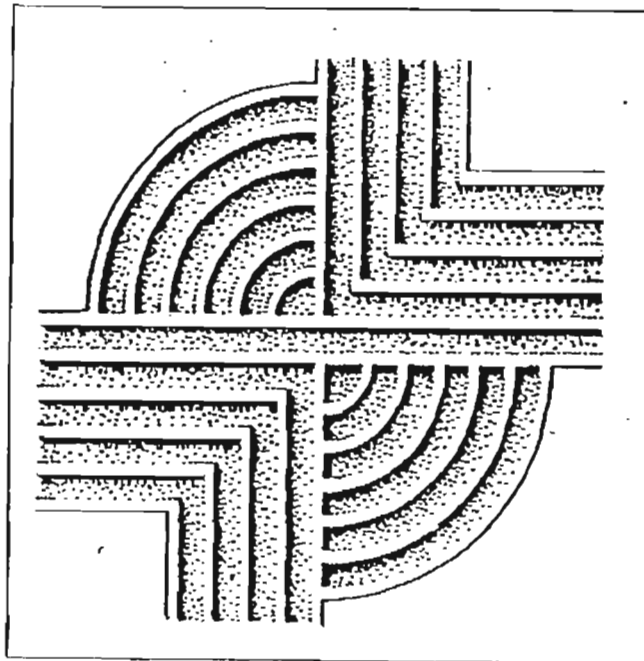


# ARCHAEOLOGICAL RECONNAISSANCE AND SURVEY OF THE GRANBY RIVER FRONT TRACT, RICHLAND COUNTY, SOUTH CAROLINA



## RESEARCH CONTRIBUTION 86

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ARCHAEOLOGICAL RECONNAISSANCE AND SURVEY  
OF THE GRANBY RIVER FRONT TRACT,  
RICHLAND COUNTY, SOUTH CAROLINA

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Chicora Research Contribution 86

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## Introduction

This investigation was conducted by Ms. Natalie Adams of Chicora Foundation for Mr. Andy Weddle of Edens & Avant, Inc.. The approximately 40 acre parcel is located adjacent to the Granby Mill district of Columbia in Richland County. The property is bounded to the west by the Congaree River, to the south by the Southern Railway, to the east by Gist Street, and to the north by privately owned property (Figure 1).

The tract consists primarily of overgrown fields with an area of thick undergrowth along the edge of Gist Street. The far western portion of the tract consists of pine/mixed hardwood forest with a moderate undergrowth of vegetation. Located in this area is a dry canal bed, running parallel to the Congaree River, which is part of the Columbia Canal district. In addition there is a network of dirt roads running through the property. The major road runs north-south, entering from the east off of Picadilly Street to the Southern Railway where it turns west, crosses the canal and continues under the railroad trestle by the Congaree river. Another relatively major road turns west off of the main dirt road near Whaley Street continues to the woodline where it bears south following the canal and finally crosses. In addition, there are access roads to a transmission line which runs north-south through the property.

Eight acres of the parcel, bounded to the north by the property line, to the east by Gist Street, and to the west by the transmission line, are expected to be developed as an apartment complex, with accompanying water, sewer, power, and road construction activities. The remaining 32 acres apparently will not be affected by the currently proposed project, although they are within the project area. The involvement of the Department of Housing and Urban Development required that the development process comply with federal environmental and historical preservation requirements. The project was reviewed by the South Carolina State Historic Preservation Office, which recommended that "an archaeological reconnaissance survey" be conducted for the project site (letter from Ms. Mary W. Edmonds, Deputy State Historic Preservation Officer to Mr. Arthur Beaufort, Department of Housing and Urban Development, no date). Additional information was also requested on plans for river access and landscaping in the vicinity of the Columbia Canal.

While the request for additional information from the State Historic Preservation Office was somewhat vague, the current developer of the property, Edens & Avant, desired that all necessary information be provided so the project could be advanced in a timely manner. Consequently, they agreed to conduct an intensive archaeological survey of the 8 acre tract to receive the primary impact of development, and conduct a reconnaissance level investigation of the remaining tract. Coupled with the field investigations, Edens & Avant also sponsored a preliminary historical investigation of the property.

Chicora Foundation was requested to submit a proposal for the investigations by Mr. Andy Weddle of Edens & Avant on July 7, 1992. A proposal was submitted on July 11, and was approved on July 22, 1992.

This study is intended to provide a detailed explanation of the intensive archaeological survey of the 8 acre tract, the reconnaissance survey of the remaining parcel, the historical research, and the findings. The statewide archaeological site files held by the South Carolina Institute of Archaeology and Anthropology were examined for information pertinent to the project area. The field investigations, involving 8 person hours, were conducted on July 27, 1992 by Ms. Natalie Adams. Historical research was conducted by Dr. Michael Trinkley on July 24 and 27 and required 10 person hours. Laboratory and report production

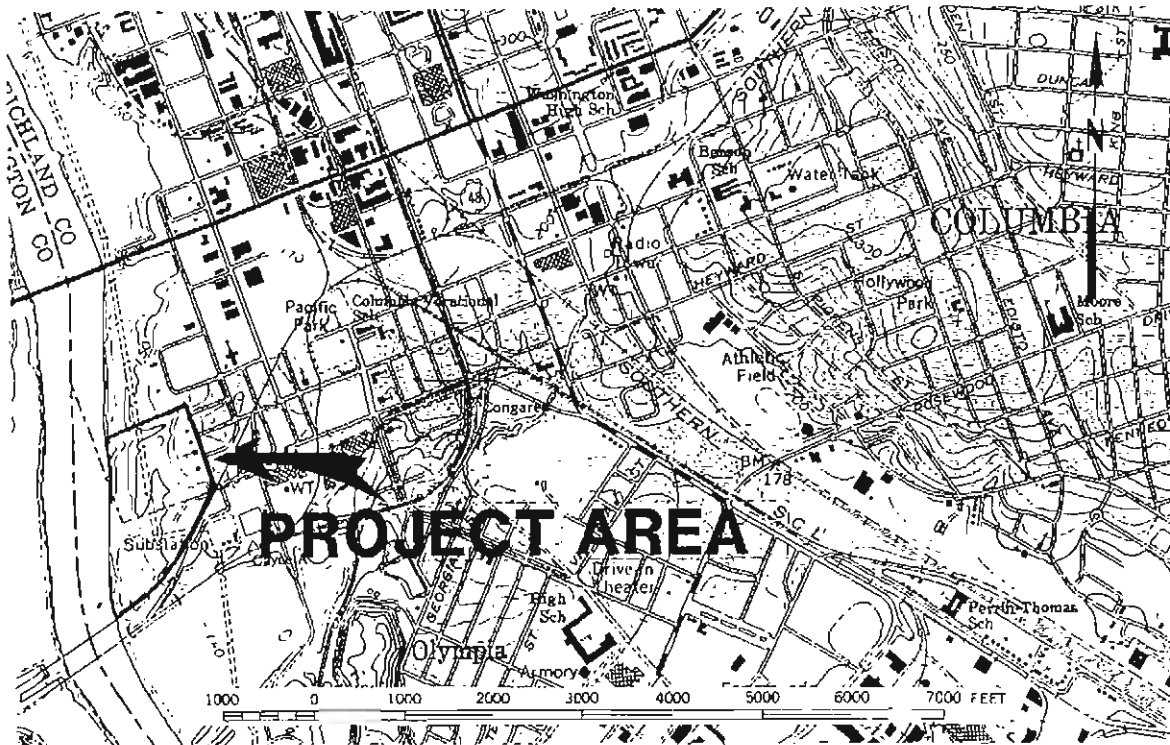


Figure 1. Location of the project area on the Southwest Columbia quadrangle map.

were conducted at Chicora's laboratories in Columbia, S.C. on July 28 and 29, 1992.

Effective Environment

Richland County is bounded to the north by Fairfield County, to the west by the Congaree River and Lexington County, to the south by Calhoun County, and to the east by the Wateree River, Kershaw and Sumter counties.

The northwestern third of the county is in the Southern Piedmont province. It is a rolling, dissected plateau. The Broad River flows southeasterly through this province and joins the Saluda River at Columbia. These two rivers form the Congaree River. The lower two-thirds of the county is in the Coastal Plain province. The upper half consist of the Sand Hills, and the lower portion is a smooth plain that contains gentle slopes. Elevations range from a low of about 80 feet at the confluence of the Congaree and Wateree Rivers to about 550 feet in the northern part (Lawrence 1976:1).

The Broad and Congaree Rivers drain most of the county except in the extreme southwestern portion which is drained by the Wateree River. Numerous smaller streams (such as Mill Creek) are found throughout the county. The vegetation consists of pine or mixed hardwoods and pine. Within the Piedmont, forest populations currently consist of primarily oaks, hickory, sweetgum, loblolly and shortleaf pine. In the Sand Hills tree species are chiefly oaks and longleaf pine. Water-tolerant oaks, maple, sweetgum, blackgum, and cypress are common in areas of wet soils (Lawrence 1976:59).

The geology of the county is characterized by unconsolidated water-laid beds of sand, silt, and clay. In the piedmont area, the soils are formed in saprolite

that weathered from crystalline rocks and "Carolina slates". Soils from the river floodplains formed in sediment that washed from the uplands of the Piedmont province. The parent material in the Coastal Plain consists of marine-deposited sediment which is dominantly quartz sand and kaolinitic clays. In the Sand Hill region of the Coastal Plain, sandy sediment is predominant. Some of the soils in the county are severely eroded and the 1934 soil erosion survey of the state shows the project area exhibiting moderate sheet erosion (Lowry 1934). The soils are primarily the Toccoa Series along the river and the Orangeburg Series inland. Toccoa soils consist of deep, well drained soils forming in thick, loamy alluvium of piedmont origin, while the Orangeburg soils consist of deep, well drained soils formed from thick loamy marine sediments (Lawrence 1978).

The topography of the project area is moderately sloping with elevations ranging from 120 to 180 feet above MSL. The area is situated essentially at the fall line, separating the piedmont from the coastal plain. Characterized by shoals, this area marked the uppermost limit of river navigation.

While the originally established Columbia was on a high plain, the lowland areas, adjacent to the river, were not only poorly drained, but were also thought to be unhealthy and were avoided by the early settlers. Mills observed that, "these swamps, from their not being properly drained and cultivated, are sickly; but the sand hills, which adjoin them, present healthy retreats," and that Columbia "elevated on a plain upwards of two hundred feet above the river" was healthy (Mills 1972:693, 698).

#### History of Project Area

The project area is not only situated partially inside and partially outside the boundaries of Columbia, it also spans the history of both the city and Richland County. The earliest settlement in the area is probably that of Granby, situated primarily on the west side of the Congaree River, about a mile below modern Columbia. Granby proper was connected to East Granby by Friday's Ferry, later known as the Granby Ferry. Founded in the second quarter of the eighteenth century, the town served as a major trading and administrative center, taking advantage of its location at the head of navigation on the Congaree River. By 1802 it was only slightly smaller than Camden and Granby had served as the Lexington (originally Saxe Gotha) County seat since the county's formation in 1785. Opposite Granby, on the east shore of the Congaree River, was the Granby Ferry.

Richland County was formed that same year - 1785 - being partitioned from Camden District. The area was settled primarily by immigrants who arrived shortly after the Cherokee were removed in 1761, creating a mixture of large plantations and small farms, all subsisting on the cash crop of short staple cotton. After much acrimonious debate Columbia was established and made the state capital in 1785, with Senator Arnoldus VanderBorst warning that Columbia would become a "refuge" for criminals intent upon escaping justice (Green 1932:147-148). The first state house was not completed until January 1790 and oral history recalls that locals remarked that "a pretty fair plantation" had been turned into a "pretty poor town."

In spite of these snipes, the selection of Columbia was based not only on politics, but also its excellent trade location. Consequently, as Columbia grew, nearby Granby declined in size, gradually vanishing during the first half of the nineteenth century. The 1791 Horsford and Sons map of undeveloped Columbia (Figure 2) shows the location of "Taylor's Hill" and the high eminence on which the capitol was located. The lines crossing at the center locate the present Assembly (N-S) and Senate (E-W) streets, intended to be the major thoroughfares for the city. This map also shows the location of "Sharpes, Shoemaker," apparently a late Colonial site in the vicinity of the project area.

Columbia was largely laid out on the lands belonging to Thomas and James

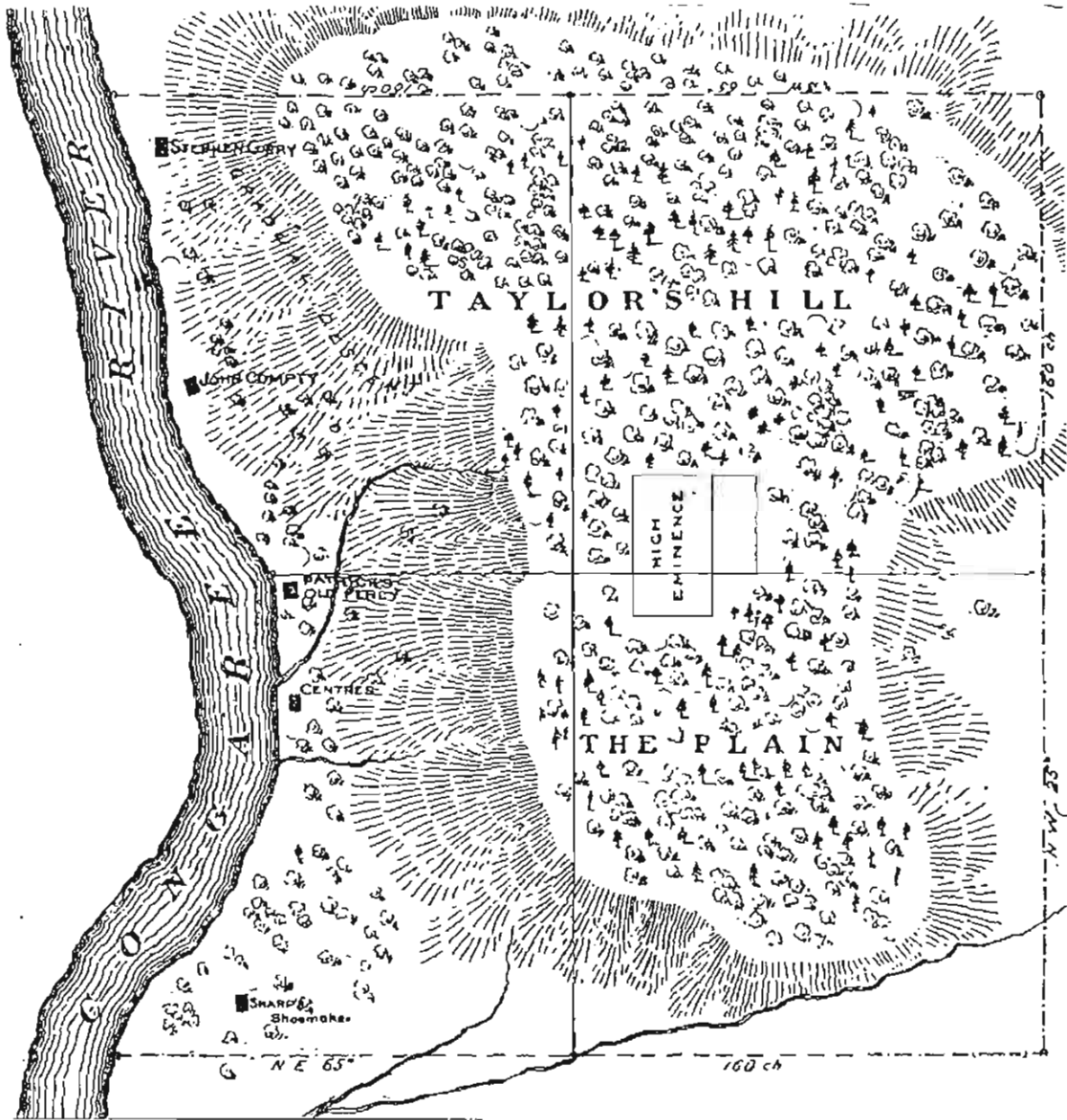


Figure 2. 1791 Horsford and Sons map.

Taylor, both of whom received a variety of early grants in the Columbia area (Green 1932:80). James Taylor was the area's largest slave holder and owner of several plantations (Montgomery 1979:6), while his brother, Thomas, held lands just to the south of Columbia, including the Taylor Brickyard (Medlin 1981:14-15). An equally significant land owner was Robert Goodwyn, who also owned property to the south of Columbia (Green 1932:69). The original 1786 survey of Columbia shows that the blocks incorporating the project area had been purchases by Wade Hampton, who like others was speculating on the eventual profitability of Columbia (Green 1932; Wilbur Smith and Associates 1979:52). Hampton owned considerable property in South Carolina, Mississippi, Louisiana, as well as upwards of 3000 slaves. It seems reasonable that he would speculate on the eventual success of Columbia.

In an effort to ensure profits, the State of South Carolina spent about \$300,000 to construct the Columbia Canal between 1817 and 1826. Designed to allow water commerce to by-pass the shoals at Columbia, the project involved the construction of a canal about 3-1/8 miles long, overcoming a river fall of 34 feet, originating below Columbia and extending to the Broad River (Figure 3). The location of this canal took advantage of a natural ravine or low area which lay between the city and the Congaree River. It incorporated five turning basins with the principal basin at the end of Senate Street (intended to be one of the main commercial arteries for Columbia). North of the Senate Street basin the canal was 12 feet wide with 2½ feet of water, to the south the canal was 18 feet wide with 4 feet of water. The banks on either side were earthen with 8 feet wide tow

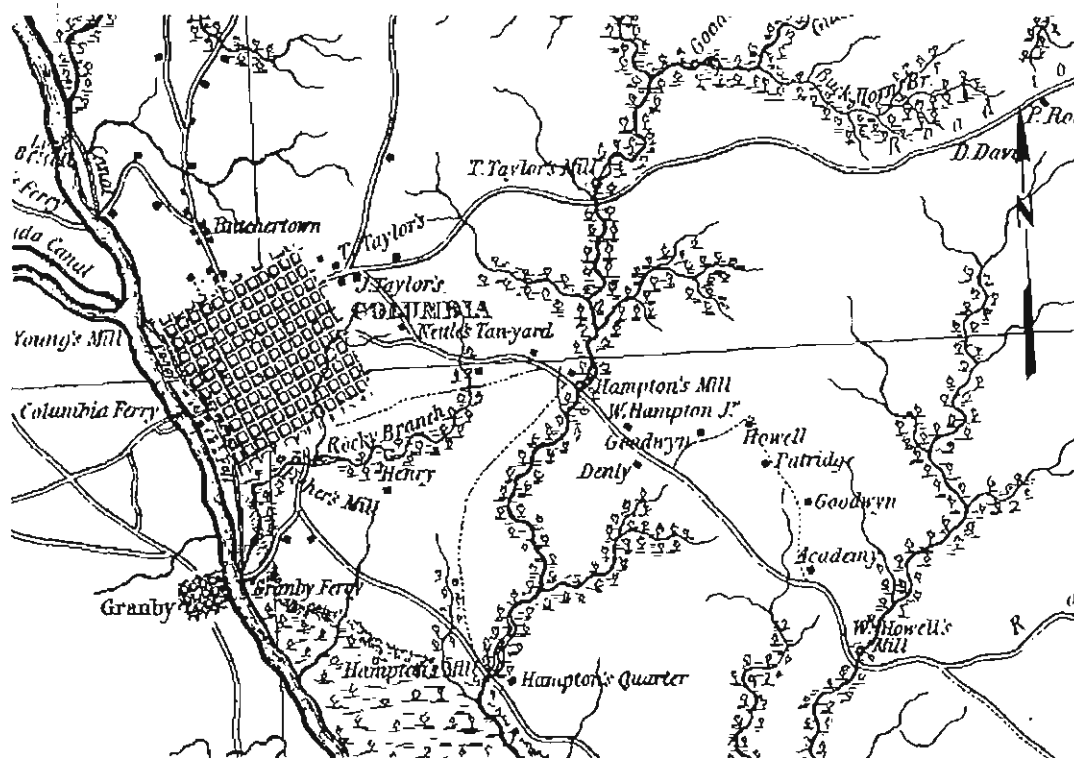


Figure 3. 1825 Mills Atlas showing Columbia canal by-pass.

paths. Incorporated into this plan were four lifting locks (the upper three of brick and the river lock at Granby of stone), one guard lock, three waste weirs, and six culverts, designed to allow water to by-pass the canal and prevent

flooding.

The locks were 16 feet in width, with 70 feet between the gates, "adopted with the view of bringing up to Columbia, boats of the largest size, that navigate the rivers below" (Kohn and Glenn 1938:41). In addition, a 1500 foot diversion dam, completed in 1824 across the Broad River, allowed access from the Saluda Canal to the Columbia Canal. It is also clear that work associated with the canal included the construction of a warehouse (perhaps in the vicinity of the Senate Street basin) and a gate tender's house (at an unspecified location) (Kohn and Glenn 1938:164, 187; Wilbur Smith and Associates 1979:7-8).

Mills, a staunch supporter of such internal improvements, described the canal simply:

To enable boats to overcome this obstruction [the shoals of Columbia], a canal and four locks are constructed (Mills 1972:698).

Somewhat more detail was provided by a German visitor, Duke Bernhard, in 1825, who observed:

A mile from the city, on the left bank of the Congaree river is a canal three miles in length, to avoid some rapids, which are on the river. This canal has four locks, and the difference of the level of the water above and below them is thirty-six feet. . . . They were just building a wooden bridge over the Congaree, in order to lead to Augusta; the bridge was to be supported by eight piers of stone . . . . Not far from the bridge are several cotton plantations belonging to the wealthy family of Taylor. On one of these fields the harvest was just making by fifty-eight negroes of both sexes (Graydon 1964:22-23).

However, just two months after the canal opened a failure in the brick culvert at the head of the canal failed, causing the entire canal to overflow, damaging the banks and silting in portions. Inspections revealed that two of the brick locks were defective, with eventual replacement with stone. It was also found that the 1500 foot Broad River dam was not entirely satisfactory since "it had not been entirely finished when the contractor was drowned," and additional repairs were necessary (Kohn and Glenn 1938:348). The dry weather of 1826 also revealed that the locks, installed during high water and thought sufficient tight, actually had such significant leaks that the canal could not be navigated. This resulted in the need for additional repair work (Kohn and Glenn 1938:469).

In spite of these problems the Canal was a qualified success. During the first year of its operation over 45,000 bales of cotton were shipped on the river, nearly \$3000 in tolls were collected, and 969 boats passed through the locks (Kohn and Glenn 1938:517). While the cost of shipping on the canal was about \$7/ton, compared to \$21/ton on the overland route, many planters chose the more expensive, and longer, overland route because of the hazards associated with water travel. The canal, which quickly replaced Granby, had a fairly short history. With the coming of the railroads during the decade of the 1840s, water transport declined and by 1850 the Columbia Canal was practically abandoned for navigation (Derrick 1936:351).

The Columbia Canal apparently was built primarily on the lands of B.F. Taylor, brother of Thomas and James (Kohn and Glenn 1938:320, 353), although Wade Hampton may have purchased City property. This is also supported by the 1825 travel account of Duke Bernhard. The earliest deed found for the project area, transferring 418 acres from William Glaze to Halcot P. and John S. Green, is dated January 5, 1855 (Richland County Clerk of Court, DB D, p. 116). The property is bounded to the west by the Congaree River, to the south by Granby Ferry Road, to the east by McCords Ferry or Bluff Road, and to the north by lands of Sarah Taylor, deceased. The deed recites the derivation as property conveyed



from the estate of B.F. Taylor in 1853. Unfortunately, earlier Richland County records were destroyed in the 1865 burning of Columbia. One of the owners, Halcot P. Green, had previously married B.F. Taylor's daughter, Virginia (Richland County Probate Court, DB L, p. 155).

After the Civil War, in 1867, Halcot Green deeded his moiety or one-half interest in the property, to his brother, John S. Green (Richland County Clerk of Court, DB D, p. 115). John S. Green held the tract until January 6, 1877 when it was sold by J.E. Dent, Sheriff, to Lucy J. Green to satisfy a court claim against Allan J. Green, Jr. "committer of John S. Green, a Lunatic" (Richland County Clerk of Court, DB L, p. 638). Although the recital changed slighted, the property was still shown as 418 acres. During this period it seems likely that the tract was agricultural, although no clear evidence for this has been identified during this preliminary investigation. Regardless, in 1891 Lucy J. Green sold 412 acres to the Columbia Land and Investment Company (Richland County Clerk of Court, DB U, p. 569).

During the period of the Green's ownership much happened to South Carolina and Columbia, including the Civil War, the burning of Columbia, and the gradual economic, if not political, reconstruction of the state. In the aftermath of the war, cotton recovered quickly. In fact, King Cotton, in the form of textile mills, would rule the South, and South Carolina, for the next 75 years. During the period from 1880 to 1910 the number of textile mills in South Carolina increased from 18 to 167 (South Carolina Department of Archives and History 1990). Accompanying this increase in the number of mills was an increase in the number of mill employees - marking the beginning of the great twentieth century exodus from the farm to the city (for additional information see Carlton 1982).

In 1888 the deteriorated remains of the canal were incorporated into a plan designed to convert the canal to a power source for the industrial development of the city. This plan would involve the enlargement of the canal between Gervais and Lumber streets and the addition of nearly 3 miles to the north end, up the Broad River. Although the initial plans advanced by the Thompson and Nagle prospectus failed, the state interceded and the canal was completed between 1891 and 1895 (Kohn 1910; Pogue 1964).

Among the first to take advantage of the hydro-electric power offered by the Columbia Canal was the Mount Vernon-Woodbury Duck Corporation at the Columbia Duck Mills on the banks of the canal. Shortly thereafter, a variety of local enterprises began using electrical power, supplied by the newly created Columbia Street Railway, Light and Power Company (Kohn 1910:65).

Just as notable as the development of hydro-electric power, however, was the formation of W.B. Smith Whaley and Company in 1894. An architectural and engineering company, this firm specialized in the design of cotton mills throughout the southeast. A brief account of the company and Whaley is provided in the Granby Mill Village Historical Survey (Historic Preservation Consulting 1990). The four mills designed and constructed by the firm in Columbia were also managed and operated by Whaley in partnership with subscribers. One of these was the Granby Mill, built in 1896-1897, and located on Lower (today Heyward) Street. A newspaper article reported that the site selected for the Granby Mill was "on the extension of the canal, at the upper end of the Green property" (*The State Newspaper*, May 29, 1895). A significant portion of the 412 acre Green property held by the Columbia Land and Investment Company was sold for the mill site. The Granby Mill represented a particularly significant technological improvement, being powered by the hydro-electricity generated by the Columbia Canal.

The nearby Granby Mill Village, like others of its kind during the period, was built to be self-sufficient and largely controlled by the company. The village originally contained 55 structures and was gradually expanded to incorporate 113. Although it has not been possible to exactly discern the early and later sections, the original village may have been bounded by Tobacco (today

Catawba) Street to the north, Gist Street to the west, Lower (today Heyward) Street to the south, and the railroad spur to the east (Historic Preservation Consulting 1990:7). The survey tract, therefore, was on the edge of the mill village.

The 99 acre remainder of the Green tract, held by Columbia Land and Investment Company and representing the survey tract adjacent to the river and canal, was sold to Granby Cotton Mills on January 10, 1900 (Richland County Clerk of Court, DB AC, p. 429). A plat of the "Green Place Owned by Granby Cotton Mills" is shown in Figure 4 (Richland County Clerk of Court, PB A, p. 98). While this plat shows the Taylor Brickyard (going back at least 50 to 75 years) and a nearby spring, it fails to indicate any activity in the project area.

It was during this period that efforts were again made to revive the Columbia Canal. The owner, the Columbia Railway, Gas and Electric Company, opposed the efforts, noting that at the end of the expenditure of \$650,000 "the canal remained an unproductive, unremunerative ditch and nothing more" (Columbia Railway, Gas and Electric Company 1914:23). In 1926 the Columbia Canal south of Gervais Street became the responsibility of the State. Deadlines for improvements were eventually extended to May 1941, but no work was ever undertaken and the Columbia Canal was conveniently forgotten by both state and local politicians (Wilbur Smith and Associates 1979:26).

Control of the Granby Mill was obtained by Hampton Cotton Mills, who in 1916 sold the property to Pacific Mills, a Boston corporation (Richland County Clerk of Court, DB BK, p. 522). The Map of Columbia, South Carolina and vicinity, produced in 1928 by Tomlinson Engineering Company (Figure 5) shows the survey area, but fails to indicate its use at the time. Pacific Mills sold a 46 acre river front parcel to Ebert Realty Company in 1940, reserving the pump station on the river and an easement to it, for their use at the mill (Richland County Clerk of Court, DB EW, p. 30).

This parcel, designated Tract 1, is shown on a plat of the Pacific Mill land to be conveyed to Ebert Realty (Figure 6; Richland County Clerk of Court, PB I, p. 71). It shows the pumping station site and water main right of way to the Pacific Mills Reservoir, a Columbia sewer outfall on the Congaree River, and the location of the old Columbia Canal. No other development is shown on the tract, suggesting that while under the ownership of the various mills the property was vacant.

Reference to the first aerial photographs available for the area, however, reveals that the parcel was largely pasture in 1938 (Thomas Cooper Map Repository, ATA-13-1). A cultivated field was present at the south end of the survey tract, adjacent to a building subsequently identified as a dairy. The Pacific Mills pump station is clearly visible, as is the Columbia Canal, which appears to be in excellent condition with only a few trees growing along the tow paths. There are four structures along Gist Street, each with gardens in the rear.

On December 4, 1940 Ebert Realty Company deeded the 46 acre tract, and the improvements, to Elizabeth G. and David W. Robinson (Richland County Clerk of Court, DB EY, p. 112). Although the improvements are not specified, they are shown on a plat of Ebert Realty's property (Figure 7; Richland County Clerk of Court, PB A, p. 106). Conveyed to the Robinsons were two buildings, one labeled a "dairy," apparently the structure observed in the 1938 aerial photograph of the property. Also shown on the plat are the four structures fronting Gist Street.

The 1943 and 1951 aerial photographs of the property (Thomas Cooper Map Repository, ASX-4C-185 and ASX-6H-175) document the gradual changes taking place on the property. There is little change between 1938 and 1943, but by 1951 the Blossom Street bridge was under construction. The pasture had grown up and the cultivated field was fallow and untended. The pump station was no longer being



Figure 4. Green Place owned by Granby Cotton Mill

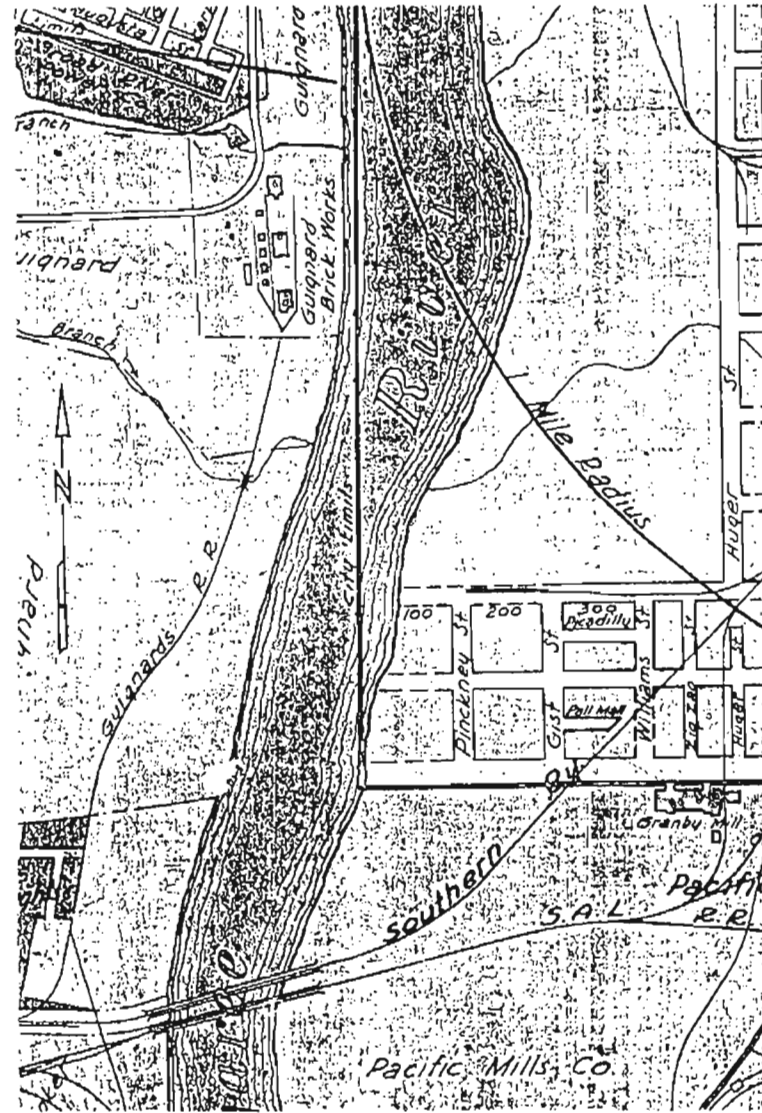


Figure 5. 1928 map of Columbia, S.C. and vicinity.



Figure 6. 1940 Pacific Mill plat.

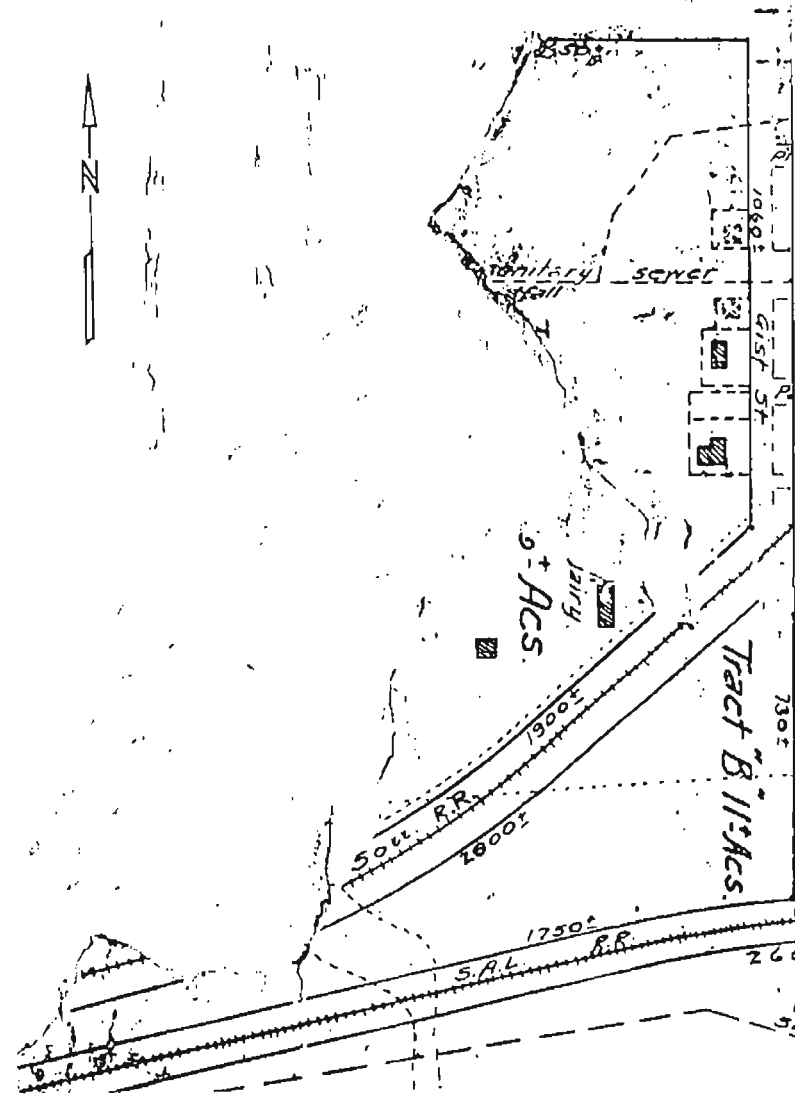


Figure 7. 1940 Ebert Realty property.

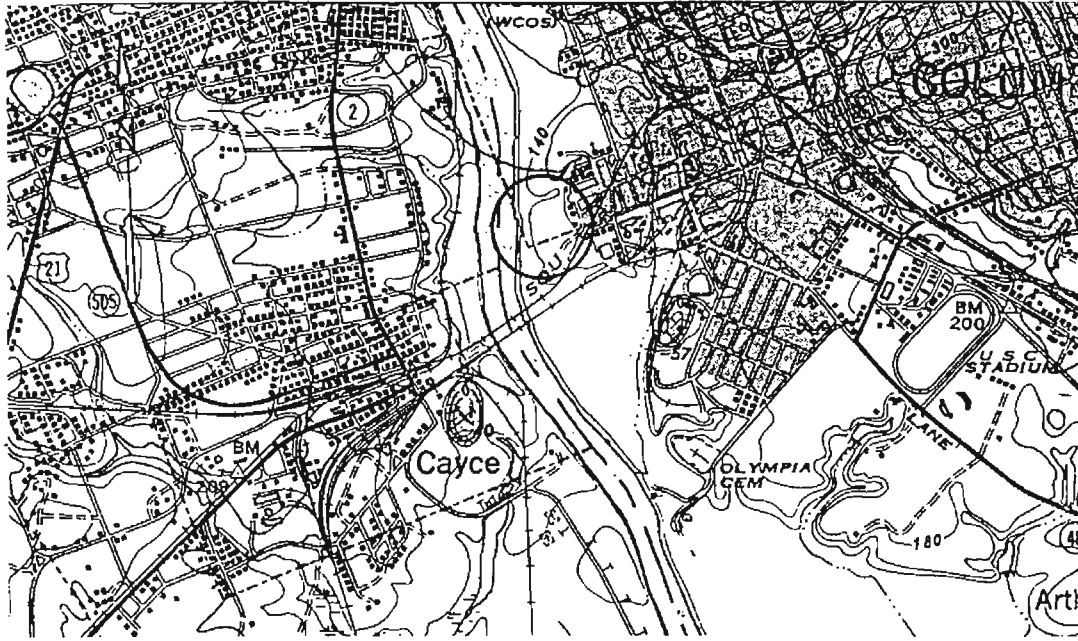


Figure 8. 1944 Edmund 15' topographic map.

used and the Columbia Canal had begun to be heavily overgrown with vegetation. The 1944 edition of the Edmund 15' topographic map (Figure 8) shows no activity in the project area, in fact not even the Columbia Canal is shown on the topographic map. The four structures fronting Gist Street, however, are shown, representing the western edge of the fully expanded Granby Mill Village.

Elizabeth G. Robinson died in 1952 and David W. Robinson became the sole owner (Richland County Probate Court, Box 773, Package 16829). A 1955 aerial photograph (Thomas Cooper Map Repository, ASX-3P-97/98) reveals new construction on the property and a small cultivated area. It also indicates that the north-south sewer had only recently been laid. A plat of the property prepared in 1960 shows three barns, a silo, and a tenant house (Figure 9; Richland County Clerk of Court, PB 50, p. 7904). The Columbia Canal is prominent, but dry. Also shown are a variety of easements crossing the property and evidence of various episodes of ground disturbing events. It seems likely that Robinson was continuing some small scale farming, and perhaps cattle razing, on the tract.

Between 1960 and the early 1980s the property continued a slow decline, with the high grasses slowly replaced by denser shrubby growth. The Columbia Canal, by 1970, was barely visible and the only structures were those fronting Gist Street (Thomas Cooper Map Repository, ASX-3GG-236, ATA-2MM-100). In 1986 Robinson sold the 46 acre tract to the First Presbyterian Church of Columbia, noting that the structures shown on the 1960 plat "were now demolished." Various tax maps show three out parcels, including two commonly known as Pomeroy and Shull and a church, also on Gist, immediately adjacent to Shull. These structures apparently date to at least 1938 and perhaps earlier.

#### Previous Investigations

The project vicinity has been investigated by Wilbur Smith and Associates (1979), Canouts and Harmon (1981), and Historic Preservation Consulting (1990). Prior to these relatively intensive studies, in 1971, Thomas Ryan recorded archaeological site 38RD12, a prehistoric scatter found during work on the north-south sewer easement crossing through the project area. The site was recorded as only 50 by 15 feet in size and the examination of "several deep cuts" failed to

reveal any buried archaeological remains. This same site was recorded by Michael Trinkley in 1974, based on information provided by another of the engineers working on the project. Little additional information was noted, except that the site was present on a knoll. By error, the site was given a second number, being recorded as 38RD83 (South Carolina Institute of Archaeology and Anthropology site files).

The first relatively intensive, or at least costly, study of the project area was the Wilbur Smith and Associates (1979) planning document. Funded jointly by the S.C. Department of Archives and History (through Survey and Planning funds) and the City of Columbia, the study was intended to form the blueprint for a historic preservation agenda preserving and enhancing the Columbia Canal. The study found:

Substantial evidences of the old canal remain in the area extending from Gervais Street to Green Street. The original 1824 canal bed can be seen in a deteriorated state. From Green Street south to Wheat Street, no traces of the canal are clearly visible. South of Wheat Street to approximately 100 yards north of the Southern Railway Bridge, the 1824 canal bed remains intact (Wilbur Smith and Associates 1979:11).

In spite of the good intentions and intensity of the study, it failed to provide even a preliminary map of the canal remains. And while a broad preservation and recreation program was advanced, the project failed to advance past this very preliminary planning stage. The Columbia Canal was nominated to the National Register in 1978, being accepted by the Keeper on January 15, 1979.

The South Carolina Institute of Archaeology and Anthropology produced a preliminary reconnaissance survey of the Columbia Canal (Canouts and Harmon 1981) which has not been widely circulated. The study illustrated the potential and promise of the canal, reviewing previously recorded sites and outlining the significance of industrial archaeology, but apparently was not intended to provide much detailed information. Like the previous Wilbur Smith study, this examination also failed to provide any detailed engineering map of the canal or on-the-ground assessment of the canal's condition.

In 1990 Historic Preservation Consulting prepared a survey report on the architecture of the Granby Mill Village. Accompanying the study was a brief historical review, although relatively little land use history is provided and no historic maps of the project area are incorporated. The study also failed to incorporate the Pomeroy and Shull structures, or the church (which recently burned down). In spite of this, the study clearly documents the significance of the mill village, recommending it as eligible for inclusion on the National Register. It further recommends Landmark status for the district and recommends implementation of design review guidelines. Apparently, no further action has been taken on these recommendations.

Because of the presence of well drained soils in the project area, previously identified archaeological remains, and the proximity of the Congaree River, it was believed that the project area had a high potential for containing archaeological sites.

#### Field Methods

The initially proposed field techniques involved the placement of shovel tests at 100 foot intervals in the eight acre development area, following the recommendations of the South Carolina Department of Archives and History's *Guidelines and Standards for Archaeological Investigations*.

Should sites be identified by shovel testing, further tests would be used to obtain data on site boundaries, artifact quantity and diversity, site

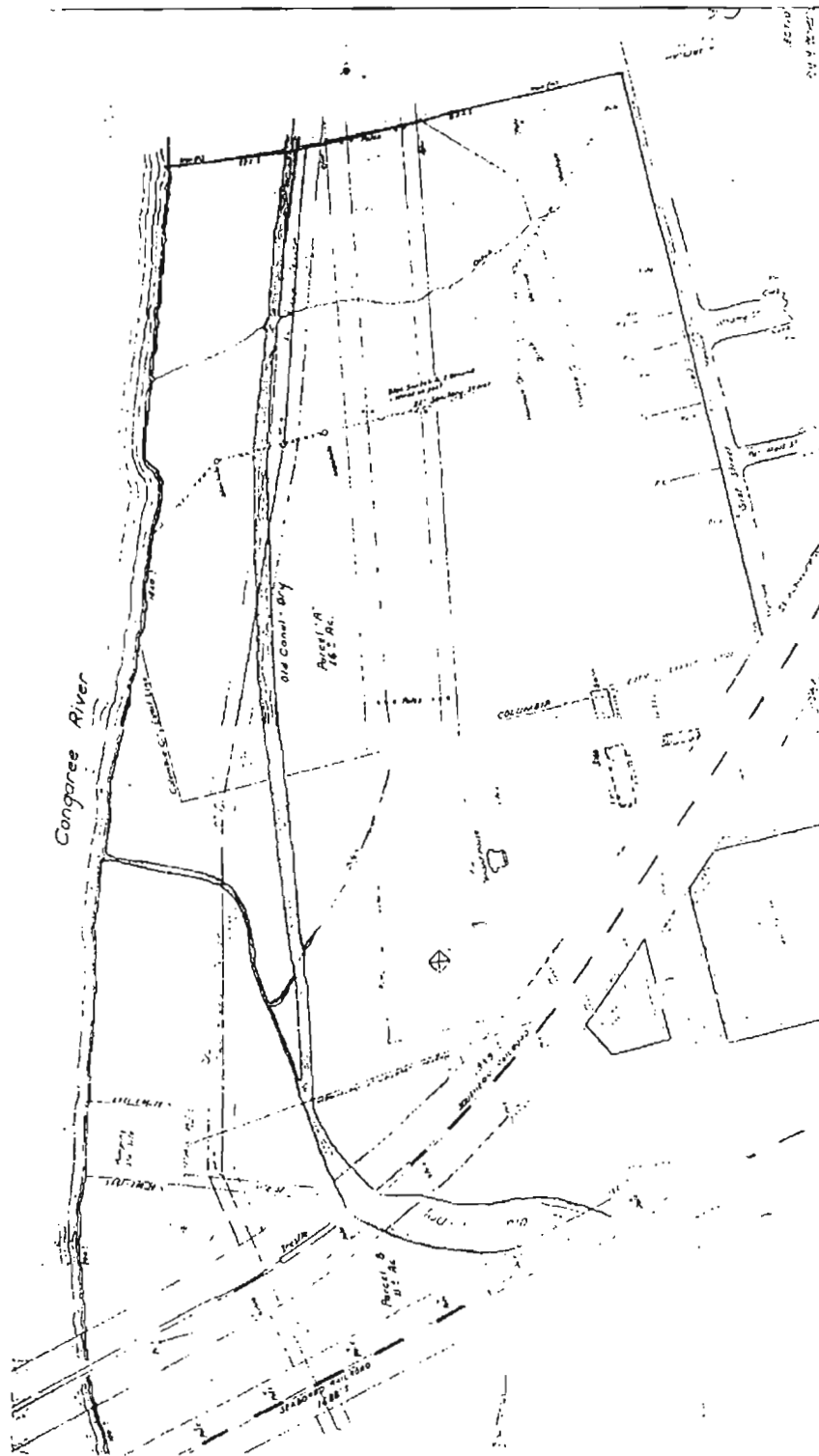


Figure 9. 1960 plat of project area.

integrity, and temporal affiliation. The information required for completion of South Carolina Institute of Archaeology and Anthropology site forms would be collected and photographs would be taken, if warranted in the opinion of the field investigator.

All soil from the shovel tests would be screened through  $\frac{1}{4}$ -inch mesh, with each test numbered sequentially. Each test would measure about 1 foot square and would normally be taken to a depth of at least 1 foot. All cultural remains would be collected, except for shell, mortar, and brick, which would be quantitatively noted in the field and discarded. Notes would be maintained for profiles at any sites encountered.

In addition to the intensive survey of the eight acres, the remaining acreage would be investigated by examining areas with good surface visibility, revisiting previously recorded sites, and determining the depth of fill and potential for buried sites in the lower portion of the tract through the use of backhoe cuts.

This proposed methodology was briefly discussed with Mr. Lee Tippet, who indicated approval of the research design. The actual field methods did not deviate significantly from those initially proposed. In addition to the proposed techniques, areas known or thought to contain historic properties were shovel tested in the reconnaissance area, specially when visibility was poor. When sites were discovered, areas around them were examined to understand site dynamics, such as erosion. This was done to help determine site boundaries and site integrity.

A total of 36 shovel tests in 4 transects were excavated in the eight acre tract. An additional 31 shovel tests were placed in the reconnaissance survey area. Five backhoe cuts, approximately 20 feet in length and 3 feet in width were placed in the lower portion of the survey tract to document fill depth. These excavations ranged from 3 to 4 feet in depth, the maximum permissible depth for these soils without shoring or reposing under OSHA regulations (29 CFR 1926, Subpart P). Two were located in the vicinity of 38RD12/38RD83. The remaining three were evenly spaced in the field along the edge of the woodline.

#### Laboratory Analysis

The cleaning and analysis of artifacts was conducted in Columbia at the Chicora Foundation laboratories on July 28 and 29, 1992. It is anticipated that these materials will be catalogued and accessioned for curation at the South Carolina Institute of Archaeology and Anthropology. Field notes have been prepared for curation using archival standards and will be transferred to the South Carolina Institute of Archaeology and Anthropology as soon as the project is complete.

Analysis of the collections followed professionally accepted standards with a level of intensity suitable to the quantity and quality of the remains.

#### Results

The intensive survey and archaeological reconnaissance identified five sites in the study area (Figure 10). The five backhoe cuts suggest that the fill is not as deep as previously thought. In these areas adjacent to the woods, the fill does not appear to be much more than two feet deep, although it is unknown if the area closer to the escarpment is deeper. The fill level in the field can be seen from just inside the woodline.

38RD12/38RD83 was not relocated. As previously discussed, this site was first located in 1971 in a pipe-line right of way. These remains were confined to top portion of the cuts and consisted of Woodland and Archaic artifacts. Due to the presence of what appears to be about one to two feet of fill, the site



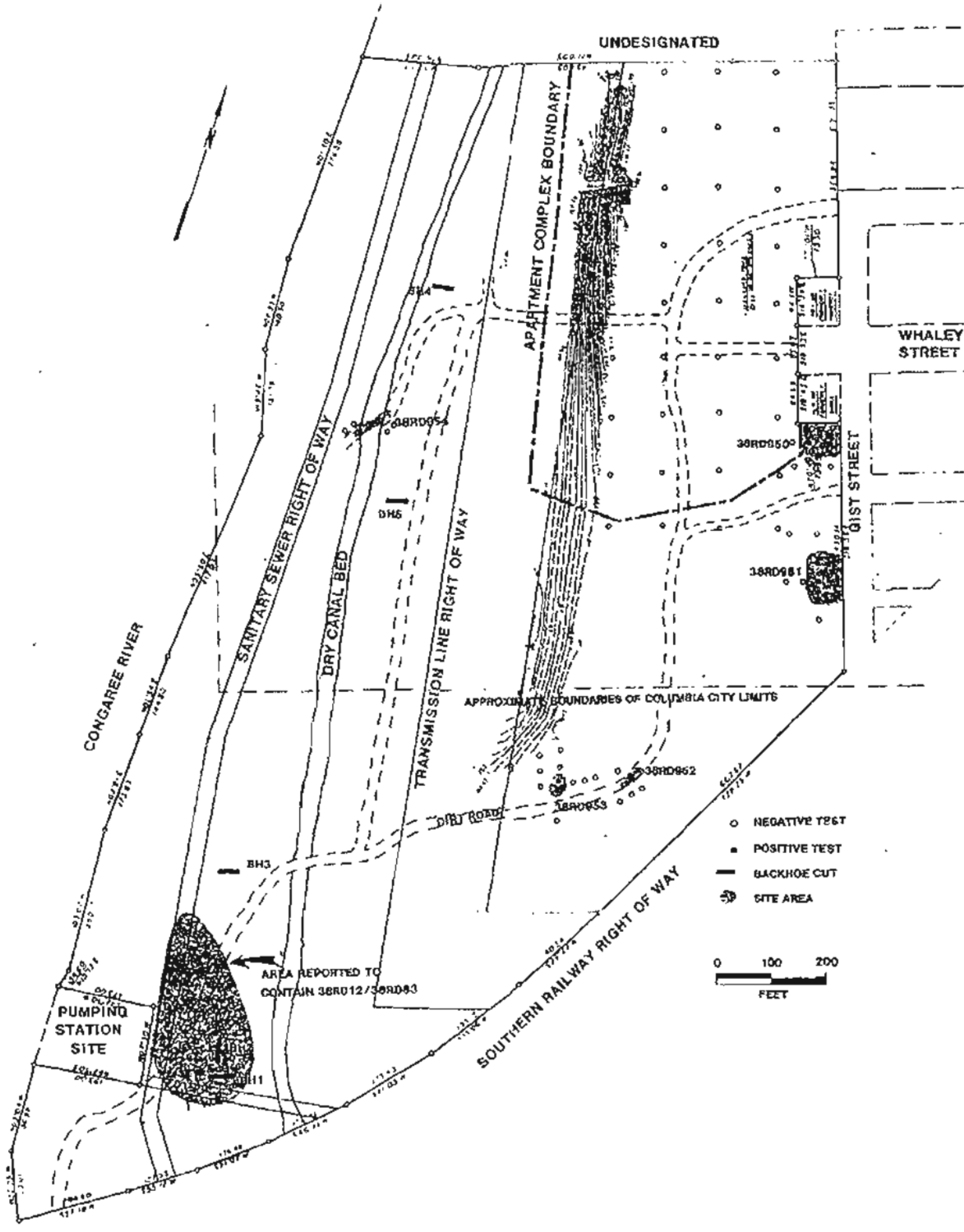


Figure 10. Location of archaeological sites and backhoe cuts in the project area.

could not be relocated on the surface. Two back hoe cuts, approximately 20 feet in length in the location described as the site area, yielded no archaeological remains. Soil profiles indicate that the top 0.9 foot consists of a highly mottled reddish brown sandy clay with a large amount of gravel intermixed (5YR5/4). From 0.9 to 1.5 the soil consisted of a monotone gray sand (5YR6/2), possibly alluvial deposits. From 1.5 to 1.9 the soil consisted of gray banded (5YR6/2) waterwashed deposits. From 1.9 to 2.1 the same soils were found with pockets of gray clay (5YR5/1), which topped reddish brown hard packed clay (10YR5/6). The site has been collected by locals and may be ephemeral at this point. While unlikely given the available information, it is also possible that the back hoe cuts were not been placed in the dense portion of the site and, therefore, were unable to reveal artifacts. Regardless, this site is recommended as not eligible for inclusion on the National Register of Historic Places.

38RD950 is located along the west side of Gist Street, underneath what is presently a volleyball court. A series of eight shovel tests at 25 foot intervals were place around the periphery of the court, one of which yielded artifactual remains. In addition, brick rubble was noted on the ground surface and artifacts were surface collected from the area. This collection was subjective, since items associated with the use of the court (eg. twist off caps and beer bottle sherds) were also found in the area. The positive shovel test contained two pieces of window glass and one clear bottle glass. Surface collected items consist of three red glazed white bodied earthenwares, two plain whitewares, three window glass fragments, one iron roofing tack, one square cut nail fragment, two unidentifiable nail fragments, and three cobalt blue glass fragments (one of which is burned).

These surface finds indicate that the site measures approximately 75 feet by 75 feet in size. Soil profiles indicated 0.4 feet of brown (10YR4/3) loamy sand, overlying yellowish brown (10YR5/4) fine sand. The central UTM coordinates are E496100 N3760040 and the soils are Orangeburg-Urban land complex.

Local informants indicated that this is the site of a church which burned several years ago. It appears that most of the remains were hauled off the site in clean-up efforts. Regrettably, this structure was not incorporated into the 1990 survey of the Granby Mill Village (Historic Preservation Consulting 1990). Regardless, site 38RD950 is recommended as not eligible for inclusion on the National Register.

38RD951 is also located along the west side of Gist Street, approximately 100 feet south of 38RD950. A series of eight shovel tests at 25 and 50 foot intervals were placed in the site area. Three yielded artifactual remains, consisting of eight sherds of clear glass. Despite further testing no more artifacts or architectural remains were recovered. Surface visibility was very poor since the site area was covered in thick blackberry brambles.

The site measures approximately 75 feet north-south by 50 feet east-west. Soil profiles indicated 0.5 feet of brown (10YR4/3) loamy sand, overlying yellowish brown (10YR5/4) fine sand. The central UTM coordinates are E496120 N3760000 and the soils are Orangeburg-Urban land complex.

The aerial photographs examined during the historical research suggest that this may be the location of a structure during the second quarter of the twentieth century. Today the site contains only sparse artifactual materials, with no clear evidence of intact architectural remains. Site 38RD951 is not recommended as eligible for inclusion on the National Register.

38RD952 is located approximately 100 feet north of the Southern Railway tracks, just before the dirt road turns sharply to the west. The area was intensively searched since plats had shown a dairy, several barns, and a tenant house in this vicinity. Unfortunately, part of this area is covered in gravel making surface collection extremely difficult. Several artifacts were collected

from the dirt road. In addition four shovel tests were placed adjacent to the road in the area of the remains. No artifacts were recovered in the shovel tests. The surface collected artifacts consist of a large metal mounting plate, two undecorated whiteware sherds, one sherd of milk glass, and two sherds of amethyst glass.

The site's dimensions are unknown, although the surface remains were scattered over a 100 feet along the dirt road. Soil profiles indicated 0.2 feet of reddish brown clay (10YR5/4) mixed with gravel, overlying 0.3 foot of brown (10YR 4/3) loamy sand. The subsoil is a yellowish brown (10YR5/4) fine sand. The central UTM coordinates are E496060 N3759960 and the soils are Orangeburg-Urban land complex.

The sites expected to be found in this area are all likely to leave ephemeral archaeological footprints (limited architectural remains and sparse cultural remains. This area has also undergone extensive use, re-use, and demolition with resulting damage to any archaeological remains which might be present. In fact, few artifacts were recovered and it appears that portions of the site are covered with gravel. Site 38RD952 is therefore recommended as not eligible for inclusion on the National Register.

38RD953 is located approximately 50 feet north of the dirt road and 100 feet east of the escarpment. Although located in the vicinity of reconnaissance level survey, the area was also within the area initially intensively shovel tested based on its proximity to the dairy, barns, and tenant settlement. Eleven shovel tests at 25 foot intervals were excavated with only one yielding artifacts. This artifact is part of a clear paneled pharmaceutical bottle. Since the site was overgrown, no surface collection could be made.

The site is approximately 50 by 50 feet in size. Soil profiles indicated 0.6 feet of brown (10YR4/3) loamy sand overlying yellowish brown (10YR5/4) subsoil. The central UTM coordinates are E496020 N3759990 and the soils are Orangeburg-Urban land complex.

Site 38RD953 is not recommended as eligible for inclusion on the National Register. Despite intensive shovel testing, only one artifact was recovered.

38RD954 is located in the west central portion of the tract and consists of a scatter of artifacts in the canal bed where a dirt road enters the woods from the east, follows the canal, and finally crosses it. Four shovel tests adjacent to the canal banks yielded no artifacts, however 12 artifacts were surface collected. These include three clear jar fragments, one window glass sherd, six milk glass sherds, one cobalt blue glass sherd, and one fragment of a amethyst colored South Carolina Dispensary bottle with stylized lettering. While the other artifacts are not clearly datable, the South Carolina Dispensary operated between 1893 and 1907 (Huggins 1971).

The scatter was found in a 50 by 50 feet area. Soil profiles indicated 0.5 feet of brown (10YR4/3) loamy sand overlying yellowish brown (10YR5/4) subsoil. The central UTM coordinates are E496020 N3759990 and the soils are Orangeburg-Urban land complex.

This site may represent a secondary deposit of trash from a settlement in the area and may even have been dumped into the canal while it was filled with water. Regardless, the scatter does not appear to be associated with any adjacent settlement and fails to evidence any depth or integrity. Consequently, the site is recommended as not eligible for inclusion on the National Register.

#### Summary and Recommendations

As a result of the archaeological reconnaissance and intensive survey of the study area, five sites were discovered. One (38RD950) is located within the

intensive survey area, while the others (38RD951, 38RD952, 38RD953, and 38RD954) are located in the area where only reconnaissance level survey was performed. A previously recorded site, 38RD12/83 was sought, but could not be effectively relocated. It is presumed destroyed either by construction or intensive collection. None of the sites identified during this investigation are recommended as eligible for inclusion in the National Register of Historic Places. No further investigations are recommended for these sites by Chicora Foundation.

In spite of the failure to identify archaeological sites exhibiting a high degree of integrity and significance, this study clearly indicates the historical and archaeological significance of the river front area. The historical and archaeological growth of Columbia, especially at the edge of the city, has not been previously addressed. It was in these peripheral areas of the city's development where there was a mix of rural and urban cultural manifestations. This was also an area of the working class, distinct from Columbia's burgeoning middle class or its powerful merchant class. The interest and support of Edens & Avant has contributed to our understanding of Columbia and its development. It is intended regrettable that others in Columbia have paid so little attention to similar urban archaeological remains.

The Columbia Canal, of course, is listed on the National Register of Historic Places. In fact, all of the survey tract is incorporated within the boundaries of this site. Regrettably, there has never been a detailed, intensive analysis of the Columbia Canal. Consequently, while the Wilbur Smith and Associates (1979) study indicates that the portion of the canal south of Wheat Street is in good condition, this has never been clearly documented through mapping and photographs. In the current study area the condition of the canal ranges from very good, with clear evidence of the tow paths, to very poor, with both paths destroyed and the canal perhaps 80% filled.

While the current project is not anticipated to directly impact the Columbia Canal, we can offer minimal recommendations regarding the feature and its care:

1. The western most set of poles on the South Carolina Electric and Gas Company easement will form the eastern most boundary of an area buffering the Columbia Canal, providing an average of a 100 foot buffer. No construction personnel, vehicles, equipment, or materials will be allowed within the protected area (i.e., west of the western most power poles), excepting activities associated with the construction of paths (discussed below) or interpretative signage.
2. Any clearing of vegetation on the Columbia Canal will be conducted solely by hand, with all cut vegetation removed by hand or light-weight, rubber tired vehicles operated only during dry weather.
3. Cleared areas on or adjacent to the canal will be sodded or otherwise stabilized to prevent erosion within 10 days of the clearing. Where seeding will be used it should be spray mulched to help prevent erosion and the site must be monitored to ensure that any erosion is noted and repaired.
4. No ground disturbing activities, including the construction of roads, ditches, out falls, or similar features, will be allowed in the protected area.
5. No existing ditches will be cleaned or cleared within the protected area. Any plans to channel additional drainage or water flow into or through the protected area must not result any erosion, or need to construct water diversion/erosion control devices.

6. It is consistent with the original intent of the Wilbur Smith study to open the Columbia Canal for recreational and educational purposes. One essential mechanism for this is the construction of foot paths. Paths should not exceed 6 feet in width, which is adequate to allow one-way bike paths or one-way walks with an area for benches/interpretative panels. There are a variety of paving materials which may be both functionally and aesthetically acceptable. However some, such as crushed stone, are not likely to be accessible for the handicapped. Others, such as concrete or asphalt may be visually inappropriate for the historic nature of the site or may require unacceptable ground disturbing construction techniques. Paths should be designed to minimize the need for an aggregate base requiring excavation and should be constructed in such a way to minimize the need for below grade drainage.

Edens & Avant may desire to incorporate some level of interpretative information into the development process. This could not only be used as a marketing tool, but as an educational tool it could help reduce any secondary impacts conceivably associated with the project. Chicora Foundation has considerable experience working with business partners to integrate heritage issues into the marketing of projects. We would be happy to work with Edens & Avant to develop an appropriate and cost-effective program for Granby River Ventures.

It is possible that archaeological remains may be encountered in the survey tract during construction. Construction crews should be advised to report any discoveries of concentrations of artifacts (such as bottles, ceramics, or projectile points) or brick rubble to the project engineer, who should in turn report the material to the South Carolina State Historic Preservation Office or to the client's archaeologist. No construction should take place in the vicinity of these late discoveries until they have been examined by an archaeologist.

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