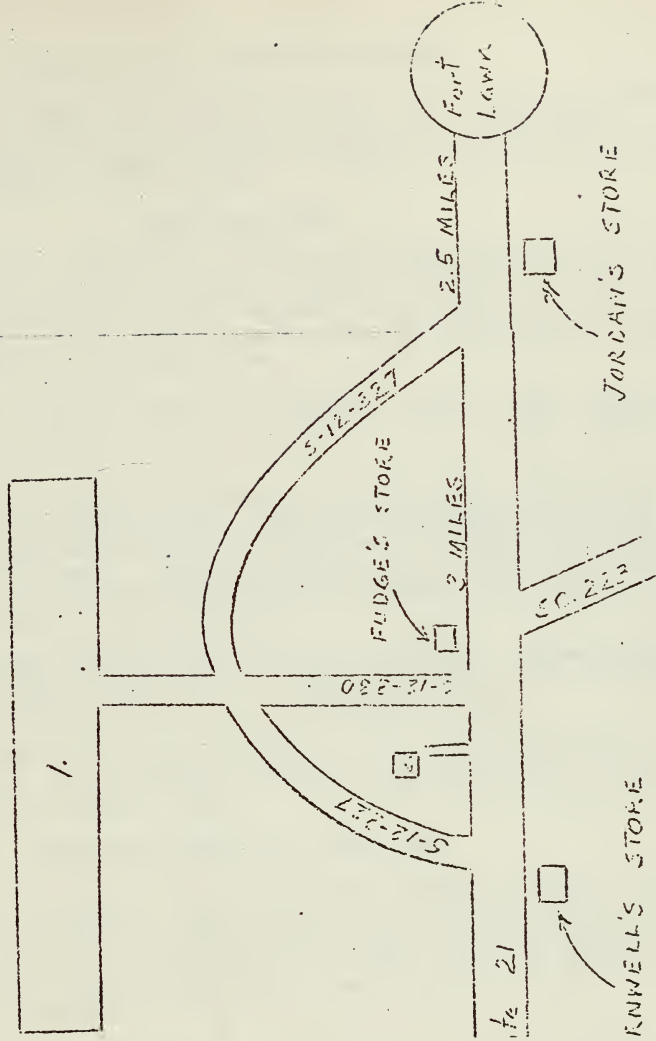
¹Mrs. Virginia Gray (MS Division, Duke University Library) to Mrs. Nan Weller Carson (Rock Hill Public Library), January 12, 1962.

²Mrs. Connie Griffith (Tulane University Library) to Mrs. Carson, February 23, 1962.

List of Inclosures

1. Mimeographed leaflets of the Chester County Historical Society, (May, 1964).
2. Leckie's petition to the South Carolina legislature, (November, 1826).
3. Leckie's letter to South Carolina legislator, William Smith, (1826?).
4. Letter of John Springs to Leroy Springs, (March, 1831).

COUNTY HISTORICAL SOCIETY TOUR
 NUSFORD CANAL AREA
 MONDAY, MAY 17, 1964



Sewing Only)

Chester County Historical Museum

The Chester County Historical Museum, housed in the basement of the Courthouse will serve as headquarters for the tour. An exhibit, "Cultures of Other Countries", is now on display in the Museum. Miss Louise Knox is Curator of the Museum.

The Davie Home

The Davie Home in the Landsford section of Chester County sits in grandeur at the end of a narrow, winding, unpaved road about 2 miles off Highway 21. This one-time home of Colonel William Richardson Davie, known as the second Tivoli, still bears marks of the luxurious plantation life that once was enjoyed there.

The exact age of the Davie home is now known, however, some years ago when the house was covered, a brick was found with the date "1828" plainly stamped on it.

The weathered frame house is different in some respects from other century-old homes of this section. The porch surrounds the house on three sides and the wide stairway ascends from a room at the side and not from the main hallway. Its ten rooms have very high ceilings, wide board floors, hand carved metallic door knobs, heavy doors, and simple but attractively carved mantels.

In the yard is a large granite block once used by the ladies and guests to mount their horses and carriages. The roots of an oak tree have entwined around the stone making it an interesting sight.

At present the house is not occupied but is the property of Mr. and Mrs. James Garrison, who reside in a home in the yard. This house is to be viewed from the outside only.

The Lands' Ford Canal and Locks

The Lands' Ford Canal and Locks, designed by America's first native born architect and engineer, Robert Mills, lie in Chester County on the Catawba River about 5 miles north of Fort Lawn, 12 miles southeast of Rock Hill, and 2 miles east of Cornwells' Store off U. S. Route 21. It suggests a way of transportation 141 years ago and stands as a monument to early progress.

The canal and locks were a part of a system of canals (Catawba-Wateree-Santee-Cooper) to make the Santee waterway in South Carolina a navigable route from the mountains to the coast.

In 1818, South Carolina appropriated one million dollars for the canals and locks and facilities. A five member Board of Public Works was set up in 1819 to direct and build the system. Joel Poinsett was made superintendent, Robert Mills chief engineer, and Abraham Blanding and William R. Davie were members of the board. As a part of the system, there were four principal falls along the Catawba River around which canals had to be built - the falls of Wateree Canal, Rocky Mount, Catawba, and Lands' Ford.

The Lands' Ford Canal, the most northerly of the series, located in Chester County, was built between 1820 and 1823 by Robert Leckie, a

stone contractor, who was a native of Scotland. A mastery of planning and workmanship went into the construction of this project. The canal contains one guard lock, dam, four lifting locks, two abutments, and six culverts. The keystone on the arched bridge over the locks gives the name "Robert Leckie, Contractor, 1823". This was the date Leckie reported the canal completed. The canal building activity lasted through the 1820's and 1830's. By the early fifties, railroads replaced the canals and spelled the end of the canal era. ?

Standing near the canal are the ruins of the canal keeper's house and a place for overnight travelers. Today, it is little more than a heap of stones. The total cost of construction of the canal and lock keeper's house was \$122,000.13½. ?

We find much historical interest at Landsford. Records date back to 1754 when a tract of land was granted to Thomas Land. There was much activity here during the Revolutionary War, centered around the forces of General Sumter and General Davie. It was here where Cornwallis crossed the Catawba in retreat from Charlotte to Winnsboro. It was here in 1805 where General William Richardson Davie, Governor of North Carolina, founder of the University of North Carolina, and Minister to France, came to spend his last days. It was here in 1823 where Robert Mills, an architect and engineer of vision far beyond his time, designed the Canal. ? This is a part of the story of Landsford we hope to bring alive on the Tour of May 17.

The 58 acre canal area has been leased to the Chester County Historical Commission by the Duke Power Company.

For restoring and developing this project, a grant of \$3500 has been made by the Federal Government and matched by the Chester County Delegation, making a total of \$7000.

to the Honorable the Speaker and members of the House of
Representatives of the State of South Carolina --- [ca. Nov., 1826]

The Petition of Robert Leckie respectfully sheweth ---
That on the 1st November 1820 your petitioner entered into a
contract with the Board of Public works to cut a canal around the
falls at Landsford, and to build the necessary locks, bridges &
culverts etc according to plans to be furnished by the Board; the
work to be paid for by measurement. That your petitioner per-
formed his contract, and the work was measured by Mr. Couty the
engineer and agent of the State and payment has been made to your
petitioner by that measurement. Your petitioner further sheweth
that since the original measurement ~~by Mr. Couty~~ it has been dis-
covered that several omissions of work done by your petitioner,
and several errors in the mode of calculation were made by Mr. Couty,
by means of which your petitioner received less by several thousand
dollars than he was actually entitled to; and the prayer of your
petitioner now is to be relieved against these errors and omissions.

Your petitioner further sheweth that in December 1823
an arrangement was made between your petitioner and the State, which
may be supposed to interfere with the present application; your
petitioner therefore will proceed to state the facts of that trans-
action by which it will be clearly seen that it ought not to have
any bearing upon the application now submitted to the justice of
the Legislature.

That in the Fall of 1822 a measurement was made by Mr. County of the Landsford canal ~~by~~ then nearly finished, ~~by the~~, to enable Col. Blanding to estimate the amount due on said contract; that your petitioner was but once present during the whole measurement, being sick ^{with} a bilious fever, and obtained his first knowledge of the result by the report of the Board of public works made to the Legislature in December 1822, nor was your petitioner then apprized of the details of the measurement. That by December 1823 your petitioner found that no allowance had been made to him by Mr. County for the following items of work to wit

Grubbing of which considerable work was done, and which by the contract is to be paid for at \$1000 per mile

Superintendence and tools etc found for the hands while going over that part of the mill race which lies between the mill and the pond, which in consequence of the Engineer's orders had not been thoroughly done at first.

Also clearing out the rocks from the river above the guard lock.

Fishing clean washed sand out of the creeks for which an extra allowance was promised by Mr. County.

Pumping water out of the river lock untill the masonry was at the level of the water in the river, and above it, for which Mr. County had promised an extra allowance.

Your petitioner further sheweth that by reference to the last clause of Appendix No. 2 of the Superintendant's report to the

Legislature in December 1823 it will be seen that in a settlement with your petitioner for the Landsford canal the Superintendent rejected an item of \$2748.65 upon the ground that your petitioner had deviated from his instructions, by which the expense of the work had been encreased.

Your petitioner pressed upon the Legislature the payment of this sum upon the ground, that after he had, in pursuance of his instructions as he understood them, constructed the stone wall across the forebay of Mr. Davies' mill with lime mortar so far as to have finished one third of the wall, and culvert, and had collected on the spot all the lime and sand necessary to complete it, he received an order from Mr. Couty to build a dry stone wall. With this order your petitioner could not comply under the circumstances; and upon representing this state of facts to the Committee, and agreeing to give up all claim for further compensation on account of credits admitted, as before stated, the Legislature by resolution passed Dec. 17, 1823 ordered that amount to be paid to your petition "As additional compensation for masonry laid in mortar" vid. Resolution of 1823 page 110. Your petitioner respectfully sheweth that at this period, he had not seen the details of the measurement made by Mr. Couty, who had not furnished your petitioner with them, although directed by Col. Blanding so to do. Neither was your petitioner aware of the important omissions of credit for work done, or the erroneous principles of calculation adopted by Mr. Couty. These were only brought to light by the facts which your petitioner will now proceed to state.

On the 31 August 1824 your petitioner met the superintendant Col: Blanding by appointment at Mr. Couty's house at Rocky Mount. Here Colonel Blanding opened a box belonging to Mr. Couty and found half the details of the measurement, that is to say, reaching down to the mill. Here your petitioner discovered that erroneous principles of calculation had been adopted by Mr. Couty in some instances, and in others that parts of the work were wholly omitted. Among several scraps of measurement a paper was found in which the walls at the mill were carried out correctly, but sometime after Mr. Izard gave to your petitioner the other half of the measurement, and in this the same walls were carried out wrong. Your petitioner was not present at ^t the measurement of these walls.

Finding by the half of the measurements which your petitioner thus got possession of in 1826 that great injustice had been done him, your petitioner got a resolution passed by the Legislature in December 1824 -- / vid Resolutions page 127 / directing the Landsford Canal to be remeasured and the result to be laid before the Legislature. Before however the remeasurement was made the Superintendent of public works gave (to your petitioner the certificate marked A which your petitioner has ready to produce, stating the balance at that time due to your petitioner by the State on account of the Landsford Canal, but stating that the said balance was subject to be varied in case error was discovered in any measurement or calculation on the examination to be made in pursuance of the resolution passed by the Legislature; and fixing the date from which interest should be allowed.

Your petitioner further sheweth that on the 6 June 1825 the Superintendent in the presence of your petitioner commenced a laborious re-measurement of the work, which was continued untill the 11th June when your petitioner and Col. Blanding left it, partly in consequence of the indisposition of the Superintendent, the great heat of the weather and the labor of the work. The whole canal, locks etc were not measured, but only such parts of the work as could be most easily got at. That on the 11th June 1825 Col. Blanding gave to your petitioner the paper marked B, which your petitioner has^s ready to produce, exhibiting the amount of omissions and miscalculations discovered by this remeasurement, amounting to \$3595.56, and shewing that the amount of over measurements in favor of your petitioner made by Mr. Couty was \$355.61. Leaving ~~for~~ a balance disclosed by this re-measurement of \$3239.95 of work for which your petitioner has never been paid.

In December 1825 this subject ~~was~~ came before the Committee, but it was brought forward at a late ~~a~~ period of the session, and the superintendant having suggested that difficulties would arise in consequence of the arrangement of 1823, the subject was not fully investigated ---- and no final step was taken in relation to it.

Your petitioner further respectfully shews that on the 23rd of December 1825 after the rising of the Legislature the Superintendant gave to your petitioner the paper marked C which your petitioner has ready to produce, stating that in the opinion of the Superintendant your petitioner was not entitled to any allowance for omissions and miscalculations of which your petitioner was aware

at the time the arrangement of December 1823 was made, but that a different construction might be put upon those omissions etc of which he was not then aware. That of this character the Superintendent believed to be certain omissions and miscalculations by Mr. Couty set forth in said paper A amounting to the sum of \$1222.62. From this amount however the Superintendent thought ought to be deducted the sum of \$355.61 being the amount of over measurement given by Mr. Couty, a question which your petitioner respectfully submits to the justice & liberality of your honorable body. The Superintendent further suggests that the other sums stated in the report of re-measurements are objectionable either on account of their being known to your petitioner at the time of his petition, or on account of the work being done without or contrary to the order of the Engineer, as Mr. Couty avers: But that the claim for blasting from the lower lock pit of the upper chain is subject to neither of these objections. The Superintendent however suggests that here a difficulty arises from the circumstance that Mr. Couty states the quantity to be different from what is alledged by the workmen; that he the Superintendent could not measure it and is not disposed to decide who is right. In the account rendered by Mr. Couty the Engineer in 1823, by which your petitioner's accounts were settled no allowance was made for this blasting; but in December 1824 Mr. Couty rendered a further account by which the blasting is fixed at 110 perches. Your petitioner now respectfully submits the affidavits of the workmen employed on this work by which it will appear that he ought to have been allowed for 507 perches at \$2 = \$1015. Deduct 435 cubic yards paid as digging @ 35 cents = \$152.25, and \$200 allowed by Mr. Couty

in 1824 and the amount for which your petitioner has not been paid, and is now entitled to receive is \$662.75 for said blasting. Your petitioner respectfully submits that these workmen were decent men, who had a full opportunity of knowing what was done, and could have no bias for or against him. That some of them have been in the employment of other respectable gentlemen in that quarter of the country, which enables him to submit certificates as to their character.

Your petitioner coincides in the view taken by the Superintendent that all those errors of calculation and omissions of credit for work done of which your petitioner was apprized at the period of the ~~arran~~ arrangement of Dec. 1823 ought to be considered as included in that settlement, but your petitioner respectfully submits that as the details of the measurement and calculation were kept from him by Mr. Couty (contrary to the orders of the Superintendent) untill a period long subsequent to December 1823, he could not be, and was not at that time aware of the omissions, errors, and miscalculations against which he now asks to be relieved. Your petitioner cannot conceive how that settlement can with any propriety be made to embrace matters not within the knowledge or contemplation of your petitioner, or the Superintendent or your Honorable body.

Your petitioner begs leave to add, that part of this work for which no allowance was made to him because Mr. Couty alledged that it was done without orders, was in fact executed under the eyes of Mr. Couty, who was repeatedly present and made no objection to it; and that the walls of the culverts to which the same objection was

made are in the opinion of the Superintendant constructed as they ought to have been. Your petition^{er} respectfully prays that the sum of \$3439.95 with interest from December 1823 may be ordered to be paid to him, that being the amount which the re-measurement of the Landsford Canal, made by order of the Legislature, has disclosed to be due to him -- and your Petitioner will ever pray etc

Robert Leckie
by his agent

W. F. Déssaussure

Petition of

Robert Leckie

Rough Draft

(Nov. 19, 1824)

William Smith Esquire

Sir

Being desired by you to state what I know respecting John Couty in his official capacity as Engineer of the State of South Carolina, and in compliance with your request have to state the following facts ----X The foundation of the Lock at the stone bridge was solid rock, and said John Couty caused me to blast Out between three and three feet six inches of said rock and substitute its place puddle (Brick mortar) and build the heavy masonry on ; and the walls of said Lock settled a considerably/little as ought been expected; said Couty justified this unusual mode of making a foundation by asserting that it was the practice everywhere build on puddle; I protested against this sort of foundation but was compelled to comply X see papers accompanying this letter marked s. 1 and three and as to the propriety of building on puddle, see the letter of Hamilton Fulton Esqr. civil Engineer for the state of Carolina marked No. 2. That while employed in digging out the foundations of the locks next the river there was a considerable quantity of clay in said foundations, and Couty and William Niel being present, I told them that if they approved of said clay that I would take it to one side for puddle ~~of~~; but they refused to give their opinion although in the service of the state, and acting as superintendants; and on asking Mr. Couty why he would not give me his opinion, he replied that both himself and W. Niel were determined not to give the contractors any information whatever either respecting materials, or Workmanship, but were determined to let them (the

contractors) go on their own way, and if the work did not suit their taste to refuse to receive it; and compel the contractors to pull down and rebuild it, subject still to be taken down again. I demonstrated against this mode of superintending the public works, and expressed my opinion of its injustice to the contractors; inasmuch as they were bound to go by "such instructions as they should from time to time receive from the Engineer" (these are the words of the contracts) on making the preceeding observation Couty said that Rannie the celebrated Engineer never told the contractors anything neither should he; and that himself and William Niel had fully made up their minds on that subject, not to communicate anything to the contractors nor to any one else, because if they did, the contractors ~~contractors~~ and others would soon know as much as themselves did, and "then as was the practice in America they would be turned adrift and their services no longer wanted" and during another conversation with Couty he made use of the following words as near as I can remember " That America was no place for a civil Engineer to make his fortune in, for there; they had nothing but their salaries, but the case was quite different in Britan, for there the civil Engineer had not only the estimates of the expence to make, but also the contracts, and went partners with the contractors" and have heard Couty say that he did not care a Dxxn how the public works in South Carolina went I have repeatedly warned him against using such language as he frequently did both against the works, and the country which patronized him so liberally: and as to his professional talents I consider him very difficient excepting as regards Levelling and drawing, and have already given one instance

and X/ the Lock now repairing is another instance of want of capacity, indeed it is the only part of Landsford canal that required the services of an Engineer Levelling excepted. I proposed the very remedy we are now adopting viz Sheet piling to prevent as much as possible the copious springs under the foundation from Washing out the quick sand; on the first day after that the water was let into the canal, I proposed to John Couty in presance of Col: Blanding to Sheet pileing across the front of the lock 12 feet deep to prevent the water in the canal from communicateing with the springs in the foundation and have no doubt had this been done the accident might have been prevented: ~~Another instance~~: In carrying the canal along that side of the mill race of F. William Davie Esqr., between his mills, ~~at the large pond above the mills~~ with the exception of a small space near the mills) ^{Couty} ~~Couty~~ ordered me to begin the puddle bed on the top of the old bank of the mill race, knowing as I did, that the bank then leaked badly; concluded that, at the head of water was carried 4 feet & a half (which is the height of the water line of the canal, above the surface of the water in the former race) that it must leak worse, I objected to do it unless it was puddled to the solid ground, through the roots & old bank but ^{Couty} ~~Couty~~ ordered me in the most abusive manner, and with much violent language to follow implicitly his instructions, which of course I had to comply with; and when the canal was finished and water let in, it was just as I apprehended; the water came through the bank in large quantities and I had to employ hands (my workmen nearly all gone) and rip up the bank to the solid primitive and in someplaces to the depth of 17 feet and carry up a puddle

37

bank, and rebuild the rest of the bank again; this cost the state at least \$1,500, most part or nearly all of which might been saved, had the work been done at first X see document marked No. 3, I pointed out to yourself a specimen of his ^{Economy?} occonomy in the construction of the culvert at the mill: and from the following facts, I do not believe him to be an honest man ---- In the months of June or July 1821, John Couty and his Brother James who is a carpenter by trade waited on me at Landsford, to obtain a contract for making the Lock Gates, and as I had considerable lumber provided for the Gates I told James Couty that he might have them if he gave me 20 percent off my contract price, this he declined and the negotiation was broken off, I requested them to stay dinner, which they did, and during dinner, the subject of the Lock Gates was resumed; and John Couty then acting as Engineer for the state of South Carolina said, Give my brother his own price for the Lock Gates and I Will make it up to you in the measurement of the work". This I refused, and had that afternoon made up my mind to go to Columbia and report what he had said to the then board of Public works, but concluded first to go and consult my friend Hyder Ali Davie Esqr., and on stating to him what Couty had said and my intentions of reporting him to the board; A Davie dissuaded me, alledgeing that the public works had already enough of enemies, and that a development of this kind might be made handle of, to suspend them altogether, see copy of his certificate and he authorises me to say, that if necessary he will go to Columbia and make oath to the facts therein stated,) Marked No. 4 (the original of which is in the possession of Col: Blanding) -----

John Couty has told Mr. Charles McCulloch contractor for the works now going on, at Rocky mount, in speaking of the Columbia canal that, "but for his (Couty's) Liberal measurement to William McKenzie contractor for the upper end of the Columbia canal & the Bull sluice lock, that said McKenzie could not have come out, but must been a Bankrupt; and since McKenzie's death it has been found out by Mr. Adam Edgart, that James Couty was a partner in said contract, as far as the wooden part was concerned; hence the Liberal measurement may be accounted for ----- another circumstance may not be undeserveing of notice, is that the said contractor for the works at Locketts (note at bottom of original page: administrator on McKenzie's estate - James_/ shoals on broad river, a large contract at the Wateree canal (formerly begun by the late Mr. Patton) and said Clarke gave James Couty according to common report a present, variously stated from three to four thousand dollars; and took the whole job at the Wateree to himself. This may be all right; but from facts already known, an enquiry very naturally arises; whether or not, this very handsome present from Mr. Clarke contractor for the Wateree canal; James Couty Brother to the state engineer; has not been made up a Liberal measurement of the works at Locketts Shoals; or by a liberal ~~assessment~~ Estimate of the value of the new contract at the Wateree ----- You are at liberty Sir to make what use of this letter you please; I remain Sir

William Smith Esqr
)
)
Legislature of S. Carolina)

with great respect
and Esteem
Your obedient
humble servant
Robert Leckie

Yorkville S. Carolina 31 Mar 1832

Dr Leroy

This will introduce to your acquaintance
Mr Benjamin Chambers Jr of this place. who goes on a
visit to your City for the purpose of purchasing goods
any civilities received towards him. I have no doubt will
be properly appreciated. I need not say to you I presume
that his Father is considered a Merchant of undoubted
standing. he will be accompanied by Doctor M. A. Moore
whom I understand are the only merchants of this
place that are expected to go on this Spring proba-
bly more will go on this Fall. twelve days ago ^{back}
Austen & myself took water at The Old Nation Ford with
46 Bales Cotton. and in five Days landed it safe in
Cannelin & sold it for 10 Cents. & the Boat on its return
is bringing two pair Mill stones for a Mill Mr B White
and myself are now engaged in erecting at the Ford
this is Court Week at this place -

The Family are in usual health

Affectionately your Father
John Springs

