

Landsford Canal

STATE SC PARK

Trail Map

- A. **NATURE TRAIL** — This trail is 0.5 mile long and follows the river's edge. It begins at the guard lock and ends on the canal trail with a total travel time of 30 minutes.
- B. **CANAL TRAIL** — This trail is 1.25 miles one-way. Round-trip travel time is between 45-60 minutes. (See number text on the back for more information).
- C. **EAGLE POINT TRAIL** — This trail is 0.25 mile one-way. It begins at the back of the museum and ends at the north end of the picnic area. With pleasant views of the Catawba River, the trail's total travel time is about 15 minutes.
- D. **LILY VIEWING AREA** — This popular spot is about 0.75 mile down the Canal Trail and is about a 30-45 minute walk round-trip.

Park Hours

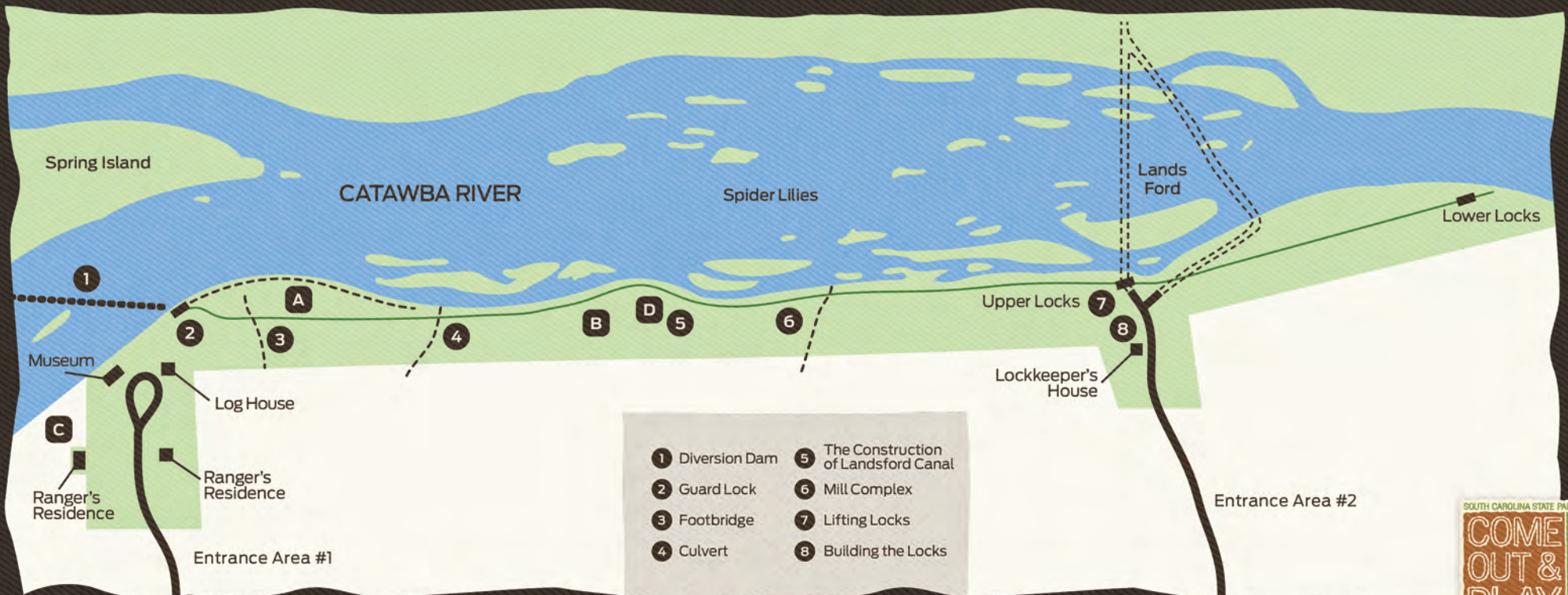
Daily, 9 a.m. – 6 p.m.

Office Hours

Daily, 11 a.m. – Noon

Museum Hours

By appointment



- 1 Diversion Dam
- 2 Guard Lock
- 3 Footbridge
- 4 Culvert
- 5 The Construction of Landsford Canal
- 6 Mill Complex
- 7 Lifting Locks
- 8 Building the Locks





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Catawba, SC 29704

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- 1. DIVERSION DAM** — This dam was designed to funnel a sufficient water supply through the canal during low water and to prevent boats from being washed downstream during floods.
- 2. GUARD LOCK** — This stone structure was built to protect the canal from flood damage when the river level rose above normal.
- 3. FOOTBRIDGE** — This was the first of four bridges that crossed the canal on its two-mile path beside the river — it was the only one supported on specially constructed masonry supports.
- 4. CULVERT** — This arch culvert was built to avoid damage to the fragile canal bed.
- 5. THE CONSTRUCTION OF LANDSFORD CANAL** — Mainly dug by hand, this canal was created through labor-intensive work using the same methods employed by builders for thousands of years.
- 6. MILL COMPLEX** — Near its midpoint, the canal passes a mill owned by the family of William Richardson Davie. Completed in 1810, the mill ground grain and sawed lumber using waterpower.
- 7. LIFTING LOCKS** — The locks were the canal's most important feature. Built from a 16th-century design, the locks allowed boats to overcome a 36-foot fall in elevation without the danger of traveling through the shoals of the river.
- 8. BUILDING THE LOCKS** — The lifting locks were built primarily with rough-cut stones and fieldstones and faced with finished granite. The basic engineering methods used during construction were based on Roman concepts (arches, hydraulic cement and mechanical lifting devices).