

CANAL		SANTEE CANAL		(SOUTH CAROLINA)		(FOR ACS USE)	
STATUS		Abandoned		DATES OF CONSTRUCTION & CLOSURE		Built, 1793-1800; Closed 1850	
LOCATION (ENDPOINTS OF CANAL)				LENGTH			
North- on Santee River, 2½ m. north of Rt. 45, 4 m. east of connector between Lakes Marion and Moultrie. South - off Rt. 52, SE of Monks Corners.				CANAL 22 SLACKWATER 0 TOTAL 22			
LIFT LOCKS		NBR. 10		DIMENSIONS		AQUEDUCTS	
		LOCK CHAMBER 60 x 10		OVERALL Unknown		NBR. 8 SECTION SIZE culverts	
TUNNELS 0							
DESCRIPTION: (Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.)							
<p>In addition to lift locks, there was 1 guard lock on the Santee and a tide lock on the Cooper, both larger than the lifts. Canal prism was 35' top, 20' bottom, 4' depth, with 10' towpath on both banks. All structures except tide lock (wood) were of locally fired brick. Navigated by a variety of river craft and timber rafts. It was intended that the Canal would supply teams for towing but in practice it was found that the large crews needed on the rivers could transit by manpower, pulling or poling. Water supplied to summit from rain filled reservoirs near canal. This caused much trouble, closing the work down in dry years. Because of porous, sandy, soil, part of upper level lined with plank. Total lift; from Santee to summit, 34'; from Cooper to summit, 69'. Most of center section now under the water of Lake Moultrie. The two ends remain, under several owners. Some of the structure of Locks 1, 2 and 3 (double) remain in poor condition. On the Cooper end, there are also some structures, but condition is unknown at present.</p>							
NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:							
None known. In 1970, Berkeley County began some clearing and planned restoration on the south or Cooper end. This seems to have halted and queries are unanswered by the County.							
REPORTER'S NAME & ADDRESS:						DATE	
L. W. Richardson, Rt. 2, Box 346, Gainesville, Ga. 30501						May 10, 1973	
HISTORICAL SUMMARY: (Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.)							
<p>Before the Revolution it was realized that a navigable connection between the Santee and Cooper Rivers would make a shorter, safer, route from the upper sections of the State to Charleston and, bring to the Port the rich trade of the Santee basin. A charter was granted, 1786, to a group of leading merchants and planters of the Charleston area. The cost was estimated at 55,000 pounds sterling, it was \$800,000 before completion. All funds were from private subscription, there was no help from the State. Design and construction was the responsibility of a Swede who had been Chief Engineer for the State, Col. John Christian Senf. A target of both criticism and praise, Senf died in 1806, soon after his work was over. Traffic figures are lost but we know that in 1830, 70,000 bales of cotton reached the Port via canal. This may have been the best year. Although a financial failure, the canal contributed much to the prosperity of Charleston and to the State as a whole.</p>							
BIOGRAPHICAL SUMMARY: (Published works relating to Canal)							
<p>HISTORY OF THE SANTÉE CANAL, F. A. Porcher, Charleston, 1875. (Reprinted 1970) ATLAS OF SOUTH CAROLINA, Robert Mills, Charleston, 1826. (Reprinted 1938) THE SANTÉE CANAL, Jack Leland. Article in THE SANDLAPPER, Columbia, March, 1970. CANALS OF SOUTH CAROLINA, L. W. Richardson, Bulletin, American Canal Society, Feb. 1973</p>							
UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES							
NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:							
RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549							

USE ADDITIONAL SHEETS AS NECESSARY.

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