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NATIONAL REGISTER OF HISTORIC PLACES

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Limited sensitive information has been redacted

Property Name Chesapeake and Ohio Canal NHP (Boundary Increase)

State DC, Maryland

County DC, Montgomery, Frederick, Allegany, Washington counties MD

Reference Number 14001236

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- 2) The Archaeological Resources Protection Act of 1979, as amended [Public Law 96-95; 16 U.S.C. 470aa-mm; with special attention to Section 9 subsections a and b in their entirety];
- 3) The National Parks Omnibus Act of 1988, Section 207 (1 and 2);
- 4) 36 CFR 800.6(5) and 36 CFR800.11(c);
- 5) Department of the Interior Departmental Manual (519 DM 2);
- 6) National Park Service Management Policies 2006, Section 5.1.1;
- 7) Director's Order 28, Section 5a;

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Please note that Section 304 (c), [16 U.S.C. 470w-3(c)], 36 CFR 800.6(5), and 36 CFR 800.11 (c) require consultation with the Advisory Council on Historic Preservation on reaching determinations of withholding. Further, 36 CFR 800.6(5), and 36 CFR 800.11 (c) specify including the views of the SHPO/THPO, Indian tribes and Native Hawaiian organizations, related to the confidentiality concern in reaching determinations of withholding.



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14001236

Date Listed: 2/3/2015

Property Name: Chesapeake and Ohio Canal National Historical Park Historic District
(Boundary Increase and Additional Documentation)

Multiple Name:

County:

State: DC

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrus
Signature of the Keeper

2/3/2015
Date of Action

Amended Items in Nomination:

We have been informed by the Federal Preservation Officer for the National Park Service that the National Register form contain sensitive locational information on archeological properties which is not intended for public release, but that inadvertently, in Section Two of the National Register form, the "Not For Publication" box was not checked. The form is amended to note that certain information within the form will not be publically released.

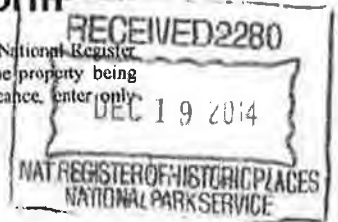
DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Chesapeake and Ohio Canal National Historical Park Historic District
(Additional Documentation & Boundary Increase, 2015)

Other names/site number: Chesapeake and Ohio Canal National Historical Park (CHOH)

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Chesapeake and Ohio Canal National Historical Park (CHOH): District of Columbia and Maryland bank of the Potomac River from Georgetown, D.C., to Cumberland, Maryland

City or town: N/A State: DC, MD County: District of Columbia, Allegany, Frederick, Montgomery, Washington

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 X national X statewide X local
Applicable National Register Criteria:

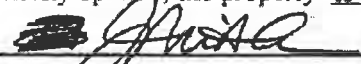
 X A B X C X D

<u>Robert L. Munn, Deputy FPO</u>	<u>12/18/2014</u>
Signature of certifying official/Title:	Date
<u>National Park Service</u>	
State or Federal agency/bureau or Tribal Government	

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Montgomery, and
Washington, Maryland
County and State


Name of Property

In my opinion, the property <u>X</u> meets ___ does not meet the National Register criteria.	
	11-17-14
Signature of commenting official:	Date
Director/SHPO	Maryland Historical Trust
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

 2.3.15
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

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Name of Property

In my opinion, the property <input checked="" type="checkbox"/> meets ___ does not meet the National Register criteria.	
<u>DAVID MALONEY / DC SHPO</u>	<u>11/28/2014</u>
Signature of commenting official:	Date
<u>DC HISTORIC PRESERVATION OFFICE</u>	
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

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Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>106</u>	<u>76</u>	buildings
<u>175</u>	<u>64</u>	sites
<u>483</u>	<u>41</u>	structures
<u>32</u>	<u>1</u>	objects
<u>796</u>	<u>182</u>	Total

Number of contributing resources previously listed in the National Register 455

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- AGRICULTURE/storage, barn
- DEFENSE/ fortification, military facility
- DOMESTIC/single dwelling, secondary structure, camp, village site, institutional housing
- EXTRACTION/waterworks – canal, extractive facility, processing site
- FUNERARY/cemetery, graves/burials
- GOVERNMENT/public works
- INDUSTRY/industrial storage, energy facility, waterworks
- PROCESSING/manufacturing facility
- RECREATION AND CULTURE/outdoor recreation, monument/marker
- TRADE/warehouse, trade (archeology)
- TRANSPORTATION/water-related, rail-related, road-related, pedestrian-related

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Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE/outdoor recreation

LANDSCAPE/park, parking lot, forest

TRANSPORTATION/pedestrian related

GOVERNMENT/public works

FUNERARY/cemetery, graves/burials

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: I-house; vernacular Queen Anne/Colonial Revival, Federal, Second Empire, Gothic Revival

OTHER: lockhouse

OTHER: canal

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

EARTH

WOOD

BRICK

STONE

CONCRETE

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

INTRODUCTION

The Chesapeake and Ohio Canal National Historical Park was established by an Act of Congress on January 8, 1971 “to preserve and interpret the canal’s historic and scenic features and to develop the potential of the canal for public recreation, including such restoration as may be needed.”¹ Thereafter, the National Park Service (NPS) documented the park and many of its component features in a National Register Nomination Form accepted by the Keeper on August 8, 1979. That nomination recognized the potential for identifying additional historic and archeological resources. Since 1979, the NPS continued to document and evaluate newly identified cultural resources within the park. These findings are compiled in this additional documentation to the 1979 National Register nomination and the registration form itself is brought to current National Register standards.

The newly identified resources are compiled from a series of projects and studies. Between 1995 and 1996, the NPS completed a Determinations of Eligibility project with concurrence from the Maryland and District of Columbia State Historic Preservation Officers. The project identified over one hundred new resources within the park. Cultural Landscapes Inventories (CLI) conducted by NPS between 2004 and 2012 have assessed six component landscapes along the canal. These consist of four canal lock communities, the pre-canal Ferry Hill Plantation site, and the Great Falls Tavern site. In the Great Falls Tavern CLI, three resources associated with the Civilian Conservation Corps in the New Deal era illustrate a programmatic shift by NPS to create a recreational infrastructure in the region. An NPS Mission 66 study completed in 2013 identified a pavilion shelter and comfort stations associated with that program’s goal to improve the visitor experience. An archeological identification and evaluation study conducted between 2003 and 2010 discovered more than one hundred new archeological sites and thousands of

¹ Public Law 91-664. In January 1961, President Dwight Eisenhower proclaimed the C&O Canal lands between Seneca and Cumberland a national monument. As a historic area within the National Park System, the canal was administratively listed in the National Register of Historic Places on October 15, 1966, after passage of the National Historic Preservation Act.

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artifacts. The sites contain important data about little known periods in the past and new information about the colonial frontier. Beyond resource identification, the NPS List of Classified Structures (LCS) database—an evaluated inventory of all historic and prehistoric resources that have historical and architectural significance within the National Park System—systematically updates the condition and NPS activity undertaken at every resource.

In Section 7, the physical narrative describes typical resources associated with the canal proper and those related to the district's significance in the areas of transportation, engineering, military history, architecture, commerce, community development and planning, agriculture, industry, ethnic heritage, recreation, conservation, and archeology. A resource inventory combines the newly identified contributing and noncontributing resources with those listed in the 1979 nomination. Organized by mile location on the canal, the inventory illustrates the spatial relationship and clustering of canal-proper resources with riverside and inland resources. Lastly, because over three decades have passed since the 1979 nomination, Section 7 also assesses the district's integrity.

In Section 8, the historical narrative addresses a newly extended period of significance. The discovery of both prehistoric and historic resources begins and continues the period from 9000 BCE through the original 1828 to 1924 period of significance (when the canal was built and operated). After the canal ceased commercial operation in 1924, a noncontiguous period of significance takes in the New Deal-era years of 1938 to 1942 for the district's association with Civilian Conservation Corps activity, and 1965 for the district's association with the NPS Mission 66 program. The narrative expands the original engineering context and introduces the canal's significance as a regional transportation route that influenced the life and economy of the Potomac River Valley, along with the conservation and recreational importance of the canal's conversion from a commercial to a recreational waterway in the early-to-mid 20th century.

Lastly, updated maps and photos are provided. Using GPS technology, a revised boundary map records a refined historic district boundary and contains property acquired by the NPS since 1979. An entirely new historic district resource map locates all the district's contributing resources. Photographs represent major resource types and typical buildings, structures, and sites that define the district's character.

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Note on Redacted Information: Portions of the text printed in *bold italics* contain location information for sensitive archeological sites, and under the authority of Section 304 of the National Historic Preservation Act, should be redacted before the document is released to the public.

Summary Description

The Chesapeake and Ohio (C&O) Canal National Historical Park (NHP) is a linear historic district that extends from Georgetown in Washington, D.C., to Cumberland in Western Maryland. Encompassing 20,526 acres, the district's centerpiece and dominant feature is the C&O Canal. The entire 184.5-mile route of the manmade waterway follows the District of Columbia /Maryland side of the Potomac River, traversing Georgetown's urban setting, passing rural communities and wooded buffered areas in Maryland's Montgomery, Frederick, Washington, and Allegany counties. It retains an astounding number of canal-related resources. A canal prism, towpath, and the lift locks typify the canal's waterway along with numerous aqueducts and the canal's greatest single engineering achievement, the 3,118-foot-long Paw Paw Tunnel. Dams, various locks, bypass flumes, culverts, and wasteweirs form an engineered water transportation system that controlled the flow and depth of water in the prism. Extant lockhouses remind us of the lockkeeper's critical role in operating lift locks and maintaining the correct water level. Other transportation-related resources make up a second component of the district. Related resources include bridges, bridge piers, roads, and trails. A third type of resource found in the district mainly exists along the canal's inland side. Here numerous industrial and commercial ruins, dwellings, ancillary buildings, and structures depict the important economic impacts that the canal had on community development. During its active operation, the canal itself suffered periodic damage from floods, war, and normal deterioration that required the repair and replacement of many structural components. Since the federal government acquired portions of the canal in 1938, the NPS has repaired or rebuilt the towpath in many places, and restored or stabilized many of the locks, culverts and other structures. Thus, the canal today reflects considerable reworking during and since its historic period (1828-1924) while retaining its essential character and continuity from Georgetown to Cumberland.

The C&O Canal National Historical Park was established in a landscape that has been inhabited for over 11,000 years. Embedded in the landscape is a rich archeological record of human use and occupation that includes Early and Late Archaic riverine base camps; Early and Middle

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Woodland camp sites; Late Woodland villages, hamlets, and camps; eighteenth-century domestic sites of the first squatters and settlers; eighteenth- and nineteenth-century farmsteads and industrial sites; along with sites associated with the construction and operation of the canal; and Civil War fortifications and camp sites. The number of eligible and previously listed archeological resources on the National Register includes 20 prehistoric and 30 historic archeological sites.

Narrative Description

THE CANAL SETTING

Planners of the C&O Canal selected the waterway's location based on its access to the Potomac River. Their goal of opening a direct water route between the Potomac and Ohio Valleys provided the States of Maryland, Virginia, and Pennsylvania with the opportunity to commence trade from the tidewater on the Potomac River in the District of Columbia to its intended destination of the Ohio River in western Pennsylvania. Along the curving Potomac River shoreline the park cuts through a variety of landscapes. These landscapes provide a cross section of the geological processes and features characteristic of the Eastern United States. The park begins in the soft, easily eroded rocks of the Atlantic Coastal Plain. In less than a mile, the Coastal Plain transitions, and the park begins a 60-mile journey through the Piedmont Plateau. The first few miles are characterized by the falls and rapids of the "Potomac Palisades." Above Great Falls (Maryland), the Piedmont Plateau is a rolling, hilly upland underlain by hard rocks. At the Harpers Ferry water gap, the Great Valley begins. Here the park follows the sweeping bends of the Potomac through the valley to Hancock, Maryland. Above Hancock, the canal cuts through the folded ridges of the Appalachian Mountains to Cumberland, Maryland.²

² This description is taken from John G. Parsons, *Chesapeake & Ohio Canal National Historical Park, District of Columbia/Maryland*. General Plan (Washington, DC: National Park Service, January 30, 1976), 5. Overall expertise on the C&O Canal resources in Section 7 provided by Ahna Wilson, Cultural Resources Program Manager for the Park; Karen Gray, Library Volunteer, C&O Headquarters; and Martha Temkin, Cultural Resource Specialist, National Capital Region. Expert guidance on Sections 7 and 8 provided by Kathryn G. Smith, Cultural Resource Specialist and Historian, National Park Service, National Capital Region.

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Landscape Characteristics³

Before the development and construction of the canal, and beyond the bustling port of Georgetown, land use in the canal area was primarily agricultural. The first European settlers of the 18th century primarily grew grain and raised livestock (cattle, sheep and pigs). These early farms also often included pastures, managed woodlots, and small orchards. This pattern of land use continued into the 19th century. Industrial and commercial development on a larger scale commenced when both the canal company and the railroad began to build. At some locks, the character of the landscape changed significantly. With the canal's arrival, communities grew primarily to provide services to the boatmen that passed through and served as a place for canal workers to live during the off season.

One exception to this development is the Great Falls Tavern site in Montgomery County, Maryland. In the early 18th century, the cultural landscape of the Great Falls Tavern, unlike the larger agrarian landscape of primarily subsistence farms found at the beginning of European settlement, was not agricultural due in large part to its combination of flood plain and river bluff. Rather the proximity of the spectacular scenery of the falls influenced tourism in this landscape. The Great Falls Tavern, originally built as a lockhouse in 1828, expanded into a tavern with building additions completed between 1830 and 1831. Along with tourism, the 1830 arrival of the C&O Canal and the mid-19th century Washington Aqueduct (that supplied the District of Columbia with water), brought industrial and commercial uses to the area. Following a major flood in 1889, these activities began to decline. The exception was the Washington Aqueduct intake at Great Falls which continues to operate and serve the water supply needs of greater Washington, DC. After the canal closed following the flood of 1924, tourism became more prominent and eventually became the area's main use. This recreational use was reinforced when the NPS acquired the entire C&O Canal property in 1938.

³ Much of the description is taken from National Park Service, *Cultural Landscape Inventory: Four Locks, Chesapeake and Ohio Canal National Historical Park*, Washington, D.C.: Department of the Interior, 2008; and National Park Service, *Cultural Landscape Inventory: Great Falls Tavern, Chesapeake and Ohio Canal National Historical Park*, Washington, D.C.: Department of the Interior, 2004.

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Views and Water Features

Throughout most of the canal's length, understory growth and leafy canopy make a dense woodland setting along both sides of the canal. This successional forest limits any open space in the district and restricts views that historically would have been much more open. During the 19th century the rugged and pastoral character of the Potomac River could be seen from almost anywhere along the canal, along with rolling agricultural fields and sites up and down the canal. Another key element in the setting and feel of the district was flowing water. The water flowing through the canal prism was as much a part of the view as the waters cascading and rolling through the Potomac River. Today portions of the canal prism are dry or are either formally or naturally watered.

Canal Communities and Industries

Along with successional forestation and an abundance of water, the district's setting is characterized by the built environment that was often associated with the canal. Substantial industrial operations either already existed near river-side property that the canal company purchased or they located on the canal where they had access to water leased by the canal company. The canal gave rise to several communities along its length, such as those at Pennyfield Lock, Four Locks, and Seneca Lock. Their relationship to the canal is seen in the residential and commercial properties oriented to the canal in a linear fashion. These tight-knit communities formed, grew and were sustained by the canal, and with its demise came the decline of the communities. While some resources remain, many have been lost to deterioration or been swept away by floods.

Cultural Landscapes

The district contains six component cultural landscapes. These are not the only component cultural landscapes, but these are ones that have been inventoried and evaluated for NR eligibility. These component landscapes are typical of the clusters founded along the canal. Features at the Great Falls Tavern Cultural Landscape (miles 14.17 to 14.40) contribute to the understanding of the C&O Canal, the Washington Aqueduct, and the gold mining industry in the area. The small lock community at Pennyfield Lock (miles 19.00 to 20.00), one of seventy-four locks on the canal, retains the open character of a small canal-side settlement of the late 19th

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century. Seneca Lock (miles 22.80 to 23.65) is historically significant in the same ways as the rest of the C&O Canal. In addition, its cultural landscape represents the site's important red sandstone quarrying activity that produced building stone for many locks and other structures along the C&O Canal. Seneca sandstone was also used in many prominent buildings in Washington, D.C. and other eastern cities. Significant features of the Williamsport, Maryland Cultural Landscape (mile 99.96 to 99.85) represent the development, growth and decline of the C&O Canal over a 100-year period and the evolution of an industrial landscape. The cultural landscape at Four Locks (miles 108.49 to 109.90) reflects the ascent of canal-based transportation and its ultimate decline in 19th-century America. Its buildings, structures, and historic circulation system have a spatial clarity not found in any of the other canal-side communities.

TYPICAL CANAL RESOURCES⁴

These resources reflect the district's national significance in the areas of transportation and engineering history (1828-1924) and were essential to operate the canal as a regional water transportation system. Many embody the distinctive engineering characteristic of America's canal building era from 1790 to 1860. For a definition of canal-related terms, see the glossary in Appendix B.

The Canal Elements

Four elements form the canal trunk. At its core are the remnants of the old canal prism, so-called because the top was wider than the bottom, and the adjacent towpath along which mules pulled canal boats. Basic to the core are the lift locks and the level stretches between the locks, called "levels." Also, integral to the canal are its series of aqueducts and lockhouses.

Canal Prism and Towpath

The C&O Canal prism forms the canal waterway. Below Harpers Ferry, the prism measures 60 feet wide at the top, 48 feet at the bottom, and 6 feet deep. On the upper canal, between Harpers

⁴ Portions of these descriptions are taken from U.S. Department of Interior, *Chesapeake and Ohio Canal: A Guide to Chesapeake and Ohio Canal National Historical Park, Handbook 142* (Washington, DC: National Park Service, 1991) as well as National Park Service Cultural Landscape Inventories for Great Falls Tavern and Pennyfield Lock.

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Ferry and Cumberland, the prism is generally smaller. The prism was designed to be just wide enough to allow unimpeded movement of specially designed canal boats. Most of the prism's length has earthen sides and bottom. Dry-laid stone walls were built on curves, in areas subject to floods, and in places where unusual strain was likely to be exerted on the prism walls. In a few restricted locations the canal was blasted out of natural rocks. The sloping sides were designed to extend two feet above water level and the entire canal bed was waterproofed with a clay liner. On one side of the prism, the berm stabilizes the adjacent earth slope, and on the other side a 12-foot wide towpath allowed mules to pull canal boats along the levels. The canal towpath was typically constructed from the soil removed to build the prism. Its surface was smooth and hard, made of crushed rock or other material available in the immediate area. Due to repeated flood damage, the towpath material has often been replaced and repaired. Today 54 miles of the canal prism are managed as formally watered sections or are watered through natural processes (such as at Little Pool), but are not managed by the park. Managed water sections include Locks 1-23, the towns of Williamsport and Hancock, and the area from Lock 70 in Oldtown to Lock 75 near Cumberland. Other areas along the canal are also watered through natural processes, but are not purposefully watered by the NPS. Otherwise, a tree-filled ditch retains the outline of the canal prism and the embankments of the towpath and the berm sides. For a cross section diagram of the canal, see the 1979 NR form.

Lift Locks

Because the C&O Canal traverses a descending river valley, engineers divided the 605-foot change in elevation into 74 levels (portions between locks), whereupon 74 lift locks transition the canal to lower levels. A lift lock is a chamber large enough to accommodate one canal boat which raised or lowered the canal boat from one level to the next. On each end of the lock chamber, paddle gates in a pair of swing gates allowed the chamber to fill or drain water in order to raise or lower the boats within. Until 1848, builders on the C&O Canal followed standard plans developed for lift locks, deviating at specific locations to suit existing local conditions.⁵

⁵ The design for lift locks changed in 1830. The lower locks have upstream gates on the breast wall, but from Lock 26 up the miter gates were built in front of the breast wall. Additionally locks 1 through 26, with the possible exception of 13, were built with side culverts in the lock walls. Bypass sluices were substituted later. Karen Gray, "A Lock is Not Just a Lock," C&O Canal Association, *Along the Towpath*, Vol. 35, No. 2, June 2003, <http://candocanal.org/articles/lock.html>. For further information on locks see Harlan D. Unrau, *Historic Structure Report, Historical Data: The Masonry Locks, Chesapeake and Ohio Canal National Historical Park, Maryland-District of Columbia-West Virginia* (Denver, CO: Denver Service Center, Historic Preservation Division, National Park Service, U.S. Dept. of the Interior), 1978.

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The main body of each lock, about 92 feet long, had lock walls built 15 feet apart of cut and finished stone set in cement mortar in regular courses and topped with a coping stone. In the 1848 to 1850 period, the lack of nearby stone to build and the excessive cost and time with transporting stone to the site forced the canal company to build Lock Nos. 68 to 71 on the composite plan that used a combination of dry-laid masonry set inside a wooden framework. Around 1900, wood sheathing in some composite locks was replaced with a cement liner. All of the canal's 74 original lift locks are extant and in varying conditions. For stabilization, the NPS has filled in some locks with earth or installed braces to keep the lock walls from collapsing inward. Various lock gate types were used along the canal. Swing gates were primarily used and functioned by a pair of gates that fit into a recess in the lock wall (the "gate pocket") while open. This would allow the full 15-foot width of the lock to be used for boats entering and exiting the lock. The mitered toe posts of the gates fit together tightly to create a water tight seal while closed. Paddle gates, or butterfly valves/wickets/slucice gates, allowed for the intake and release of water into or out of the lock structure in order to raise or lower the boats. Drop gates were also used by the canal company. The drop gate was used on the upstream side of the lock structure and pivoted at the bottom so that, when the gate was opened, it lay flat on the bottom of the lock. The drop gate was operated by using a pulley and gear box system attached to the lock wall next to the drop lock. The paddle gates for the drop gates were placed in a platform below the drop gate. Some lock gates have been reconstructed using modern materials or have been rebuilt with in-kind or similar materials. Lift locks are often accompanied by bypass flumes. These structures are described in the following "Canal Water System" subsection. For detailed descriptions of individual locks, see the 1979 NR form.

Aqueducts

An aqueduct is a bridge, or elevated canal, that carries the canal over an intersecting watercourse that was too large for a culvert to carry the waterway under the canal. Eleven stone aqueducts were built along the C&O Canal at Seneca Creek, the Monocacy River (restored 2005), Catocin Creek (restored 2011), Antietam Creek, Conococheague Creek, Licking Creek, Great Tonoloway Creek, Sideling Hill Creek, Fifteen Mile Creek, Town Creek, and Evitts Creek. They range in length from almost 69 feet to 540 feet in length and have either a single arch or three arches except for the seven-arch Monoacy aqueduct. Limestone was the primary material, along with red sandstone, white quartzite, and granite. All of the aqueducts are extant and have varying conditions. For detailed descriptions of the aqueducts, see the 1979 NR form.

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Lockhouses

The C&O Canal lockhouses, each built to house a lock tender and his family, are generally modest 1½-story log, stone, brick or wood buildings that were built between 1829 and 1851. Oriented either parallel to the canal or at right angles to it, the houses typically measure about 18 feet by 30 feet in plan and have simple gable, wood-shingled roofs. Dormers appear to be later additions. The earliest lockhouses have central chimneys with brick stacks that provided two fireplaces on the first floor. Later versions had flush exterior end chimneys on each end. A full basement often had exposed rear sides with an entrance. Interiors featured two rooms on the first floor and simple trim. Wood stairs access a finished attic used for sleeping. Workmanship on the houses was uniformly good until the later construction period of 1848 to 1850 when houses show evidence of necessary economy and are little more than adequate in construction. Sixty-four lockhouses were built to oversee the 74 locks. Some lockkeepers maintained more than one lock when the locks were closely spaced together. In addition to the purpose-built lockhouses, three existing buildings in Georgetown served Locks 1 through 4. Of the lockhouses built, 27 are extant, 21 exist as ruins (primarily foundations), and 16 are non-extant. For detailed descriptions of individual lockhouses refer to the 1979 NR form.

The Canal Water System

Beyond the canal's core elements is a water system built to control the flow and depth of water and to keep the water in the prism level for as long a stretch as possible. The canal was designed to maintain a 2 to 3 mile per hour current—reducing water resistance—and a depth of 6 feet. To sustain those conditions over 185 miles through widely varying terrain required a finely coordinated hydraulic system in the form of dams, various locks, culverts, bypass flumes, and wastewiers. A general description of these resources follows. For detailed descriptions of individual resources, see the 1979 NR form.

Dams

A series of dams impounded the river water to supply the canal. The canal company built six dams, Nos. 1, 2, 4, 5, 6, and 8. Dam No. 7 was never built and Dam No. 3 was a pre-existing

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government-built dam.⁶ The dams were built of heavy timber cribs anchored to the river bed and filled with quarried stone and rubble. Dams 4 and 5 were rebuilt as masonry structures during and after the Civil War. Of the six canal company-built dams, No. 1 (mile 5.64) and No. 6 (mile 134.06) exist as ruins, and Dam Nos. 2 (mile 22.22), 4 (mile 84.40), and 5 (mile 106.70), are extant, along with the Impound Dam (mile 14.10), the New Armory Dam Abutment (mile 62.20), and Dam 8 Abutment (mile 184.47).

Guard Locks:

Guard locks (also known as inlet or feeder locks) were used to bring water into the canal from the pools behind the dams and to control the amount of water entering the canal system. Guard Locks 4 (mile 85.60), 5 (mile 106.81), and 8 (mile 184.46) are at the head of a section of canal prism. Guard Locks 1 (Inlet Gate, Little Falls, mile 5.00A), 2 (Inlet Lock 2, mile 22.12), 3 (mile 62.30), and 6 (mile 134.06) are at the head of an inlet channel that feeds into the main stem of the canal below their dam. Guard Locks 1 and 2 currently function as intended by bringing water into the lower end of the canal. The other guard locks do not function in this capacity and are blocked with cement walls or earthen berms.

River Locks

River locks raised or lowered boats passing between the canal and the river and were located at points where considerable commercial traffic was anticipated. The C&O Canal retains its original three river locks. The two Goose Creek River Locks (mile 30.84) built in 1837 are the only staircase locks on the C&O Canal, with the upstream gate of the lower lock forming the downstream gate of the upper lock. Built of Seneca red sandstone with Aquia freestone coping, these locks allowed boats from the Virginia side of the Potomac River to access the canal. The Shenandoah River Lock Ruins (mile 60.62), built of limestone in 1834, opened the canal to barges crossing over from the Shenandoah River. Completed in 1834, the Shepherdstown River Lock (mile 72.65), built of gray-blue limestone, provided access to the canal from Shepherdstown, on the West Virginia side of the canal.

⁶ Dam No. 3 originally supplied water power for the Musket Factory of the U.S. Army at Harpers Ferry in 1799. The dam was replaced in 1820 and has since been faced and topped with concrete. It was never owned or controlled by the canal company.

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Tide Locks

Tide locks terminated in a body of water subject to tidal fluctuations. Because the tide could be higher than canal level, the gates had to be hung to resist pressure from either direction. One of two tide locks built on the C&O Canal is extant in Georgetown. Finished in 1831, the entrance of the Tide Lock (mile 0.00A) from the tidal Potomac River to the Rock Creek basin was 15 feet wide with 11-foot masonry walls on the up-river side and 12 feet on the down. This lock measured 143 feet, 11 inches long between gate pockets with double gates at each end.⁷

Stop Gates

Unlike locks with chambers, a stop gate is a single gate used to limit or hold back water. A stop gate operates by inserting or dropping heavy wood planks into vertical pockets within stone retaining walls to keep water from entering the canal below the gate. Two of the guard gates (miles 13.75 and 84.41) are located in guard walls and primarily serve to allow the canal to pass through the wall and to close the gap when flood waters threaten the canal downstream from the wall. These high gates have winch houses re-built by the NPS on bridges spanning between the retaining walls. Historically these buildings contained machinery to lower and lift the wooden drop gates as a stop for high water. Seven of eight stop gates (miles 13.75, 84.41, 110.29, 112.40, 114.15, 119.71, and 183.39), in various states of deterioration, exist on the canal.

Culverts

Canal construction on the D.C. and Maryland river banks blocked the natural passage of inland drainages into the Potomac; therefore, the canal company built culverts for minor watercourses and aqueducts for major ones to carry drainage under the canal. Culverts ran under the berm bank, the canal, and the towpath and were formed with two parallel vertical stone walls resting on a heavy timber grillage and covered by an arch or barrel of stone or brick. Above and below the culvert, wing walls and sometimes a retaining or face wall protected the openings. The size of the culvert varied with the amount of water it would need to carry under normal conditions. Where the path of the canal moved inland from the river bank, leaving considerable flood plain, 10- to 20-foot-wide culverts provided vehicular passage to isolated farms, grazing land, or ferry

⁷ The nonextant tide lock is Tide Lock B built between 1832 and 1834 at the mouth of Tyber Creek where the C&O branch terminated at the Washington City Canal.

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boat landings that transported products between Maryland, Virginia, and West Virginia via the Potomac. On the C&O Canal, more than 150 culverts were built of stone, while some on the upper canal were built of wood and brick. Of the nearly 200 original culverts, over 150 are extant.

Bypass Flumes

The bypass flume, a ditch on the inland or berm side of the canal, carried the water flowing in the canal around the lock when the lock was not in use. Bypass flumes were used as a water control structure to allow excess water to flow downstream between levels. There was no set pattern of construction for the flume, but it generally had stone walls and a stone floor or "tumbler." At least 60 flumes are extant in the C&O Canal.

Wasteweirs

Wasteweirs are dams with control gates built into the wall of the prism or the wing wall of an aqueduct. They functioned to regulate the water level in the canal by providing an outlet for excess water or for draining the canal and were generally located on the towpath side of the canal, though some on the berm bank emptied into culverts constructed below the weir outflow. The original wasteweirs were built of stone with planks across the top forming a towpath bridge. Many were replaced by concrete weirs between 1906 and 1914. The canal retains 54 wasteweirs.

Other Transportation Resources

Besides the canal, other transportation resources convey the district's local significance in the area of transportation as it relates to circulation patterns, competing railroad interests, and construction necessitated by the canal itself. These resources include bridges, roads, and trails.

Bridges

Bridges on the C&O Canal carried roads, railroad tracks or footpaths across the canal. Because the canal was sometimes built through existing urban and developed rural property, existing roads needed to be restored or new access built. In developed areas like Georgetown, crossings

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were unavoidable and a series of bridges carry roadways over the canal. Besides the canal-built bridges, railroads such as the B&O and the Cumberland Valley built bridges across the canal. The historic district contains a variety of masonry or metal bridges, or remnants thereof, built for pedestrians, vehicles, trains, and even mules. Examples include the Railroad Lift Bridge in Williamsport (mile 99.69), the Washington Street Bridge (mile 0.49A) in Georgetown, and the Noland's Ferry Bridge Piers (mile 44.58) built across the canal by the canal company for local farmers to reach the ferry. Transportation resources found in the district include 15 bridges, 7 abutments, 4 piers, and 4 mule crossover abutments.

Roads and Trails (historic circulation networks)

Circulation in the district is comprised primarily of roads, trails, and the canal towpath that are significant at the local level for their association with the transportation network fostered by the canal and railroad. Since closure of the canal in the 1920s, the canal's towpath, rather than the waterway, serves as the district's main circulation feature. Roads were built either as part of the canal construction or to accommodate the increased commercialization of canal communities after the canal opened. Trails or road traces associated with gold mining activity exist within the district, especially in the vicinity of Great Falls Tavern. While the park has experienced some loss of the internal circulation patterns on individual properties, it retains the majority of its historic circulation network. Two examples are the Road Trace near Woodland Trail (mile 12.50) that may be associated with the area's gold mining activity, and the Four Locks Road built circa 1844 by Washington County to stimulate commerce in the growing Four Locks canal community. Four specific historic roads have been identified in the historic district, but many other remnants of roads exist.

Inland Resources

The C&O NHP Historic District includes land historically owned by the canal company as well as lands that were privately held during the period of significance. Some of this land was used in connection with canal activities and one location developed as a public works project. Resources on these lands—agricultural, industrial, commercial or recreational in character—form an important component of the historic district. With two exceptions, these resources are locally significant and reflect the settlement, patterns of community development, and the growth of commerce, industry, and recreation in the Potomac Valley. The two exceptions, the Ferry Hill

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Plantation House (mile 73.02) and the Washington Aqueduct (mile 14.37), a public works project, are significant at the state and national level respectively.

Commerce

Resources associated with commerce illustrate the economic opportunity created by the canal. This new convenient transportation corridor allowed the area's agricultural community and its predominant coal industry to prosper. Seven foundation ruins in communities like White's Ferry, Edwards Ferry, and Four Locks are associated with stores or warehouses that stored wheat and flour and also loaded grain by chute onto canal boats for shipment to Georgetown. The remnants of three granaries, two stores, and two warehouses are extant. One warehouse example, the Denton Jacques Warehouse and Store Ruins in the Four Locks canal community, stored goods for transport on the canal and sold supplies to boatmen. An intact resource is the brick Cushwa Warehouse (mile 99.72) next to the Williamsport boat basin (mile 99.73). Its siting gave the facility ready access for loading coal, flour, iron and cement onto barges.

Agricultural Resources

Resources related to farming reflect the predominantly agricultural nature of the region that the canal passed through. Examples illustrate the dependence of farmers who occupied both the berm side and the plateau between the canal and the Potomac River on milling and the transport of agricultural product. Agricultural development in the post-canal year are associated with the growth of modern farming practices. Mills, farm houses, cisterns, frame bank barns and wagon sheds, concrete dairy barns, milk houses, and silos are among the district's agricultural resources. Resource examples include the mid-19th century Chick Farm House (mile 42.50A) and the early 20th century Samuel Prather Barn Ruins (mile 108.73A&C). The restored McMahon's Mill (mile 88.10), dating from 1778, produced flour and feed and closed in 1922.

Community Development

Domestic buildings found both within established canal communities and scattered individually along the canal largely reflect the settlement and development of both rural and town communities along the canal and reflect typical vernacular architectural forms, building techniques, and locally available materials of the 19th and 20th centuries. Examples indicate 18th

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and 19th century settlement patterns in the region prior to the canal's construction. The circa-1810 Ferry Hill Plantation House (mile 73.02) is a prime example of pre-canal agricultural/residential development. Properties also portray patterns of community development that were influenced by the canal and canal-related commerce and industry. Some buildings and sites relate directly to the housing of canal workers such as Section Houses (mile 62.44B) that were generally occupied by Section Foremen responsible for managing day labor and keeping their sections of the canal in good condition, while others are privately held homesteads of people who made a living on the canal. The vernacular houses are primarily two-story wood or brick buildings with side gable roofs. Some are modest in size and lack decorative elements, while more substantial dwellings exhibit Federal, Gothic Revival, Queen Anne, or Colonial Revival features. Communities that developed around locks typically included stores, sheds, warehouses, and wharves, many of which no longer exist. Houses, the Four Locks School (mile 108.40), and other ruins in the district represent the former communities of Pearre, Bridgeport, Miller's Saw Mill, Millstone Town Site, and the existing Four Locks community.

Industrial Resources

Besides agriculture, the Potomac Valley was rich in industrial activity both before and after the canal. Mills and manufacturing enterprises using canal water for power exemplify the type of industry located on the canal. These served as a source of income for the canal company which leased land and water rights to various industries. Weverton Manufacturing Company (mile 57.86-57.88D), chartered in 1834, is a prime example of an industry that saw the potential for canal water to power a cotton mill. Other industry developed solely because of the presence of valuable natural resources found in the Potomac River Valley such as manganese, iron, and even gold. The area's extensive stone quarrying operations, like the one at Seneca in Montgomery County, Maryland (Loading and Retaining Walls at Seneca Quarries, mile 23.10), and the Shafer Cement Mill (mile 127.40A), provided material used to build the canal and many local buildings and structures of the period. A multitude of extant industrial-related resources, many in ruins, exist along the canal corridor in the form of wharfs, loading and retaining walls, and foundations. The collection of these resource types retains an important record of the broad economic impacts of the canal and its operation.

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Recreational Resources

Several resources reflect the district's local or statewide significance in the area of recreation. They represent successive timeframes at two different areas of the park: the mid-19th and early 20th centuries at Great Falls, the 1930's New Deal era at Great Falls, and the 1960s NPS Mission 66 Program at Carderock. The Great Falls Tavern, now a visitor's center at Lock 20, was originally built in 1829 as a lockhouse. In 1831 the canal company, convinced that this was the proper location for a tavern and inn, proceeded to authorize the money for its construction and for the lockkeeper to also be the innkeeper. The roof of the original house was raised and a stone second story was added. Other additions include two-story brick wings on the north and south sides, a two-story porch on the east side, and a one-story porch along the south wing. The roof was covered in shake shingles and dormers added to the north wing roof. The original stone walls and all new walls were covered in a lime and sand plaster, and the north wing was scored to simulate stone. From the mid- to late 1800s, the building not only served overnighting canal boatmen, but also became a popular destination point for locals and a "favorite haunt" for congressmen and high officials.⁸

Great Falls' long-standing recreational history is also evidenced in a trolley line that operated between 1912 and 1921. Run by the Washington and Great Falls Railway & Power Company, the trolley carried Washington area residents to the canal and falls for recreational day use between 1912 and 1921. The trolley tracks were pulled up in 1926. The trace of the terminus loop (mile 14.17B)—where the trolley circled for its return trip—is visible at the base of the Gold Mine trail. Two conical-shaped survey markers also remain along the trolley route (mile 14.17C).

From 1938 to 1942, the NPS administered the New Deal Civilian Conservation Corps program to employ out-of-work youth to create a national recreation infrastructure in the region. Remaining resources associated with this era are significant at the local level for their association with the NPS and the CCC work relief program. The CCC-built resources, constructed between 1941 and 1942, include a concrete block Boiler House (mile 14.27), a board-and-batten Comfort Station (mile 14.28), and 1 1/2-story brick Pump House (mile 14.29). Two CCC-restored

⁸ National Park Service, *Chesapeake and Ohio Canal: A Guide to Chesapeake and Ohio Canal National Historical Park, Handbook 142* (Washington, DC: U.S. Department of Interior, 1991), 88; National Park Service, "Great Falls Tavern: Cultural Landscape Report," prepared primarily by Saylor Moss and Ginger Howell (Washington, DC: U.S. Department of the Interior), 5-6.

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lockhouses (No. 7, mile 7.00C and No. 10, mile 8.77) reflect the NPS's new emphasis on historic preservation in the parks. The last vestige of the otherwise temporary CCC camps are the brick footings of a swing bridge (Pivot Bridge, mile 9.92) built to provide access between the camp and the canal.

Three buildings at Carderock, a pavilion, and two comfort stations are significant at the local level in the area of Recreation as representations of the National Capital Region's attempt to provide recreational opportunities to a growing urban population under the NPS Mission 66 program. That program re-envisioned national parks and aimed to make parks accessible and enjoyable to the growing number of Americans traveling to the parks. The buildings are also good examples of Park Service Modern architecture, as implemented by the National Capital Region during the Mission 66 program. The Carderock Pavilion consists of a small, covered area with a fireplace and a larger attached shelter. Vertical laminated wood columns support a shed roof over the structure, with the roof slightly higher over the larger portion of the pavilion. The fireplace, faced with corrugated steel, is located in the split-block end wall of the smaller area, which includes black concrete seating. A painted plywood panel and wood bench border the north end of the shelter area. The pavilion remains substantially as it was completed in 1965. The nearby Carderock Comfort Station East and Carderock Comfort Station West are of the standard Mission 66 design found elsewhere in the National Capital Region. These concrete masonry units have ribbon or banked windows at the top of the walls, and low-pitched gable roofs with pronounced overhanging eaves that gave the buildings a horizontal emphasis.

Public Works: The Washington Aqueduct at Great Falls

Resources in the Great Falls area are associated with the first phase of the construction of the Washington Aqueduct, a system built to supply water to the District of Columbia. Designated a National Historic Landmark (NHL) in 1973, with a period of significance of 1853 to 1880, the aqueduct represents a highly important period of development in American waterworks and marks the U.S. Army Corps of Engineers' entry into the field of public works. Furthermore, the aqueduct is important for its architectural significance of the above-ground resources designed by architect and engineer Montgomery C. Meigs that illustrate the influence of architectural design in 19th century engineering projects. Subsequent documentation in 1995 identified additional contributing resources and a larger NR-eligible historic district that encompasses all the NHL resources and expanded the end of the period of significance from 1880 to 1939. At the

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local level, the Aqueduct is significant for its contributions to the physical development of the District of Columbia which influenced patterns of residential development throughout the city.

The one-story NHL Control Gate House (the original intake structure, mile 14.37), designed by Meigs and in operation by 1862, contained gates to regulate the flow of the water to the conduit. Built of Seneca sandstone, the windowless building's slate-covered mansard roof and round dormers effectively convey an association with the Second Empire style. Also in this style is the Gate Keeper's House (mile 14.38) completed in 1875 as a residence for the gate keeper in charge of the aqueduct intake works. Built using a standardized plan, the house is a two-story sandstone building with a slate-covered mansard roof. Located 15 feet southwest of the Control Gate House is the Washington Aqueduct Engineer Marker, W.A.E. XIII (mile 14.31).⁹ In addition, the area contains two Mile Markers (miles 14.31 and 14.40A) associated with a 1915 road widening to the Control Gate House.

ARCHEOLOGICAL RESOURCES

Summary Description

The C&O Canal National Historical Park was established in a landscape that has been inhabited for over 11,000 years. Embedded in the landscape is a rich archeological record of human use and occupation that includes Early and Late Archaic riverine base camps; Early and Middle Woodland camp sites; Late Woodland villages, hamlets, and camps; eighteenth-century domestic sites of the first squatters and settlers; eighteenth- and nineteenth-century farmsteads and industrial sites; along with sites associated with the construction and operation of the canal; and Civil War fortifications and camp sites. The number of eligible and previously listed sites on the National Register includes 20 prehistoric and 30 historic archeological sites.

The archeological descriptions and significance statements are based on the research, analysis, and recommendations found in the following two volumes of the *Archeological Overview and Assessment C&O Canal National Historical Park* by URS Corporation and the nine volumes of the *Archeological Identification and Evaluation Study of C&O Canal National Historical Park* by The Louis Berger Group, Inc.:

⁹ The marker was most likely installed between 1853, when the construction began on the control building, and 1877, when the building was completed. W.A.E. is thought to mean Washington Aqueduct Engineer.

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(Mile Markers 123 to 184) Volumes I-III, The Louis Berger Group, Inc., Washington,
DC.

Narrative Description

As the C&O Canal National Historical Park winds its way westward for 184.5 miles, alongside the Potomac River, it cuts through three major physiographic provinces. From 2001 to 2010, archeologists from The Louis Berger Group, Inc., conducted an archeological study of the park. Given the magnitude of the undertaking, the project was divided into three segments of three-years each that roughly correspond to the three physiographic provinces: the Piedmont or lower segment, from Rock Creek in Washington, DC, to Sandy Hook, MD (Mile Markers 0-59); the Great Valley or middle segment, from Sandy Hook to Hancock, MD (Mile Markers 59-123); and the Appalachian Ridge and Valley or upper segment, from Hancock to Cumberland, MD (Mile Markers 123-184.5). During the course of the fieldwork, 3,391 acres were surveyed, 105 new archeological sites were recorded, and 79 previously known sites were revisited. With the

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addition of the new sites discovered by Berger, a total of 285 archeological sites (prehistoric, historic, and sites with components from both) were recorded for the park at the conclusion of the study.

Prior to Berger's research, a review and assessment of reports and collections resulting from previous archeological investigations was undertaken by the archeologists and historians of URS Corporation. Before the creation of the park in 1972, much of this earlier work was conducted by amateur or avocational archeologists. Later, after the park's creation, archeological research was accomplished by contract or NPS archeologists.

All the archeological sites currently recorded for the park, whether listed on the National Register, determined eligible, determined ineligible, or unevaluated are compiled in the park inventory of archeological resources appended to this nomination. However, only those archeological resources determined eligible or already listed in the National Register are described in this section. Further, they are organized by chronological periods, based on the earliest period the site was occupied, following the current, prehistoric, cultural chronology for the region:

Cultural Period	Uncalibrated*	Calibrated**
Paleoindian	9000-8000 BC	11,000-9600 cal BC
Early Archaic	8000-6500 BC	9600-7600 cal BC
Middle Archaic	6500-3000 BC	7600-3800 cal BC
Late Archaic	3000-1200 BC	3800-1500 cal BC
Early Woodland	1200-500 BC	1500-400 cal BC
Middle Woodland	500 BC-AD 900	400 cal BC-cal AD 1000
Late Woodland	AD 900-1600	cal AD 1000-1600
Contact	AD 1600-1730	cal AD 1600-1730

*Radiocarbon dates; **Calibrated (calendrical) dates, based on INTCAL98 program

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PREHISTORIC ARCHEOLOGICAL SITES¹⁰

Paleoindian Period

Presently, there are no unequivocal components from this time period identified within the park boundary. Most of the evidence that connects a site to this period is limited to the classic Clovis fluted points or the Mid-Paleo and Hardaway-Dalton type of projectile points. These points serve as “index fossils” in the real sense, as they are limited to this period alone. Although various types of scrapers are usually associated with these points (such as a spurred endscraper made from amber-colored chalcedony found on the surface of Site 18MO10); by themselves such objects cannot be taken as proof of Paleoindian occupation, as they continue into the Early Archaic Period. It is likely, however, that evidence of Paleoindians will be found in the park, since a known archeological site with a substantial Paleoindian component containing Clovis points exists just outside C&O Canal National Historical Park boundaries in Montgomery County, MD (the Pierpoint Site, 18MO41; see Fiedel, et al. 2005, Vol. III).

Early Archaic Period

Tuscarora Creek Site [REDACTED] 18FR798: [REDACTED]

[REDACTED] The surface of the site covers approximately 0.89 acre. Discovered in 2002, Berger archeologists excavated a 5-foot wide, stepped-cut in the creek bank in 2004, allowing them to expose an 11-foot stratigraphic profile. The upper occupation layer dated from the latter part of the Late Woodland Period and contained small, quartz triangular points and shell-tempered, Keyser Cordmarked pottery and somewhat earlier, Late Woodland Period crushed quartz/sand-tempered Shepard/Albemarle cordmarked ceramics. About 3 feet below the surface, an Early Woodland zone was encountered with sand and crushed quartz-tempered, Accokeek Cordmarked pottery and steatite-tempered Selden Island Cordmarked pottery; indicating a date around 1000 BC. At 5.7 feet beneath the surface, a Late Archaic layer was uncovered containing a roughly circular hearth-pit with several pieces of fire-cracked rock, charcoal bits, and flecks of calcined bone. An AMS radiocarbon date of 5930 to 5740 cal BP (3980 to 3790 cal BC) was obtained from the

¹⁰ The prehistoric archeology description section was authored by National Capital Region Regional Archeologist, Dr. Stephen Potter.

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charcoal. The deepest occupation layer was discovered at 7 to 8 feet below surface. Within the layer was a black chert, ground, basal fragment from a corner-notched projectile point, similar to corner-notched Kirk points; flakes of black chert, amber-colored chalcedony, red jasper, rhyolite, and other materials; and charcoal flecks. The charcoal returned an AMS radiocarbon assay of 10,280 to 10,570 cal BP (8330 to 8620 cal BC), which fits with the age of Kirk Corner-notched points.

Fletcher's Boathouse Site [REDACTED] 51NW13: A large site measuring about 2.56 acres, the Fletcher's Boathouse Site is located in Washington, [REDACTED] [REDACTED] Phase III data recovery excavations were undertaken here in 1998 by archeologists of URS Corporation. Within a block 30x35 feet, nine large, deep, pit features, originally dug for storage then used later for refuse, were excavated and four others were identified. These pits had intruded through earlier occupations of the site as evidenced by Kirk, Halifax, Savannah River, Piscataway, Rossville, Selby Bay, and Yadkin Triangular (more likely Levanna) projectile points. These artifacts date from the Early Archaic, Late Archaic, Early Woodland, Middle Woodland, and probably the early Late Woodland (the two Yadkin/Levanna Triangular points). Also discovered in the pits were numerous sherds of crushed, quartz-tempered Albemarle pottery and smaller numbers of sand-tempered Popes Creek and shell-tempered Mockley sherds. The original investigator, William Barse, argues for a chronological overlap of the three different ceramic wares and interprets the pits as Middle Woodland in age. Others argue that the *terminus post quem* for the pits is AD 700, the earliest date for the appearance of Levanna Triangular points in the Potomac basin (Fiedel, Bedell & LeeDecker 2005, Vol. II:17-18).

Summit Hall Turf Farm/Beshers Site [REDACTED] 18MO6: A 300-foot strip of park land contains a portion of this previously identified site. Although it has no apparent stratigraphic integrity, it was determined eligible because of the size of its plowzone scatters (on adjacent property, outside park bounds) and the diversity and quantity of exposed artifacts. Artifacts collected by Berger archeologists in 2004 from the recently cultivated surface of the site adjacent to park land include the following temporally diagnostic projectile points: a possible Kirk Stemmed; Halifax/Vernon Side-notched; Savannah River; Holmes/Bare Island; a probable Hellgrammite; and Levanna and Potomac triangles. These points represent the Early Archaic, Late Archaic, and Late Woodland periods.

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Patton Turf Farm/Bull Site [REDACTED] *18MO10*: This previously identified site was surface collected on three occasions by Berger archeologists: once in 2003 and twice in 2004 when the field had been recently plowed. Like site 18MO6, this site has no apparent stratigraphic integrity but it was considered eligible based on the exceptional size of its plowzone scatters (about 8.15 acres) and, more importantly, the remarkable array and quantity of the exposed artifacts. Temporally diagnostic projectile points include Kirk Corner-notched; MacCorkle; possible Brewerton Eared Triangle; Halifax; and Savannah River. Other artifacts collected from the site are two, atlatl weight fragments, a $\frac{3}{4}$ grooved axe, and a spurred endscaper made from an amber-colored chalcedony similar to flakes found in the Early Archaic/Kirk Corner-notched layer at 18FR798. The latter object may possibly be Paleoindian, but it can also date to the Early Archaic.

Dorsey V [REDACTED] *18AG168*: This site was partially excavated by archeologist Robert Wall in 1992, when the federal prison at Mexico Farms was under construction. A strip of woodland, up to 30 feet wide, within the park boundary, probably preserves a small portion of the large site (measuring 350x700 feet) that extends onto the adjacent federal prison property. The site is not stratified, but Middle Woodland pit features were found in the subsoil, below the base of the plowzone. A range of temporally diagnostic projectile points were collected, spanning the Early Archaic through Late Woodland periods, including Kirk Stemmed, Middle Archaic bifurcate-base, Otter Creek, Brewerton, Lamoka, Late Archaic broadspears, Orient Fishtail, Rossville, Chesser Notched, and triangles, among others. An uncorrected radiocarbon date of roughly AD 300 was obtained from the pit where the largest cluster of sherds was found. The crushed chert, limestone, and siltstone-tempered pottery most closely resembled Watson ware, which is typical of the upper Ohio drainage. Nine bladelets made of Flint Ridge chert and five Chesser Notched points (one made of Flint Ridge chert) are raw material and artifact types associated with the Ohio Hopewell culture.

Middle Archaic Period

Ernstville 4 Site ([REDACTED]), *18WA529*: Identified by Berger archeologists in 2005 during a surface survey in an active agricultural field, this site has produced more than a dozen projectile points spanning the Archaic period, more than 20 other stone tools, and a large amount of debitage. Temporally diagnostic artifacts include a Middle Archaic LeCroy point, Late Archaic Susquehanna Broadsphear, Perkiomen Broadsphear, and Brewerton Eared Triangular projectile

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points, and Late Woodland Period Jack's Reef Pentagonal and Levanna Triangular points. No prehistoric pottery was found on the site. Although most of this material was recovered from the surface, over an area of 100x1000 feet, the site includes a stratified component of unknown age on the lower terrace adjacent to the Potomac.

The Moore Tract [REDACTED] The 118-acre parcel of NPS-owned land [REDACTED], known as the Moore Tract, is included in this section because of the large number of bifurcate points dating around 7,000 BC found here. In an old, un-provenanced, archeological collection from the property, bifurcate-base points are the second most common type after Late Woodland triangular points. Bifurcate points were also found in the plowzone during Dr. Russell Handsman's 1976 shovel test pit (STP) survey of part of the tract. Because of the apparent density of such early Middle Archaic point types at this locality—confirming the presence of a substantial population along the upper Potomac during that warm period—it seemed worth mentioning and to recommend that future work at the Moore Tract focus on defining the areas of Middle Archaic occupation.

Late Archaic Period

Cabin Branch/Chisel Branch [REDACTED] 18MO584: In 2004, Berger archeologists excavated two deep test units revealing a stratified sequence of occupations beginning with a Late Archaic stratum, ca. 1500 BC, containing sherds from steatite pots, and rhyolite Perkiomen, Fishtail-like, and Dry Brook points. At the top of the sequence, were two Late Woodland strata with small quartz triangular points and quartz-tempered, cordmarked sherds. Several rimsherds had a "pie-crust" treatment of the lip. No applied rim strips, characteristic of Shepard pottery, were observed. A pit feature contained hickory nutshell and calcined deer bone. The surface of the site covers an area of approximately 0.33 acre.

[REDACTED], the archeologists cleaned off the face and identified a layer containing fire-cracked rock, a few quartzite flakes, and charcoal, between 9.8 and 11.5 feet below the surface. A large, roughly chipped quartzite cobble tool and the broken tip of an argillite drill came from 11.3 feet below the surface. However, the most interesting artifact was a complete rhyolite drill or perforator found at 11.5 feet below the surface. Charcoal taken from the sediment surrounding these artifacts yielded an AMS radiocarbon date of 2900 to 3100 cal BC. A dense layer of charcoal, with no artifacts observed, was discovered in the same bank

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exposure at a depth of 14 feet. This charcoal was also sampled and dated to 4040 to 3720 cal BC. Curiously, this is almost exactly the same age as the charcoal from Site 18FR798, which indicates there was a terrace surface extending for miles along the Potomac that was covered by woodlands and available for human occupation at this date.

Broad Run Site [REDACTED] 18MO572: Two test units were excavated by Berger archeologists at this site – [REDACTED]

[REDACTED] In the first test unit, excavations could only go to 5 feet below surface, due to safety concerns. The upper levels of this unit contained Late Woodland, shell-tempered Keyser cordmarked and crushed quartz-tempered Shepard Cordmarked pottery. In the second unit at the bankcut, dense cultural material appeared abruptly at 6.8 feet below the surface. Two in-situ Savannah River points, 3 Savannah River stem fragments, debitage, flecks of calcined bone, patches of reddened soil, and large amounts of charcoal were excavated from the Late Archaic Period horizon. Charcoal yielded an AMS radiocarbon date of 2130 to 2340 cal BC. Site area is about 0.37 acre.

Monocacy Site [REDACTED], 18FR100: This National Register site [REDACTED] It is 400

feet wide and tapers to about 100 feet at the north end. Excavations by the American and Catholic Universities from 1966 to 1970 identified a deeply buried zone, 7.0 to 8.2 feet beneath the surface. Within the zone were artifacts representing four different occupations, beginning with a Late Archaic component identified by Susquehanna Broadspear projectile points and steatite (soapstone) vessels; followed by an Early Woodland occupation represented by Marcey Creek steatite-tempered pottery (dated by an uncorrected radiocarbon assay of 950 BC), which was followed by people using a friable, sand-and-grit-tempered pottery. The most recent Early Woodland component identified at the site contained Accokeek Cordmarked ceramics. An uncorrected radiocarbon assay of 545 BC dates this component. In an upper zone, Page limestone-tempered pottery and Keyser shell-tempered ceramics mark the last two Late Woodland Period occupations of the site. Because our knowledge of Middle Atlantic prehistory has changed substantially since this nomination was prepared, it should be revised.

Stine Farm Site [REDACTED], 18WA42: In 1978-1979, R. Michael Stewart excavated a 5x3 foot test unit to a depth of 9 feet below surface at this site of about 1.65 acres, revealing at least seven stratified Late Archaic through Late Woodland components. These components were separable

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on the basis of both distinctive soil strata and artifact concentrations. Cultural materials were found to a depth of 6.90 feet, the base of arbitrary level 15. Being cautious, Stewart chose to describe the projectile points and pottery rather than assign the artifacts to temporal types, so it is not possible, without re-examining the objects, to compare them to the finds from other sites described in this section. Although much of the site, including Stewart's test unit, is beyond the park boundary, Dr. Daniel Wagner's auger test indicates that the deeply stratified part of the site extends into the park.

McCoy's Ferry Site I ([REDACTED]), 18WA523: Discovered by Louis Berger archeologists in 2007, this is a stratified site where at least four distinct strata were encountered above a depth of 5.4 feet. In 2008, two 6x3 test units were excavated, one of which contained disturbed soils. Although no diagnostic artifacts were found in the single undisturbed test unit, the type and material of the debitage changes in the lower strata, suggesting that the site spans more than one prehistoric period. Wagner tested in this area and described the stratigraphy as 5.5 feet of mid- to late-Holocene alluvium over a Pleistocene terrace. The archeological strata identified by Berger therefore probably span the Late Archaic to Late Woodland periods. The surface distribution of artifacts indicates the site extends about 600 feet along the Potomac and as far as 200 feet from the riverbank.

Early Woodland Period

The 999 Levee Site ([REDACTED]), 18AG262: The site [REDACTED], and [REDACTED], covers an area of approximately 0.13 acre. The terrace consists of about 4 feet of sediment over an old wetland. Testing in 2009 by geomorphologist Dr. Daniel P. Wagner and Louis Berger archeologists showed that all of the sediment accumulated in the Woodland period, since pottery is found in the lowest levels. The 999 Levee Site is almost certainly the location where Russell Handsman's crew excavated a 2x2-meter test unit, Unit 999, during their 1976 survey of the Moore Tract. Their discoveries included Late Woodland Keyser sherds found in the plowzone and a rich layer 60 to 75 centimeters (2.0 to 2.5 feet) below surface that yielded debitage and several sherds of thick, cordmarked pottery tempered with dark crushed rock. Two small sherds recovered around 120 centimeters down were thin, strong brown in color, crumbly, and closely resembled the Accokeek type.

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In 2010, Berger returned to the site and excavated a single 3x6-foot test unit. In this unit a sparse occupation was encountered around 2.0 feet below surface, and then a richer deposit around 3.3 to 4.2 feet that produced 83 potsherds and a radiocarbon date of 2940±40 bp, or around 1200 to 1100 BC. The pottery was all cordmarked and tempered with crushed dark rock. Therefore, the site, measuring about 100 feet across, represents a small Woodland camp with up to 4.4 feet of stratigraphy apparently separating material of the Early to Late Woodland periods.

The Frog Run Site [REDACTED] 18AG19: This previously recorded, stratified Woodland period site covers an area of about 400x750 feet near the mouth of Frog Run. In 2009, geomorphologist Dr. Daniel Wagner put an auger test on the site and encountered three buried A-horizons, at roughly 2.5, 4.5, and 7.0 feet below surface. A 3x3 foot test unit, excavated in 2010 by Berger archeologists, confirmed the presence of the top two horizons. Excavated at the edge of the terrace, the test unit documented a rich Late Woodland midden more than a foot in depth containing charcoal, animal bone, and artifacts, including a large amount of prehistoric pottery. This midden was radiocarbon dated to 960±40 bp, or around AD 1050 to 1150. Four different decorated vessel rims were identified. The midden is stratified. The pottery in the upper part is mainly tempered with crushed dark rock, and that from the lower part is mainly limestone-tempered. Several different archeological cultures have been documented in this general area dating to the earlier part of the Late Woodland — Clemson Island, Page, and Buck's Garden, as well as remains from the Paw Paw Site that have not been assigned to any culture — and the temporal and cultural relationships between these cultures are not well understood. The second buried surface proved to date to the Early Woodland. Only a few artifacts were recovered at this depth, other than fire-cracked rock, but the abundant charcoal yielded a radiocarbon date of 2750±40 bp, or 930 to 800 BC. Further investigation is necessary to determine if the site is a large village with a relatively short occupation span, or a camp site revisited over a long time.

The Seven Springs Run Site ([REDACTED]), 18AG259: The site covers about 0.33 of an acre [REDACTED]. Berger archeologists excavated a series of STPs at the site in 2009. They returned in 2010 and excavated two 3x3 foot test units. Test excavations at Site 18AG259 showed that it contains stratified deposits dating to the Early or Middle Woodland periods. Artifacts were found to a depth of 4.8 feet below surface, and in one unit a clear buried surface was identified 2.3 feet down. The buried deposits contain datable charcoal, moderate numbers of artifacts, mostly chert debitage, and thick, cordmarked pottery tempered with crushed dark rock. In both test units the

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deepest stone artifacts were found a foot below the deepest sherds, suggesting that the lower levels might date to the Late Archaic Period.

Middle Woodland Period

The Florry Ravine Site [REDACTED] 18WA519: The site [REDACTED]

[REDACTED]

It covers an area of approximately 350x1100 feet. In 2008, Berger archeologists excavated two 5x5 foot units near where shovel tests, excavated during the 2006 survey, had produced high quantities of material. Seven hundred and eight artifacts were recovered from one unit and 278 from the other. The prehistoric pottery includes a diverse array of Late Woodland (after 1200 AD) Keyser, Shepard and Clemson Island sherds. Middle Woodland Period Popes Creek pottery and one possible Mockley sherd (a somewhat later Middle Woodland pottery type) were found in the lowest stratum, beneath the Late Woodland strata. The ceramics suggest repeated occupations of the site from the early Middle Woodland to the late, Late Woodland periods. Some alluvial soil was deposited on the site throughout the period, with the result that the site is partially stratified. In at least some parts of the site, the Middle Woodland artifacts are clearly buried beneath the Late Woodland material, and there may even be some separation of earlier Late Woodland (Clemson Island) from later Late Woodland (Shepard, Keyser) material. The site, therefore, represents an intriguing series of camps spanning a thousand-year period.

Moore Lower Terrace Site [REDACTED], 18AG260: [REDACTED]

[REDACTED]. Testing at the site by Berger archeologists in 2009 and 2010 produced more than 1,000 prehistoric artifacts, including pottery and several bifaces. The material was recovered from the plowzone and the upper foot of Stratum B, which was a light yellowish brown loam. There did not appear to be any meaningful stratigraphic separation at the site, since Late Woodland pottery was found in Stratum B, and geomorphologist Dr. Daniel Wagner identified this landform as a mid-Holocene terrace that had probably finished accumulating soil long before the Woodland period. However, one shovel test did expose a solid layer of fire-cracked rock in the top of Stratum B, apparently the remains of a hearth. The pottery included thick sherds tempered with crushed dark rock that may be Middle Woodland; thinner sherds tempered with crushed rock that resemble the Shepard type; and shell-tempered Keyser

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sherds. Because of the mixed material found here, the site appears to be a camp used repeatedly by people throughout the Middle and Late Woodland periods rather than a village.

Late Woodland Period

Spring Dell Road Site ([REDACTED]), 18WA515: The prehistoric component of this site (which also includes a historic, possibly colonial component) was discovered by Berger archeologists in 2006 and revisited by them in 2008. It covers an area of about 200x700 feet, and represents a large Luray Phase hamlet dating to ca. AD 1400. The site seems to be confined mainly to the plowzone, although evidence exists that sub-plowzone features are present. Two shovel test pits contained large amounts of charcoal and calcined bones from turtle, mammals, and a bird (probably goose or turkey), indicating that Late Woodland features were recently disturbed by plowing. Artifacts included small Late Woodland triangles, shell-tempered Keyser Cordmarked pottery, flakes of translucent black and tan chert, chalcedony, and quartz.

Antietam Coke Yard Site ([REDACTED]), 18WA62c: This site was used in both prehistoric and historic times. The prehistoric occupation of the site was previously discovered in the 1950s by amateur archeologists, who excavated an unknown number of burials attributed to the Late Woodland Period. Much of the site is covered with a dense deposit of slag from the Antietam furnace farther up Antietam Creek. Visited by Berger archeologists in 2006 and 2008, prehistoric artifacts, consisting primarily of flaking debris, covered an area of approximately 150x500 feet. A rhyolite triangular point and a sand-tempered sherd were also found.

Paw Paw Village Site ([REDACTED]), 18AG144: Discovered in 1983 and tested for Phase II National Register evaluation in 1984 by archeologists of the Maryland Geological Survey, [REDACTED]
[REDACTED]
[REDACTED] covers an area of approximately 240x430 feet. Four features were identified during Phase II testing—three shallow pits and one large posthole. Two, uncorrected radiocarbon dates were obtained from the pits: AD 730 and AD 1010.

Artifacts consisted of chert debitage, pottery, and mostly triangular projectile points. Several different types of ceramics were recovered from the site. The dominant type was cordmarked

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and had three different tempers: chert, crushed rock, and a mix of chert and crushed rock. The sherds were not identified by temporal type, but were described as being most closely related to pottery from two nearby sites, the Brosius Village Site in Morgan County, West Virginia, and the Morgan Village Site in Allegany County, Maryland.

Moore Village Site ([REDACTED]), 18AG43: First recorded in 1962 by archeologist Edward Larrabee as Site 18AG10, a “large, buried Late Woodland village”. The location that was mapped for Site 18AG10 at the Maryland Historical Trust is actually just north of the Moore Village, so the village was later given another number, 18AG43. In 1976, Dr. Russell Handsman conducted an archeological survey of portions of the Moore Tract, including testing of the Moore Village. Additional archeological investigations were carried out in 1982 by the NPS, under the direction of John Pousson. To more precisely define the boundaries of the village, twenty-four, 5x5 foot units were excavated, resulting in the definition of an oval palisade line, about 260x350 feet, surrounding the village. Inside the palisade, broad, shallow, irregular trenches were found, which represent the sources of dirt used to pile around the bases of the palisade posts to further reinforce them. Three uncorrected radiocarbon dates for the site translate to AD 1400, AD 1420, and AD 1500, suggesting the village was occupied for a decade or two in the mid-fifteenth century.

More than 9,000 potsherds were recovered, along with 140 triangular points, drills, a variety of scrapers and flake tools, and several anvil or “nutting” stones. The pottery is almost all (over 99%) shell-tempered, cordmarked Keyser ware. Bone tools were also found, including fragments of turtle carapace cups, antler flakers, bone awls, and two antler projectile points. Faunal remains were quite diverse and represented remains from fish, bullfrog, turtle, duck, goose, passenger pigeon, squirrel, raccoon, black bear, elk, and white-tailed deer, which accounted for most of the identifiable mammal bones.

Shawnee Old Fields ([REDACTED]), 18AG20: Prior to the 2009-2010 field testing by Louis Berger archeologists, this site had never been investigated professionally. The only available documentation of the site was the National Register nomination prepared by archeologist Wayne Clark in 1975. Clark visited the site, but much of it was covered in dense vegetation, so he relied on the field notes of Henry Wright, who had visited the site in the 1960s as a young man.

According to Wright, there was a rather narrow scatter of prehistoric artifacts [REDACTED]

[REDACTED] In one location this artifact scatter broadened out to a

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width of as much as 400 feet. Wright and Clark associated this 400x700 foot artifact scatter with the location of King Opessa's Town, an early eighteenth-century Shawnee Indian Village. Reinforcing Clark's belief this was the location of the Shawnee village is the site's proximity to a stone shelf that provides a ford over the Potomac and may have been the main crossing point for the so-called Warrior's Road or Path.

In 2009, a series of shovel test pits (STPs) were excavated across the location of Shawnee Old Fields, which showed up in a 1961 aerial photo of an agricultural field as two, oval stains that appeared to be village sites. Based on the results of the STP survey, Dr. Timothy Horsley carried out a geophysical investigation of the site using a flux gate gradiometer. His survey confirmed what was visible in the 1961 aerial photo—the presence of two, palisaded villages, that were designated the West Village (up river) and East Village. In 2010, Berger archeologists excavated five 3x3 foot test units in each of the two villages. In the West Village, a Late Woodland pit was found in one of the test units and the portion within the unit was excavated. The feature contained daub, triangular points, a large piece of deer antler, flaking debris, fire-cracked rock and fragments of bone from white-tailed deer and turtle. Botanical remains included wood fragments from hickory and oak, hickory nutshell, three fragments of maize, and a sumac seed. Other artifacts from the two villages included Keyser Cordmarked pottery, more triangular points, flake debris, bone beads, and an antler awl.

Two radiocarbon dates, one from each of the villages, place their occupations between AD 1490 and 1560. Both villages were about the same size, approximately 400 feet across. Unfortunately, given the present data it is not possible to say whether one village dates earlier than the other or if they were contemporaneous.

The geophysical survey also recorded hints that there was a third palisade on the site, just southwest of the West Village. Perhaps, the occupants of this possible village site may have been responsible for making the crushed rock-tempered pottery found scattered over the entire area. Without better context, it is not possible to be certain, but this ceramic may date to the early Late Woodland.

One thing is certain, however, no evidence of eighteenth-century occupation of the site was found and the geophysical survey showed very little metal in the soil away from the known, twentieth-century fences and structures. These findings make it highly unlikely that 18AG20 is

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the site of King Opessa's Town. Therefore, it is recommended that the existing National Register nomination be revised in light of the Berger findings and that the West and East Village sites are referred to as Shawnee Old Fields and not as King Opessa's Town.

Contact Period

In spite of diligent searches through archival records and intensive field investigations in promising locations, guided by the archival research, no American Indian sites of the Contact Period have been identified. There are at least three possible explanations for the failure to locate sites from this period: 1) they are not within the bounds of the C&O Canal National Historical Park; 2) they are located somewhere that has not been searched; or 3) they are in a place that has been searched but have not been recognized. In the case of King Opessa's Town, the latter is a distinct possibility.

Originally, King Opessa's Shawnee band came from French-controlled Illinois Country in 1688, arriving in the upper Potomac no later than the early 1720s. By this time, it is highly doubtful King Opessa's warriors were using bows and arrows. Rather, they would have been using French fusils or similar European trade guns. Similarly, it is highly doubtful the women were making much pottery. Rather, they would have been using trade kettles made of copper, or perhaps iron. The result is that the archeological site of King Opessa's Town would not consist of much lithic debris or broken pottery—the very artifacts archeologists are most often looking for. It is also likely that the band of people was not very large and their stay at King Opessa's Town was not very long—the historical documentation indicates about 15 years. Taking all this into account, the archeological “footprint” of such a town would be difficult to recognize.

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18th Century Settlement in the Potomac Valley

Hickman Cemetery ([REDACTED]), Site 18MO627: [REDACTED]

[REDACTED]. In 1969, local historian Jim Poole mapped this cemetery and sketched the carved stones. In 2000, Anne Brockett recorded the cemetery as part of a Montgomery County cemetery study and NPS personnel mapped the site using GPS. In 2005, Berger archeologists conducted a reconnaissance

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survey. The number of depressions in the soil indicates about two dozen graves. Within a 150 x 150-foot area, and closely associated with the depressions, are 21 stones varying in size from a 5.5 x 1.5-foot quartzite slab to a 0.6 x 0.5-foot cobble; the smallest may mark the graves of children or slaves. The stones, deeply embedded by accumulating sediments and/or sunk into the soil, date to as late as 1783 and only a few headstones bear legible carvings. Two stones may belong to local resident William Hickman, who was already farming in the area in the 1730s, and possibly his daughter Mary Wacker. No domestic sites associated with the cemetery were identified. The Hickman Cemetery is a rare vestige of mid-18th century farming along the Potomac.

Spring Dell Road Site (██████████), 18WA515: The historic component of this site (which also includes a prehistoric component, a large hamlet) is a tenant farm discovered by Berger archeologists in 2006 and revisited in 2008. The beginning date of the farm occupancy is between 1730 and 1760, and the end date is about 1820. Because no historic farm site dating prior to 1750 has been excavated in western Maryland, the archeology of life in the frontier has not been explored. Shovel tests recovered over 200 artifacts including coarse and refined ceramics, hand-wrought nails, and brick fragments. Datable sherds indicate that this area was occupied by Euro-Americans probably in the 1760s, if not earlier. All of the land within this meander of the Potomac was part of the huge patent (10,594 acres) that was reserved for Lord Baltimore as "Conococheague Manor," on October 23, 1736. The site contains important information on regional history.

Ernstville Site 4 (██████████), 18WA529: In 2005, Berger archeologists identified this site (which also includes a prehistoric component) in an active agricultural field. ██████████
██████████ The 1736 Winslow map depicted two residences in the vicinity. The later 1859 Taggart Atlas of Washington County depicts no structures in the vicinity of the site, which could mean that the colonial farms had been abandoned and thus later material would not have contaminated the site. (This follows a pattern along the Potomac whereby earlier settlers chose sites close to the river and later farmers moved uphill to flood-proof ground.) This site produced a few colonial artifacts that may represent a small colonial tenant farm with a short occupation.

Cresap's Fort Site (██████████), 18AG09: This site, identified by Edward Larrabee in 1962 as Oldtown I, is the only certain site of the colonial period yet discovered on the upper segment of

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the C&O Canal. Unspecified colonial artifacts suggested that the site might be Charles Anderson's 1736 cabin or more certainly Thomas Cresap's frontier trading post (circa 1740-1770). Cresap was an important figure on Maryland's frontier in the mid-1700s, and his home served as an armed outpost and refuge for many neighbors during the French and Indian War. (The site may also represent the trading post operated by Finnish frontiersman Mons Anderson.) Shovel tests by Berger archeologists in 2008 and test unit excavations in 2009 produced numerous artifacts dating from the 1740 to 1770 period including ceramics, glass, nails and architectural material indicating the presence of a house with stone foundations and glass windows. In 2010, seven 3 x 3-foot test units excavated by Berger archeologists found mid-18th century artifacts and bedrock located beneath the plowzone may be the remains of the foundations of log structures, including Cresap's house. Overall, the artifacts represent the largest mid-18th century collection found anywhere in Maryland west of Williamsport. The site contains important information about frontier life in western Maryland, Thomas Cresap, and the French and Indian War.

Harkins/Boxwell Tenancy [REDACTED] 18AG276: This small tenant farm site [REDACTED] was occupied from around 1790 to the mid-19th century and its tenant families have been identified through documentary research. In 2009, Berger archeologists excavated shovel tests within a cellar hole and a midden. The cellar hole contained architectural material and several domestic artifacts including ceramics dating between 1775 and 1900. The extensive and rich midden deposit located about 25 feet west of the cellar hole contained 152 historic artifacts, 25 large pieces of bone, and architectural material, such as window glass, cut nails, and brick. In 2010, Berger archeologists excavated one test unit in the cellar hole and two in the trash midden. Over 500 early to mid-19th century artifacts were recovered from the site. Because few sites are known from this period, this deposit is ideal for studying the diet, style of dining, and consumer habits of a rural tenant family and much could be learned about the building from the remains of the house. Overall, the significant artifact collection contains important information about rural life on the upper Potomac in the 1790 to 1850 period.

Civil War along the Canal

Civil War Signal Station, Dufiefs Basin [REDACTED] Site 18MO580: Earthworks near Dufiefs Basin were previously identified by Thomas F. Hahn in the 1997 edition of his *Towpath Guide to the C&O Canal* as a Civil War signal station. In 2003, Berger drew a sketch map and plotted the

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site using GPS. The trench forms an excurvate rectangle measuring about 80 feet east/west by 70 feet north/south. Elongated C-shaped berms form the trench's northern and western interiors. Smaller circular mounds form the external corners on the south side. A shovel test on the trench's western edge yielded no artifacts and a survey with a metal detector produced no hits. Although obviously part of the Union Army defensive system that guarded against Confederate river crossings, no documentary evidence has yet been found that specifies the unit(s) involved, the precise function of this feature, or the exact date of its construction. This site, along with the Civil War Earthwork (Site 18MO628), is a rare remnant of the many Civil War actions in the area.

Civil War Earthwork [REDACTED], 18MO628: [REDACTED]

[REDACTED] Previously reported by Jim Poole and Jim Sorensen in 2004, Berger relocated the earthwork in 2005 and recorded it as Site 18MO628. The site is a north/south trench measuring about 650 feet in length. Sharply curving ends form an elongated C. A metal detector survey within and surrounding the trench yielded no Civil War artifacts. The site's position and orientation indicate it was part of the Union Army's defensive network. No documentary record has been found to indicate which unit was stationed here. Along with the Civil War Signal Station (Site 18MO580), this site is a rare remnant of the many Civil War actions in the area.

Mid-19th to early 20th Century Canal Era in the Potomac Valley

Great Falls Tavern [REDACTED], Site 18MO585: In 2009, Berger archeologists examined the Great Falls Tavern vicinity around the extant original tavern/lockhouse/hotel. No original outbuildings exist. Ten shovel tests produced material consistent with the reported location of a late 19th-century kitchen outbuilding south of the tavern. Shovel tests [REDACTED]

[REDACTED] primarily yielded mid-to-late-19th century fragments of glass tableware, whiteware sherds, and a few bone fragments. The ceramic sherds date between 1820 and 1915 and consist mostly of whiteware varieties. Two sherds of pearlware suggest deposition of some material prior to 1840. Two prehistoric artifacts, a rhyolite and a quartz flake, were found in obviously secondary contexts. Located on the surface were a musket ball (probably earlier than 1850) and an undated hatchet head. When combined with a military insignia, possibly depicting a phoenix, these artifacts suggest Civil War activity around the tavern. The site, along with the O. Edwards Ferry site

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(18MO476), contributes to the larger, regionally important story of the canal's operational period in the mid-19th century.

O. Edwards Ferry ([REDACTED]) *Site 18MO476*: Several historic 19th century resources are extant at Edwards Ferry including Lock 25 (reconstructed), the lockhouse, Jarboe's store, several stone foundations, and the Goose Creek River Lock. In 2003, Berger archeologists GPS-mapped the resources, collected artifacts on nearby surfaces, and excavated six shovel tests in and near the structures and buildings. The greatest quantity of historic material, located farthest away from the Potomac, was recorded as Site 18MO476. With the exception of one hand-wrought rose-headed spike dating to 1830 or earlier, the community's known history dates the remaining artifacts to post-1830. In 2004, Berger archeologists identified the position of the 1861 to 1862 Union camp near Edwards Ferry and surveyed the area using a metal detector. No artifacts of the Civil War period or other historic metal artifacts were recovered, perhaps due to previous artifact collecting on the land. Along with the Great Falls Tavern site (18MO585), this site contributes to the important regional history association with the canal's mid-19th century operational period.

[REDACTED] *Lockhouse* [REDACTED]: In 2007, Berger archeologists identified this approximately [REDACTED]. Only the foundation remains of a lockhouse that operated from 1835 to 1924. A survey of the area surrounding the foundation revealed little in the way of surface scatter other than a few small fragments of brick. One of three shovel tests excavated in the north, south, and west yard of the house ruin produced 16 artifacts including nails, window glass, bottle glass, undecorated whiteware, and gray salt-glazed stoneware. The limited artifact recovery and paucity of surface scatter suggest that this site is restricted to the area surrounding the lockhouse. The material recovery dates this site to the mid- to late 19th century.

Inlet Lock No. 4 Keeper's House [REDACTED] *18WA513*: Berger archeologists surveyed this site in 2006. The stone foundation of the lock keeper's house is visible a short distance from the lock. An early survey of the building when it was still partially standing described it as an one-and-a-half-story frame house on a 23 x 23-foot foundation (see Shadow LCS #11798). No information is given for the construction date of the house, but the inlet or guard lock was built in 1833. Berger archeologists measured the visible foundation at 16 x 24 feet with a single, north-facing front doorway. A shovel test dug in the rear yard encountered dense domestic and

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architectural debris, generally datable to the 19th and early 20th centuries. The artifacts include cut and wire nails, whiteware and ironstone ceramics, glass liners from fruit jars, other glass fragments, pry-off jar lids, three doll or figurine fragments, a pressed glass button, and a metal button stamped "Barnhart" and a patent date of Dec. 9, 1924. Other artifacts could extend the chronological range of the probably mixed deposit back to the building's presumed 1830s construction date.

Guardlock 5 Lockhouse [REDACTED] 18WA537: In 2007, Berger archeologists surveyed this approximately 0.08-acre site [REDACTED]. The building functioned as a lockhouse between 1835 and 1924. Four shovel tests excavated in the yard recovered both architectural and domestic artifacts. A number of the artifacts date to the second half of the 19th century, including whiteware ceramics, Bristol & Albany slip stoneware, and machine-cut nails.

Lockhouse, Locks 45 and 46 [REDACTED] 18WA536: [REDACTED]. Two shovel tests excavated by Berger archeologists in 2007 contained a number of artifacts dating to the second half of the 19th century, including clear and cobalt-tinted bottle glass, cut nails, whiteware ceramics (post-1820), and two glass beads. Based on the artifact recovery and known historical information, this lockhouse dates from 1839 to 1924.

Lock Keeper's House at Lock 57 [REDACTED] 18AG247: This site is a small domestic scatter related to the lockhouse. All that remains of the lockhouse, originally of log construction, is the 19-foot-7-inch-wide x 29-foot-8-inch-long stone foundation. [REDACTED]

[REDACTED] Two shovel test units excavated by Berger archeologists in 2008 recovered six historic artifacts and one chert prehistoric flake. Judging from the artifacts recovered, this site corresponds with the period the canal was in operation (1836 to 1924).

Paw Paw Tunnel Complex ([REDACTED]), 18AG221: The Paw Paw Tunnel Hollow Complex is a collection of 21 structural remains [REDACTED]

This site was first identified in [REDACTED]

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1976 by the National Heritage Corporation. The archeological material recovered in that survey included only bottle and table glass. Berger archeologists conducted a walkover survey in August 2005 [REDACTED]

[REDACTED] Several of the structural remains mentioned in the 1999 site form were not seen on this inspection. A second walkover survey by Berger archeologists in January 2006 included a visual reconnaissance [REDACTED]

[REDACTED]. Historic structures photographed included the concrete lockhouse foundation at Lock 62, the waste weir/spillway between Lock No. 62 and Lock No. 63 1/3, a retaining wall and a possible stone foundation over Lock No. 64 2/3 (MM 154.61), the carpenter shop foundation at Lock No. 66, and the graded stone platform associated with Lock No. 66. Other structures, such as watchboxes, that were noted in the 1976 survey were not located. In July 2009, Berger conducted a walkover survey [REDACTED]

[REDACTED] Photographs were taken, and GPS coordinates were recorded.

Superintendent's House [REDACTED] 18AG255: Brick camps and a workshop at this site represent an archeological record of canal construction discovered in 2008 and 2010 by Berger archeologists. Shovel tests in a field covering 150 x 250 feet (0.86 acre) [REDACTED] revealed a high quantity of brick. These bricks, when combined with a lack of other artifacts, interpret this site as an industrial area and the probable location of the Paw Paw Tunnel brick works. The high number of brick found matches the historical account of the thousands of unused bricks discarded by the contractor, Lee Montgomery. Two shovel tests revealed brick floors, likely the remains of the Montgomery camps. A test unit in the area of the brick camp exposed a carefully laid brick floor 1.7 feet below surface that was the base of a brick camp or kiln. Remains of the last firing of a kiln were visible in the ground. Another shovel test revealed a partial fieldstone foundation 2.3 feet below surface. Measuring 70' in length, the wall is about the same depth below the modern ground surface as the floor of the brick camp, and the scatter of brick rubble seems to be stratigraphically above it, dating it to the canal construction period. This wall suggests a large structure, and since very few domestic artifacts were found, it was most likely a workshop and storage shed related to the construction of the Paw Paw Tunnel. In addition to the brick works, a domestic artifact scatter found close to the Superintendent's House dates to the late 19th and early 20th centuries.

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Lock 74 [REDACTED] *18AG224*: The Lock 74 site, [REDACTED], was identified during a 1979 survey by NPS archeologist John Pousson, but was only recorded in 1999 by NPS intern Lynn Jones. It consists of a scatter of both prehistoric material (chert debitage) and historic architectural artifacts (nails and bricks) near the lock. The site area is now covered in small trees and thick underbrush, but pieces of brick were noted during the surface inspection. There appears to be no threat of disturbance by human or natural forces and the site is in good condition

Culvert 237 [REDACTED], *18AG225*: Identified by NPS archeologist John Pousson in 1977 and recorded by NPS intern Lynn Jones in 1999, this site consists of the culvert itself and a scatter of prehistoric and historic artifacts [REDACTED]. Shovel testing in this area showed deep deposits of historic or recent soil covering the area. Bottle glass possibly dating to the 19th or early 20th century was recovered. A prehistoric ground surface was not reached.

West Terminus Guard Lock Complex [REDACTED] *18AG226*: Plans for the excavation and rewatering of the Cumberland canal basin in association with a Cumberland flood mitigation project prompted a cultural resource investigation. Undertaken by John Milner Associates (2007), investigations in the turning basin and the adjacent Weld and Sheridan boat yard revealed 18 canal boats. Salvaging was an important part of a boat yard's business and all the boats showed some evidence of salvage. Because none of the boats were intact, little could be learned about their superstructure. Of the boats that could be measured, twelve were between 8 and 14.5 feet wide, a size dictated by the 15-foot standard width of canal locks, and four measured between 84 and 86 feet long. All the boats were built of oak and pine. Many cut nails secured the planks to the frame. All of the larger boats were quite similar, but with variations in detail, especially in the bows and stems.

19th Century Industry along the Canal

Antietam Iron Furnace [REDACTED] *18WA27*: This archeological site, [REDACTED] has been previously recorded in 1973 by Tyler Bastion, former Maryland State Archeologist. The resource was also individually listed in 1975 in the National Register under Criteria C and D as an example of an important early iron furnace and industrial village. Although the furnace itself is on private land, significant remains of the operation, including mill foundations, are in the park within an area measuring about 150 x 400

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feet. These remains have not been excavated or mapped in detail. Archival sources indicate that iron production began here around 1765, expanded in the early 19th century, and continued until 1880.

Antietam Coke Yard [REDACTED] *18WA62c*: In 1954, Bill Smith and Jerry Schaeffer excavated Site [REDACTED]. Thereafter, in 1980, two test units excavated by Michael Stewart produced only a small number of artifacts from the plowzone. Limited testing by Berger archeologists in 2006 and 2008 revealed that a dense deposit of slag across the eastern half of the site had sealed an old plowzone containing both historic and prehistoric artifacts. The historic artifacts are associated with either the Antietam Furnace, a canal workers' camp dating to 1835, or with Civil War soldiers. More extensive excavations would likely produce both pre-Civil War historic material and a large number of prehistoric artifacts.

Other Historic Archeological Sites

In addition to the sites described above, other archeological sites represent the themes of canal use and industry. With one exception, the non-extant 19th century Lime Shed (18WA478) near Williamsport, Maryland, these archeological sites are associated with buildings, ruins, and structures that already contribute to the historic district and thus constitute archeological components that have the potential to yield additional information regarding the canal infrastructure and commerce. These archeological sites are listed below as well as in the "Resource Inventory by Mile" table contained in this section:

MM	Site Number	Name
<i>60.70</i>	18WA474	Lock 33 Complex
<i>62.33</i>	18WA475	Lock 35 Dry Dock
<i>72.80</i>	18WA486	Lock 38
<i>99.30</i>	18WA477	Lockhouse 44
<i>99.70</i>	18WA480	Miller Brothers Lumber Yard
<i>99.70</i>	18WA478	Lime Shed
<i>99.70</i>	18WA479	Cushwa Warehouse
<i>99.70</i>	18WA481	Williamsport Power Station
<i>174.45</i>	18AG222	Lock Keeper's House at Lock 72

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NONCONTRIBUTING RESOURCES

Noncontributing resources within the district have administrative, maintenance, or recreational functions. Modest one-story buildings, trailers, and outbuildings primarily dating from the 1950s and 1960s situated near the canal generally do not detract from the historic setting. Resources associated with recreational activity include NPS campgrounds and recreational areas found along the canal. These include hiker-biker campsites, drive-in camping areas, picnic areas, and boat launches characterized by paved or unpaved parking areas, concrete boat ramps, grill areas, composting toilets, and picnic tables. These areas are generally unobtrusive in the landscape and have little impact on the district's setting.

Other resources that do not contribute to the district's historical, architectural, or engineering significance have been determined to be outside the period of significance, lacking in integrity, not individually significant, or are not associated with an area of significance defined for the canal historic district. Such resources include post-1950 private communities of cabins and outbuildings, houses, and farms with ancillary buildings, outbuildings, sheds, and privies. The majority of these resources have little impact on the character of the district due to the nature of the secondary forest growth that blocks views.

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STATEMENT OF INTEGRITY

The C&O Canal NHP Historic District retains integrity to the areas and periods of significance defined in Section 8 of this additional documentation. Overall, the district conveys its historical significance through its location, design, materials, workmanship, feeling, setting, and association; however certain aspects of integrity have been impacted by successional forestation, the loss and rehabilitation of some resources over time, and the canal's shift from a mainly commercial and agricultural community to a recreational use.

Successional forest has impacted the district's setting and feeling. The canal which once passed through a well-established agrarian landscape has become a largely forested corridor. The once open views of crop land, the canal, and the Potomac River have been obstructed by woodlands. The loss of resources over time has also impacted these same aspects of integrity. For example, only limited/partial evidence exists of the once bustling canal communities.

The canal's shift from a commercial use within an agricultural community, to one of primarily recreational uses, introduced a new feeling and association to most of the immediate canal area. This shift intensified when the federal government purchased the C&O Canal in 1938 and NPS became the managing agency. Between 1950 and 1960, NPS installed primitive camping grounds with paved parking lots, boat ramps, tables and grills. Thereafter, NPS added several wooden pedestrian bridges and vehicle crossings along the canal for recreational use and maintenance. An exception is the Great Falls Tavern area which retains its integrity for its association with the New Deal era and the corresponding emphasis by NPS on recreational development in the National Capital Region.

Despite the above limitations, the remaining industrial, commercial, and community-related buildings continue to convey the district's history and significance as an important mid-19th- to early-20th-century commercial waterway that greatly impacted the economic development of the valley it passed through. The canal itself retains its original location with the exception of the last mile at Cumberland that has been altered by flood control work by the U.S. Corps of Engineers. Structures such as the canal locks, culverts, wasteweirs and retaining walls have been repaired often and do not always consist entirely of historic materials, yet they remain readily identifiable as 19th- or 20th-century canal engineering technology. Nineteen locks (Nos. 5-23) are functioning and portions of the canal are watered. In Georgetown, Great Falls, and

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Williamsport, the canal prism is watered and functioning locks exist. Also watered is the area from Lock 70 in Oldtown to Lock 75 near Cumberland and portions throughout the canal prism are naturally watered but not managed as intentionally watered. Otherwise a dry, tree-filled canal prism displays the outline of the canal bed and the embankments of the towpath and the berm sides. Its core prism, towpath, and vast water control system greatly enhance the canal's feeling and association as one of this country's best-preserved canals and an outstanding example of 19th century engineering practices.

Over time, several factors have influenced archeological integrity within the C&O Canal NHP, such as floods/erosion, development, agricultural activity, and looting. In spite of these natural forces and human activities, all the contributing archeological resources have enough integrity under Criterion D to yield specific data to address important research questions, such as those identified in Section 8 of this document, as well as in *The Maryland Preservation Plan* and *Historic Contexts for the District of Columbia*.

It is also probable that some of the many unevaluated archeological sites within C&O Canal NHP are stratified to some degree or have intact archeological features below the agricultural horizon. Even some of those archeological sites contained within the agricultural horizon may meet Criterion D because of their exceptional size and diversity and density of artifacts, such as sites 18MO10 and 18MO16. Also, given that only approximately 26% of fee-owned park lands have been surveyed for archeological resources, there is a high potential that many more archeological sites with integrity remain to be discovered.

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C&O CANAL NHP HISTORIC DISTRICT RESOURCE INVENTORY

This resource inventory lists all of the district's resources, combining those identified in the 1979 NR form with the resources identified since 1979. Organized by mile location on the canal, the inventory begins at mile .00 in Georgetown, Washington, D.C. and ends at mile 184.5 in Cumberland, Maryland. The inventory is supplemented by three tables that isolate the findings from studies conducted since 1979. Table 1 lists new contributing resources, Table 2 lists new noncontributing resources, and Table 3 lists nonextant resources.

The inventory also includes "Historic Associated Features." This term is used to enumerate and describe small-scale and landscape features not individually countable according to National Register guidelines. The convention was developed to reconcile the requirements of the NPS List of Classified Structures (LCS) and Cultural Landscape Inventories (CLIs) with National Register documentation guidelines. The LCS is an evaluated inventory of all historic and prehistoric buildings, structures, and objects that have historical, architectural, and/or engineering significance within the National Park System. The CLI is an evaluated inventory of all landscapes that have historical, designed, vernacular and ethnographic significance within the National Park System. Although not officially part of the NR nomenclature, the convention of "Historic Associated Features" is used by several NPS regions in order to keep track of all NR eligible resources managed within the National Parks. All known are included in National Register documentation either as a countable resource or as a Historic Associated Feature.

Resource Inventory Columns

Mile: Mile location of a resource on the canal. The mile recorded may differ from that in the 1979 documentation based on updated GPS location information.

LCS or Archeology Site #: LCS database number or state-assigned archeology site number.

Information Source: The source for more information on individual resources. Three sources appear here: the NR #, Table 1, and Table 2.

NR #: Resources with an NR #, such as NR 4-3, are those identified in the 1979 documentation. This designation number refers to an associated lock number and the resource within that lock area or level. The level is the section of canal between locks. For example, the level between

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Locks 3 and 4 is "level 3." Thus, NR #12-2 indicates the 12th level at Lock #12, and the 2nd resource at that level.

Table 1: Resources found on Table 1, following the Resource Inventory, are new contributing resources identified since the 1979 NR nomination.

Table 2: Resources found on Table 2, following the Resource Inventory, are new noncontributing resources identified since the 1979 NR nomination.

Resource: The resource name is the name assigned in the LCS. Some property names have been revised from those used in the 1979 nomination to best identify current understandings of their respective functions and associations. Revised names are followed by the 1979 National Register name in parenthesis.

NR Status (abbreviation key):

- C: Contributing to the C&O Canal NHP Historic District.
Archeological sites that have been found Eligible for individual listing in the National Register are identified as such under the resource name. (Established by Determination of Eligibility (DOE) with concurrence from SHPOs).
- NC: Non-Contributing to the C&O Canal NHP Historic District.
- NHL: Designated a National Historic Landmark.
- NR: Individually listed in the National Register (NR) or contributing to a NR listed historic district.
- U: Undetermined National Register eligibility for archeological sites where adequate information is unavailable.

Qty/Type: Resource count by NR property type.

Bld: Building

Obj: Object

Str: Structure

Site: Site (ruins are classified as sites)

*New contributing resources previously listed in the National Register are not counted in the contributing total and are marked with * in the Qty/Type column.

Area of Significance & Subcategory: The area of prehistory or history associated with each resource. The term canal-proper is used for resources integral to the canal itself which contribute

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to the National Register significance of the district in the areas of Transportation, Commerce,
and Engineering.

Map/Photo #: Map # refers to the Chesapeake and Ohio Canal National Historical Park Historic
District Resource Maps (the sketch map for this documentation). Photo # is the number assigned
to photos taken during 2013 field work and included on the photo log.

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RESOURCE INVENTORY BY MILE

Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
District of Columbia							
0.00A	12650	NR 0-1	Tide Lock (1831)	C	Str	Canal proper	Map 1
0.00C	12652	NR 0-3	Waste Gate – Ruins (Wastegate) (1831)	C	Site	Canal proper	Map 1
0.00D	12653	NR 0-4	Mole (1831).	C	Site	Canal proper	Map 1
0.01A	12654	NR 0-5	Rock Creek Basin (1830)	C	Str	Canal proper	Map 1
0.01 – 184.5	Multiple	NR	Canal Towpath (1828-1850)	C	Site	Transportation Ethnic Heritage	(All)
0.01 – 184.5	Multiple	NR	Canal Prism (1828-1850)	C	Str	Canal proper Ethnic Heritage	(All)
0.38	12656	NR 1-1	Lock 1 (Lock No. 1, Georgetown) (1830)	C	Str	Canal proper	Map 1
0.41	12657	NR 1-2	Side Pond Inlet (Side Pond) (1830)		Site	Canal proper	Map 1
0.41A	12658	NR 1-3	Boat Basin (1828)	C	Site	Canal proper	Map 1
0.42	12659	NR 1-4	Green Street Bridge (Bridge over Lock No. 2 at 29th Street) (1910)	C	Str	Transportation	Map 1
0.42A	12660	NR 2-1	Lock 2 (1830)	C	Str	Canal proper	Map 1 Photo 1
0.45	47558	Table 2	Douglas, Justice William O., Sculptured Bust (1977)	NC	Obj	N/A	
0.49	12661	NR 3-1	Lock 3 (1830)	C	Str	Canal proper	Map 1
0.49A	12662	NR 3-2	Washington Street Bridge Abutments (30th Street Bridge) (1867)	C	Str	Transportation	Map 1
0.49C	47546	Table 2	1057 Thomas Jefferson Street NW (19th century) A contributing resource to the NR Georgetown Historic District	NC	Bld*	N/A	N/A
0.54	12663	NR 4-1	Lock 4 (1831)	C	Str	Canal proper	Map 1
0.57	12664	NR 4-2	Jefferson Street Bridge Stone Abutments (1830)	C	Str	Transportation	Map 1
0.59	12665	NR 4-3	Congress Street Bridge Pier (also known as 31st Street)	C	Str	Transportation	Map 1

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
			(1867)				
0.59 – 0.61	46624 46625	Table 1	Retaining Wall 0.59 to 1.07 (1820-1840)	C	Str	Canal proper	Map 1 Photo 2
0.61	12666	NR 4-4	Water Intake (unknown date)	C	Str	Canal proper	Map 1
0.68	12667	NR 4-5	High Street Bridge (Wisconsin Avenue Bridge) (1831)	C	Str	Transportation	Map 1 Photo 3
0.68A	12668	NR 4-6	Commemorative Obelisk (Commemorative Marble Obelisk) (1850) Monument notes canal construction dates and two engineers.	C	Obj	Other	Map 1
0.80	12669	NR 4-7	Potomac Street Bridge (1890)	C	Str	Transportation	Map 1
0.81	12670	NR 4-8	Water Intake Ruins - Wilkins Rogers Milling Co. (Wilkins-Rogers Milling Company – Post 1900 Intake)	C	Str	Industry	Map 1
0.84	12671	NR 4-9	Market Street Bridge (Footbridge at 33rd St.) (ca. 1870)	C	Str	Transportation	Map 1
0.84	12672	NR 4-10	Frederick Street Bridge (34th Street Bridge) (ca. 1900)	C	Str	Transportation	Map 1 Photo 2
0.98	12673	NR 4-11	Dual Water Intake - Wilkins Rogers Milling Co. (Wilkins-Rogers Milling Company Dual Water Intake) (post 1900)	C	Str	Industry	Map 1
1.00A	47564	Table 1	Hydraulic Generator Plant (1903-1925)	C	Bld	Industry	Map 1
1.05	N/A	Table 2	Star Spangled Banner Monument Francis Scott Key Park (1993)	NC	Site	N/A	N/A
1.07	12994	NR 4-12	Alexandria Aqueduct, Abutments (Alexandria Aqueduct) (1833-1843)	C	Str	Canal proper	Map 1 Photo 4
1.08	N/A	Table 2	Washington Canoe Club (1904)	NC NR	Bld*	N/A	N/A
1.09	12993	NR 4-13	Towpath Crossover Bridge Ramp – Ruin (Towpath Crossover Bridge) (1856)	C	Site	Transportation	Map 1

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1.10	51NW67	N/A	Foxhall Foundry Icehouse Archeological Site (19th century) Identified by Crowell et. al. 1987.	C	Site	Historic – Non-Aboriginal Industry	Map 1
1.40	47563	Table 1	Independent Ice Company, Foundation Ruins (1877)	C	Site	Industry	Map 1
1.10 trail head	N/A	Table 2	Capital Crescent Bike Trail (1991)	NC	Str	N/A	N/A
1.48	12674	NR 4-14	Foundry Branch Road Culvert (ca. 1830)	C	Str	Canal proper	Map 1
1.51	12675	NR 4-15	Spillway/Footbridge - Foxhall Road (ca. 1830)	C	Str	Canal proper	Map 1
1.52	12676	NR 4-16	Wasteweir #1 (ca. 1830)	C	Str	Canal proper	Map 1
1.53	47561	NR 4-16	Concrete Culvert (1909)	C	Str	Canal proper	Map 1
1.54	12677	NR 4-17	Wasteweir #2 (ca. 1890)	C	Str	Canal proper	Map 1
2.15	51NW73	ASMIS	Georgetown Incline Archeological Site	C	Site	Canal Proper	Map 1
2.25	51NW68	N/A	Camp, Lithic Scatter Archeological Site (1000 BCE-1 CE)	U	Site	Prehistoric	Map 1
2.26	12984	NR 4-18	Georgetown Incline – Ruin (Georgetown Canal Incline) (1876)	C	Site	Canal proper	Map 1
2.7	51NW71	N/A	Civil War Battery Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal Military	Map 1
3.1	51NW13	N/A	Fletchers Boat House Archeological Site (8000 BCE-1600 CE)	C	Site	Prehistoric	Map 1
3.1	551NW6	N/A	Edes Mill Complex Archeological Site (19th century) <i>See also the Pierce Mill Ruins (Edes Mill), mile 3.22.</i>	C	Site	Historic – Non-Aboriginal Industry	Map 1
3.13	17207	NR 4-19	Abner Cloud House (1801)	C	Bld	Community Development & Planning; Architecture	Map 1 Photo 5

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3.13	Not owned by NPS	Table 2	Fletcher's Boat House Fletcher's Office and Snack Bar (1962) Bike Shop (1972) Metal Shed (1963)	NC	3 Bld	N/A	N/A
3.15	51NW72	N/A	Civil War Battery Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal Military	Map 1
3.18	12678	NR 4-20	Battery Kemble Culvert (ca. 1830)	C	Str	Canal proper	Map 1
3.21	12679	NR 4-21	Fletcher's Road Culvert (Road Culvert at Fletcher's) (ca. 1830)	C	Str	Canal proper	Map 1 Photo 6
3.22	47562	NR 4-21	Pierce Mill Ruins (Edes Mill) (1801) <i>See also the Edes Mill Complex Archeological Site, mile 3.1.</i>	C	Site	Industry	Map 1
3.23	12680	NR 4-22	Wasteweir #3 (1850)	C	Str	Canal proper	Map 1
3.64	12681	NR 4-23	Arizona Avenue Railroad Bridge (Railroad Bridge) (1906)	C	Str	Transportation	Map 2
3.8	51NW51	N/A	Proudfit Site	U	Site	Prehistoric	Map 2
3.86	12682	NR 4-24	Chain Bridge Spillway #2 (1830, reconstructed 1973)	C	Str	Canal proper	Map 2
4.17	Not owned by NPS	NR 4-25	Chain Bridge	NC	Str	N/A	N/A
4.2	51NW69	ASMIS	Camp/Lithic Workshop Archeological Site (ca. 1200 BC-ca. AD 1300)	U	Site	Prehistoric	Map 2
4.40	51NW70	ASMIS	Prehistoric camp archeological site (Late Archaic, Middle Woodland)	U	Site	Prehistoric	Map 2
4.60	18MO165	N/A	Culvert Archeological Site (19th century)	U	Site	N/A	Map 2
4.72	Montgomery County						
4.80	N/A	Table 2	Little Falls Creek Culvert (ca. 1954)	NC	Str	N/A	
4.80	18MO164	N/A	Lock 5 Archeological Site (ca. 1832-ca.1924) <i>See also Lock 5, mile 5.02</i>	C	Site	Canal proper	Map 2

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4.90	18MO144	N/A	C&O 5-26 Site Archeological Site (3000 BCE-500 CE) Identified by Franklin and Gregory 1980.	U	Site	Historic – Aboriginal Native American	Map 2
5.00A	12683	NR 4-26	Inlet Gate, Little Falls (Inlet Gate, Little Falls Skirting Canal) (1832) <i>See also Inlet gates at Little Falls Archeological Site at mile 5.10.</i>	C	Str	Canal proper	Map 2
5.00	18MO143	N/A	C&O 5-25 Site Archeological Site (8000 BCE-1600 CE) Identified by Franklin and Gregory 1980.	U	Site	Prehistoric	Map 2
5.10	18MO163	N/A	Inlet Gates at Little Falls Archeological Site (18th/19th century) <i>See also Inlet Gate, Little Falls at mile 5.00A.</i>	C	Site	Canal proper	Map 2
5.02	12684	NR 5-1	Lock 5 (1830, CCC 1938-1942) <i>See also Lock 5 Archeological Site at mile 4.80.</i>	C	Str	Canal proper	Map 2
5.02A	12685	NR 5-2	Bypass flume – Lock 5 (1830)	C	Str	Canal proper	Map 2
5.20	18MO150	N/A	C&O 5-19 High Island Quarry building ruins, Archeological Site (Historic) Ruins (foundations and chimneys) of possible quarry site.	U	Site	Industry	Map 2
5.20	18MO149	N/A	C&O 5-17 High Island Quarry building ruins, Archeological Site (Historic)	U	Site	Industry	Map 2
5.20	18MO162	N/A	Little Falls Feeder Canal Wall Archeological Site (19th century)	U	Site	Canal related	Map 2
5.40	18MO142	N/A	C&O 5-24 Archeological Site (8000 BCE-1600 CE)	U	Site	Prehistoric Industry	Map 2
5.40	18MO148	N/A	C&O 5-18 - High Island Quarry building ruins Archeological Site (Historic) Ruins related to possible quarry site.	U	Site	Industry	Map 2

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5.40	12686	NR 6-1	Lock 6 (1836)	C	Str	Canal proper	Map 2
5.40A	12687	NR 6-2	Bypass Flume - Lock 6 (1836)	C	Str	Canal proper	Map 2
5.40B	00173	NR 6-3	Lockhouse - Lock 6 (1848)	C	Bld	Transportation Architecture	Map 2
5.50	18MO44	N/A	Feeder Canal Archeological Site (8000 BCE-1600 CE)	U	Site	Historic - Non-Aboriginal	Map 2
5.50	18MO141	N/A	C&O 5-22 Archeological Site (500 CE-1600 CE & 18th Century) Identified by Franklin and Gregory 1980.	U	Site	Prehistoric Industry Historic - Non-Aboriginal	Map 2
5.50	18MO139	N/A	Civil War Magazine Archeological Site (19th century)	U	Site	Historic - Non-Aboriginal Military	Map 2
5.60	18MO140	N/A	C&O 5-23 Archeological Site (1 CE-500 CE) Identified by Franklin and Gregory 1980	U	Site	Prehistoric	Map 2
5.60	18MO161	N/A	Canal Dam #1 Archeological Site (19th century) <i>See also Dam #1 - Little Falls - Ruins</i>	U	Site	Historic - Non-Aboriginal	Map 2
5.60	18MO157	N/A	"Dog House" Archeological Site (Historic)	U	Site	Historic - Non-Aboriginal	Map 2
5.64	N/A	NR 6-4 Table 2	Dam #1 - Little Falls - Ruins Very little remains and thus no longer qualifies as a structure <i>See also Canal Dame #1 Archeological Site at mile 5.60.</i>	NC	Site	N/A	N/A
5.74	12690	NR 6-5	Culvert 2 (1830)	C	Str	Canal proper	Map 2
5.78	N/A	Table 2	Little Falls Dam and Pumping Station (1959)	NC	Str	N/A	
6.10	18MO166	N/A	Railroad Archeological Site (19th century)	U	Site	Historic - Non-Aboriginal Transportation	Map 2
6.15	N/A	Table 2	Chimney (date unknown)	NC	Site	N/A	

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6.46	47565	Table 1	Sycamore Island Bridge (1912).	C	Str	Transportation	Map 2
7.00A	12691	NR 7-1	Lock 7 (1830)	C	Str	Canal proper	Map 2
7.00B	12983	NR 7-2	Bypass flume – Lock 7 (1830)	C	Str	Canal proper	Map 2
7.00C	12692	NR 7-3	Lockhouse – Lock 7 (No. 5 historically) (1829)	C	Bld	Transportation Architecture	Map 2
7.10	12693	NR 7-4	Wasteweir (Lock No. 7 Wasteweir) (early 1900s)	C	Str	Canal proper	Map 2
8.33	12694	NR 8-1	Lock 8 (1830)	C	Str	Canal proper	Map 3
8.33A	12695	NR 8-2	Bypass Flume - Lock 8 (1830)	C	Str	Canal proper	Map 3
8.33B	12696	NR 8-3	Lockhouse, Lock 8 (No. 6 historically) (1830)	C	Bld	Transportation Architecture	Map 3
8.33	18MO603		Lockhouse 8 Archeology Site	U	Site	Canal proper	Map 3
8.40	12697	NR 8-4	Culvert #9 (19 th century)	C	Str	Canal proper	Map 3
8.67	12698	NR 8-5	Culvert #10 (19 th century)	C	Str	Canal proper	Map 3
8.70	12699	NR 9-1	Lock 9 (1830)	C	Str	Canal proper	Map 3
8.70A	12700	NR 9-2	Bypass Flume – Lock 9 (1830)	C	Str	Canal proper	Map 3
8.77	12701	NR 9-3	Lockhouse – Locks 9 & 10 (Lock No. 10 Lockhouse, No. 7 historically) (1830)	C	Bld	Transportation Architecture	Map 3
8.79	12702	NR 10-1	Lock 10 (1830)	C	Str	Canal proper	Map 3
8.79A	12703	NR 10-2	Bypass Flume – Lock 10 (post 1875)	C	Str	Canal proper	Map 3
8.93	12982	NR 10-3	Culvert 12 (Rock Run Culvert) (1830)	C	Str	Canal proper	Map 3
8.97	12704	NR 11-1	Lock 11 (1830)	C	Str	Canal proper	Map 3
8.97A	12705	NR 11-2	Bypass Flume – Lock 11 (1830)	C	Str	Canal proper	Map 3
8.97B	12706	NR 11-3	Lockhouse – Lock 11 (Lock No. 11 Lockhouse, No. 8 historically) (1830)	C	Bld	Transportation Architecture	Map 3
9.00A	46614	NR 11-4	Mile Marker 9 (9 Mile Marker) (19 th century)	C	Obj	Transportation	Map 3
9.29	12707	NR 12-1	Lock 12 (1830)	C	Str	Canal proper	Map 3
9.29A	12708	NR 12-2	Bypass Flume – Lock 12 (19 th century)	C	Str	Canal proper	Map 3

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9.37	12709	NR 13-1	Lock 13 (1830)	C	Str	Canal proper	Map 3
9.37A	12710	NR 13-2	Bypass Flume – Lock 13 (1830)	C	Str	Canal proper	Map 3
9.47	12711	NR 14-1	Lock 14 (1830)	C	Str	Canal proper	Map 3
9.47A	17208	NR 14-2	Bypass Flume – Lock 14 (1830)	C	Str	Canal proper	Map 3
9.67	12712	NR 14-3	Wasteweir (ca. 1900)	C	Str	Canal proper	Map 3
9.92	None assigned	Table 1	Pivot Bridge Ruins (1938)	C	Site	Recreation	Map 3
10.02	12715	NR 14-5	Culvert 14 (Culvert) (19th century)	C	Str	Canal proper	Map 3
10.42	None assigned	Table 1	Carderock Pavilion (1965)	C	Str	Recreation	Map 3 Photo 7
10.42	None assigned	Table 1	Carderock Comfort Station East (1965)	C	Bld	Recreation	Map 3
10.42	None assigned	Table 1	Carderock Comfort Station West (1965)	C	Bld	Recreation	Map 3
10.43	12714	NR 14-6	Carderock Road Culvert (Road Culvert at Carderock) (19th century)	C	Str	Canal proper	Map 3
10.60	18MO692	N/A	Carderock II Prehistoric lithic scatter archeological site	U	Site	Prehistoric	Map 3
10.60	18MO693	N/A	Carderock III Prehistoric lithic scatter archeological site	U	Site	Prehistoric	Map 3
10.60	18MO694	N/A	Carderock IV Prehistoric lithic scatter archeological site	U	Site	Prehistoric	Map 3
10.60	18MO695	N/A	Carderock V Prehistoric lithic scatter archeological site	U	Site	Prehistoric	Map 3
10.70	18MO155	N/A	Canal Retaining Walls Archeological Site (19th century)	C	Site	Historic – Aboriginal Canal proper	Map 3
10.90	18MO691	ASMIS	Carderock I Prehistoric lithic scatter archeological site	U	Site	Prehistoric	Map 3

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10.90	18MO147	N/A	C&O 1-7 Archeological Site (19th century)	U	Site	Historic – Aboriginal Industry	Map 3
11.40	N/A	Table 2	Marsden Tract Group Campground (1960s-1970s)	NC	Site	N/A	N/A
11.5	18MO690	N/A	Vaso Archeology Site	U	Site	N/A	Map 3
11.52	18MO156	N/A	C&O 1-4 Marsden Tract Archeological Site (20th century)	U	Site	Historic – Non-Aboriginal Community Development & Planning	Map 3
11.52	47566	Table 1	Stone Chimney in Marsden Campground (late-19 th to early 20 th century)	U	Site	Community Development & Planning	Map 3
11.76	12717	NR 14-8	Culvert 17 (ca. 1835)	C	Str	Canal proper	Map 3
12.26	12718	NR 14-9	Culvert 18 (ca. 1835)	C	Str	Canal proper	Map 3
12.36	47567	Table 1	Potomac Granite Company, Ruins (19 th century)	C	Site	Industry	Map 3
12.50	47568	Table 1	Road Trace near Woodland Trail (early 20 th century)	C	Site	Transportation	Map 3
12.62	12719	NR 14-10	Widewater (ca. 1830)	C	Site	Canal proper	Map 3
13.00	N/A	Table 2	Unknown Drainage Structure (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Modern Culvert (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Stone Block Wall (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Concrete Drainage for Berma Road (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Unidentified ruin (date unknown)	NC	Str	N/A	N/A
13.01	12720	NR 14-11	Wasteweir (1975 reconstruction)	C	Str	Canal proper	Map 3
13.10	47547	Table 1	Brick and Stone Ruins near Woodland Trail (1857)	C	Site	Industry	Map 3
13.45	12721	NR 15-1	Lock 15 (1830)	C	Str	Canal proper	Map 3 Photo 8
13.45A	12722	NR 15-2	Bypass Flume – Lock 15 (1830)	C	Str	Canal proper	Map 3

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							Photo 8
13.63	12725	NR 16-1	Lock 16 (1830, CCC 1939-1942)	C	Str	Canal proper	Map 3
13.63A	12726	NR 16-2	Bypass Flume – Lock 16 (1830)	C	Str	Canal proper	Map 3
13.63B	12860	NR 16-3	Lockhouse – Lock 16 (No. 10 historically) (1837)	C	Bld	Transportation Architecture	Map 3
13.75	12723	NR 16-4	Stop Gate (1852) This resource includes a rebuilt (post-2008) bridge and winch house. The reconstructed bridge stands atop the historic stone abutments for the stop gate.	C	Str	Canal proper	Map 3 Photo 9
13.00	N/A	Table 2	Unknown Drainage Structure (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Modern Culvert (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Stone Block Wall (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Concrete Drainage for Berma Road (date unknown)	NC	Str	N/A	N/A
13.00	N/A	Table 2	Unidentified ruin (date unknown)	NC	Str	N/A	N/A
13.90	None assigned	Table 1	Mary's Wall (ca. 1830s)	C	Str	Canal proper	Map 3
13.98	47548	NR 17-1	Bypass Flume – Lock 17 (1830)	C	Str	Canal proper	Map 3
13.99	12724	NR 17-1	Lock 17 (1830)	C	Str	Canal proper	Map 3
14.02	47553	NR 17-1	Pool between Locks 17 and 18 (1835)	C	Site	Canal proper	Map 3
14.07	N/A	Table 2	Bridges & Boardwalks to Olmstead Island (1993)	NC	Str	N/A	N/A
14.09	12727	NR 18-1	Lock 18 (1830)	C	Str	Canal proper	Map 3
14.09A	12728	NR 18-2	Bypass flume – Lock 18 (1830)	C	Str	Canal proper	Map 3
14.09B	12971	NR 18-3	Lockhouse – Lock 18 – Ruins (No. 11 historically) (1830)	C	Site	Transportation	Map 3
14.09	18MO474	N/A	Lockhouse 18 Archeology Site	C	Site	Transportation	Map 3
14.10	18MO34	N/A	Olmsted Island Site Archeological Site (1000 BCE-1600 CE)	U	Site	Prehistoric	Map 3

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14.10	47556	Table 1	Impound Dam, near Lock 18, Ruin (1830)	C	Site	Canal proper	Map 3
14.17	N/A	Table 2	Brick Vent (date unknown)	NC	Str	N/A	N/A
14.17	12729	NR 19-1	Lock 19 (1830)	C	Str	Canal proper	Map 3
14.17A	12730	NR 19-2	Bypass Flume – Lock 19 (1830)	C	Str	Canal proper	Map 3
14.17B	47555	Table 1	WA & Great Falls Railway & Power Co., Survey Markers (1912-1921; tracks removed 1926)	C	3 Obj	Recreation	Map 3
14.17C	47554	Table 1	WA & Great Falls Railway & Power Co., Terminus Loop (1912-1921)	C	Site	Recreation	Map 3
14.19	N/A	Table 2	Building at Lock 19 (1970s)	NC	Bld	N/A	N/A
14.27	46620	Table 1	Boiler House – Great Falls (1941-1942)	C	Bld	Recreation	Map 3 Photo 10
14.28	46622	Table 1	Comfort Station – Great Falls (1941-1942)	C	Bld	Recreation	Map 3 Photo 10
14.29	46621	Table 1	Pump House – Great Falls (1941-1942)	C	Bld	Recreation	Map 3 Photo 10
14.30	12731	NR 20-1	Lock 20 (1830)	C	Str	Canal proper	Map 3
14.30A	17229	NR 20-1	Bypass Flume – Lock 20 (1830)	C	Str	Canal proper	Map 3
14.17-14.40	N/A	Table 1	Great Falls Tavern Cultural Landscape	C	Site	Recreation	Map 3
<i>Historic Associated Features¹¹</i>							
	Buildings and Structures (not including individually contributing resources of the C&O Canal Historic District): Fish ladders						
	Circulation “Old Rockville Road” trace						
	Abandoned road (possibly macadamized)						

¹¹ See introduction for explanation of Historic Associated Features

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			Brick Walk west of the tavern				
			Entry Road (portion of historic Conduit Road)				
			Historic hillside trails				
			Stone and slate walks east of the tavern				
			Small-Scale Features				
			Concrete boundary markers (Washington Aqueduct)				
			Concrete fence posts (Washington Aqueduct)				
			Historic graffiti cut into stones at Locks 19 and 17				
			Mining features such as adits, prospect tranches and pits, and spoil heaps				
			Quarry sites				
			Vegetation				
			Arrowhead (Arrow Arum) on canal wall, north of Lock 20				
			Grass along towpath				
			Native species located in flood plain upland areas, and on Olmsted Island				
			Non-native tree species where illustrative of historic house sites				
			Views and Vistas				
			View of Great Falls from the overlook platform on Olmsted Island				
			View of the canal, towpath, Mary's Wall, Mather Gorge, and the river, from the hillside trails above Lock 17				
			View of the north façade of the tavern from the towpath looking south				
			View north and south along the towpath				
14.30B	00148	NR 20-2	Great Falls Tavern (Lockhouse and/or Tavern, Variously known as Great Falls Tavern or Crommelin House) (1829, 1831)	C	Bld	Transportation Recreation	Map 3 Photo 11
14.30	18MO585	N/A	Great Falls Tavern Archeological Site (19th century) <i>Determined Eligible for Individual Listing in NR.</i>	C	Site	Historic – Non-Aboriginal Military Canal proper	Map 3

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14.30	N/A	Table 2	Washington Aqueduct Intake (1967-1970)	NC	Str	N/A	Map 3
14.31	47569	Table 1	Washington Aqueduct Concrete Mile Marker, DC 10 M (1915)	C	Obj	Engineering	Map 3
14.31A	47571	Table 1	Washington Aqueduct, Engineer Marker, W.A.E. XIII (1853-1877) Resource may also contribute to the Washington Aqueduct NHL.	C	Obj	Engineering	Map 3
14.33	12864	NR 20-3	Spillway (Masonry Spillway) (late 19th century)	C	Str	Canal proper	Map 3
14.34	12732	NR 20-4	Wasteweir (1900)	C	Str	Canal proper	Map 3
14.35	None assigned	Table 1	Engineer's Garage (1941-1942)	C	Bld	Engineering	Map 3 Photo 12
14.37	None assigned	Table 1	Washington Aqueduct Control Gate House (1869) Resource contributes to the Washington Aqueduct NHL.	C NHL	Bld*	Engineering	Map 3
14.38	47557	Table 1	Washington Aqueduct, Gate Keepers House (1875) Resource may contribute to the Washington Aqueduct NHL.	C	Bld	Engineering	Map 3
14.38	N/A	Table 2	Corps of Engineer's House, #11706 (1956)	NC	Bld	N/A	N/A
14.38	N/A	Table 2	Corps of Engineer's House, #11704 (1956)	NC	Bld	N/A	N/A
14.38	N/A	Table 2	Great Falls Entrance Pavilion/Fee Booth (2010)	NC	Bld	N/A	N/A
14.38	N/A	Table 2	Great Falls Comfort Station (2008)	NC	Bld	N/A	N/A
14.38	Not owned by park	Table 2	Steel Stairs on Hillside (late 20th century)	NC	Str	N/A	N/A
14.39	47551	Table 1	Maryland Gold Mine Assay Office Ruins (ca. 1916-1918)	C	1 Site	Industry	Map 3 Photo 13
14.39A	47550	Table 1	Water Tank (water tower supports ca. 1916-1918; water tank reconstructed (1970s))		1 Str		
14.39	N/A	Table 2	Boiler House/Blacksmith Shop (reconstructed 1990s)				
14.39	N/A	Table 2	Amalgamation Mill Ruins (unknown date)				
14.40	None assigned	Table 1	Concession Building (1950s)	C	Bld	Recreation	Map 3

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14.40	None assigned	N/A	Matthew Rayner Cemetery Archeological Site (19th century)	C	Site	Historic – Aboriginal	Map 3
14.40	47830	Table 1	Great Falls Cemetery (1855)	C	Obj	Other	Map 3
14.40A	47552	Table 1	Washington Aqueduct Concrete Mile Marker, DC 09 M (1915)	C	Obj	Engineering	Map 3
14.40B	47570	Table 1	Washington Aqueduct Survey Markers (1875-1915)	C	Obj	Engineering	Map 3
14.54 14.55	N/A	Table 2	Great Falls Maintenance Grounds: (mid-20th century) Trailer Building #1 Building #2 Building #3 Building #4 Outbuildings	NC	8 Bld	N/A	N/A
15.00	N/A	Table 2	Foundation at Cool's Spring (date unknown)	NC	Site	N/A	N/A
15.10	18MO38	N/A	Limekiln Archeological Site (8000 BCE-1000 BCE) Reported by S. Silsby 1972.	U	Site	Prehistoric Industry	Map 3
15.26	12733	NR 20-5	Culvert 21 (Cool Spring Branch) (1830)	C	Str	Canal proper	Map 3
15.30	18MO623	N/A	Cool Spring Branch Archeological Site (500 CE-1600 CE)	U	Site	Prehistoric	Map 3
15.85	12734	NR 20-6	Culvert 22 (Sandy Landing) (1830)	C	Str	Canal proper	Map 4
16.54	12735	NR 21-1	Lock 21 (Swains Lock and earlier as Oak Spring Lock) (1831)	C	Str	Canal proper	Map 4
16.54	N/A	Table 2	Modern Shed at Lock 21 (date unknown)	NC	Bld	N/A	N/A
16.54A	12736	NR 21-2	Bypass Flume – Lock 21 (1830)	C	Str	Canal proper	Map 4
16.65	12865	NR 21-3	Lockhouse, Lock 21 (1830-1833)	C	Bld	Transportation Architecture	Map 4
16.67	12737	NR 21-4	Wasteweir (1906)	C	Str	Canal proper	Map 4
17.02	12739	NR 21-6	Mile Marker 17 (Mile Post) (1830-1840)	C	Obj	Transportation	Map 4

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17.6	18MO633		Watts Branch Archeology Site	U	Site	N/A	Map 4
17.74	12740	NR 21-7	Culvert 25 (Watts Branch Culvert) (ca. 1830)	C	Str	Canal proper	Map 4
19.00-20.00	No LCS#	CLI 600289	Pennyfield Lock Road	C	Str	Community Planning & Development	Map 4
19.63	Not owned by NPS	Table 2	Boat Launch (1960s)	NC	Str	N/A	N/A
19.63	12741	NR 22-1	Lock 22 (Pennyfield Lock) (1831)	C	Str	Canal proper	Map 4 Photo 14
19.63A	12742	NR 22-2	Bypass Flume, Lock 22 (CCC rebuilt 1939-1942)	C	Str	Canal proper	Map 4
19.64	12866	NR 22-3	Lockhouse – Lock 22 (ca. 1830)	C	Bld	Transportation Architecture	Map 4 Photo 14
19.67	12743	NR 22-4	Wasteweir (ca. 1900)	C	Str	Canal proper	Map 4
19.80	18MO580	N/A	Civil War Signal Station Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Military	Map 4
19.96	47572	Table 1	John L. DuFiefs Mooring Basin (1828-1830)	C	Str	Canal proper	Map 4
20.01	18MO579	N/A	Pennyfield Lock House Archeological Site (19th century)	U	Site	Historic – Aboriginal Transportation	Map 4
20.01A	12744	NR 22-5	Culvert 30 (Culvert #30, Muddy Branch) (ca. 1835)	C	Str	Canal proper	Map 4
22.02	12745	NR 22-6	Mile Marker #22 (Historic Milestone) (pre 1850)	C	Obj	Transportation	Map 5
22.12	12746	NR 22-7	Inlet Lock 2 (1830)	C	Str	Canal proper	Map 5
22.12A	12747	NR 23-1	Lock 23 (Lock No. 23 (Violets [sic] Lock)) (1830)	C	Str	Canal proper	Map 5
22.12B	47573	NR 22-7	Crossover Bridge abutments, Inlet Lock 2 (Inlet Lock No. 2) (1830)	C	Str	Canal proper	Map 5
22.12C	47575	Table 1	Guard Dike, Dam 2 (1828-1830).	C	Str	Canal proper	Map 5

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22.22	12748	NR 23-2	Dam 2 (Dam No. 2 (Also called Seneca Dam)) (1830)	C	Str	Canal proper	Map 5
22.40	46617	Table 2	Wasteweir (1973)	NC	Str	N/A	N/A
22.80-23.65	N/A	Table 1	Seneca Lock Cultural Landscape	C	Site	Industry Transportation	Map 5
<i>Historic Associated Features¹²</i>							
Natural Systems and Features							
Sandstone Cliffs							
Seneca Creek							
Potomac River							
Land Use							
Recreational Land Use							
Circulation							
Berm Road Trace							
Rileys Lock Road							
Tschiffley Road							
Vegetation							
Treeline along river & berm sides of canal							
Buildings and Structures							
Warehouse Ruins							
Sandstone Ruins at Bull Run Creek							
Views and Vistas							
Views east & west along the river & canal							
Small-scale Features							
Iron Aqueduct Fence and Columns							
22.80	12750	NR 24-1	Lock 24 (Lock No. 24 (Riley's Lock)) (1831)	C	Str	Canal proper	Map 5
22.80A	12867	NR 24-2	Lockhouse - Lock 24 (1831)	C	Bld	Transportation	Map 5

¹² See introduction for explanation of "Historic Associated Features."

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						Architecture	Photo 16
22.80B	45781	Table 1	West House (1880-1890)	C	Bld	Community Development & Planning	Map 5 Photo 16
22.8	18MO475	N/A	Lock 24 Archeology Site	C	Site	Canal proper	Map 5
22.81	N/A	Table 2	Boat Launch (1960s)	NC	Str	N/A	N/A
22.81 22.81A	12751 46623	NR 24-3	Seneca Creek Aqueduct (Seneca Aqueduct) and Wasteweir (1831)	C	Str	Canal proper	Map 5 Photo 16
22.90	18MO101	N/A	Seneca Sandstone Quarry Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal	Map 5
22.90	11597	NR 24-4	Seneca Creek Basin (1835)	C	Str	Canal proper	Map 5
23.10	47576	Table 1	Loading and Retaining Walls at Seneca Quarries (1830-1850)	C	Str	Commerce	Map 5
23.33	11598	NR 24-5	Culvert 35 (Bull Run Culvert (No. 35)) (1832)	C	Str	Canal proper	Map 5
23.65	47577	Table 1	Loading and Retaining Wall at Mile 23.65 (1830-1850)	C	Site	Commerce	Map 5
23.92	11599	NR 24-6	Culvert 37 (Beaver Dam Creek Culvert (No. 37)) (1831)	C	Str	Canal proper	Map 5
25.70	18MO9	N/A	Winslow Archeology Site (ca. AD 825 – AD 1285) The site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 5
26.00	N/A	Table 2	Horsepen Branch Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
26.60	18MO624	N/A	Horsepen Branch Archeological Site (6000 BCE-1600 CE)	U	Site	Prehistoric	Map 5
26.80	11778	NR 24-7	Culvert 38 (Horsepen Branch Culvert (No. 38)) (1831)	C	Str	Canal proper	Map 5
26.90	18MO79	N/A	Sycamore Landing Site Archeological Site (3000 BCE-1000 BCE & 500 CE-1600 CE)	U	Site	Prehistoric	Map 5
28.10	18MO699	N/A	Summit Hall Flood Plain Archeological Site	U	Site	Prehistoric	Map 6

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28.40	18MO6	N/A	Beshers Site (8000 BCE-1000 BCE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 6
28.46	11806	NR 24-8	Culvert 39 (1831)	C	Str	Canal proper	Map 6
28.90	18MO6	N/A	Beshers Archeological Site The site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 6
29.00	18MO700	N/A	Summit Hall FP III Archeological Site	U	Site	Prehistoric	Map 6
29.00	18MO4	N/A	Shepard Barrack Site Archeological Site (8000 BCE-1600 CE)	C	Site	Prehistoric	Map 6
29.10	18MO698	N/A	Summit Hall FP II Archeological Site	U	Site	Prehistoric	Map 6
29.10	18MO104	N/A	Easter Site Archeological Site (8000 BCE-1600 CE)	U	Site	Prehistoric	Map 6
29.20	18MO217	N/A	Michele Site Archeological Site (3000 BCE-1600 CE)	U	Site	Prehistoric	Map 6
29.30	18MO216	N/A	Shoofly Site Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 6
29.35	11807	NR 24-9	Culvert 41 (1831)	C	Str	Canal proper	Map 6
29.80	18MO584	N/A	Cabin Branch/Chisel Branch Archeological Site (3000 BCE-1000 CE) <i>This site has been determined eligible for individual listing in the NR.</i>	C	Site	Prehistoric	Map 6
29.86	11779	NR 24-10	Culvert 42 (Chisel Branch Culvert (No. 42)) (1831)	C	Str	Canal proper	Map 6
30.50	N/A	Table 2	Chisel Branch Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
30.64	11600	NR 24-11	Goose Creek River Lock (1837)	C	Str	Canal proper	Map 6
30.64	None assigned	NR 24-11	Goose Creek River Bridge Piers (19th century)	C	Str	Transportation	Map 6
30.78	47560	Table 1	Granary and Wharf Ruins near Lock 25 (ca. 1850)	C	Site	Commerce	Map 6
30.84	18MO476	Berger 2005 Report Table 21 p. 177	Edwards Ferry Archeological Site (18th-19th century) <i>This site has been determined eligible for individual listing in the NR.</i>	C	Site	Historic – Aboriginal Exploration/	Map 6

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						Settlement	
30.84	11601	NR 25-1	Lock 25 (Lock No. 25 (Edwards Ferry Lock)) (1828)	C	Str	Canal proper	Map 6
30.84	N/A	Table 2	Edward's Ferry Boat Ramp (1960s)	NC	Str	N/A	N/A
30.84A	11602	NR 25-2	Bypass Flume – Lock 25 (Lock No. 25 – Bypass Flume) (1830)	C	Str	Canal proper	Map 6
30.84B	11603	NR 25-2	Boat Basin – Lock 25 (1960s)	C	Str	Canal proper	Map 6
30.84C	11604	NR 25-3	Lockhouse – Lock 25 (ca. 1831)	C	Bld	Transportation Architecture	Map 6
30.84D	11605	NR 25-4	Jarboe's Store - Ruins (ca. 1850)	C	Site	Commerce	Map 6
30.84E	47559	Table 1	Foundation Ruins at Lock 25 (ca. 1850)	C	Site	Transportation	Map 6
30.89	11606	NR 25-5	Wasteweir (early 1900)	C	Str	Canal proper	Map 6
30.89A	11607	NR 25-6	Culvert 43 (ca. 1831)	C	Str	Canal proper	Map 6
31.30	18MO627	N/A	Hickman Cemetery Archeological Site (18th century) <i>This site has been determined Eligible for individual listing in the NR.</i>	C	Site	Historic – Aboriginal Exploration/ Settlement	Map 6
31.60	18MO702	N/A	Broad Run Cornfield III Archeological Site	U	Site	Prehistoric	Map 6
31.70	18MO697	N/A	Broad Run Cornfield II Archeological Site	U	Site	Prehistoric	Map 6
31.70	18MO18	N/A	Archeological Site (1000 BCE-1 CE)	U	Site	Prehistoric	Map 6
31.70	18MO573	N/A	Broad Run Cornfield Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 6
31.70	18MO626	N/A	South of Broad Run Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 6
31.70	18MO701	N/A	Broad Run Terrace Archeological Site	U	Site	Prehistoric	Map 6
31.90	18MO572	N/A	Broad Run Site Archeological Site (3000 BCE-1600 CE) <i>This site has been determined Eligible for individual listing in the NR.</i>	C	Site	Prehistoric	Map 6
31.94	00168	NR 25-7	Broad Run Trunk Aqueduct (1831, reconstructed 1856)	C	Str	Canal proper	Map 6

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32.00	18MO703	N/A	Broad Run Marsh Archeological Site	U	Site	Prehistoric	<i>Map 6</i>
32.10	18MO704	N/A	Broad Run Marsh II Archeological Site	U	Site	Prehistoric	<i>Map 6</i>
32.20	18MO705	N/A	Broad Run Floodplain Archeological Site	U	Site	Prehistoric	<i>Map 6</i>
32.90	18MO17	N/A	Hailstone Site Archeological Site (8000 BCE-1000 BCE) [Smithsonian collection 417565-9]	U	Site	Prehistoric	<i>Map 6</i>
32.93	11608	NR 25-8	Culvert 46 (ca. 1831)	C	Str	Canal proper	Map 6
33.67	11609	NR 25-9	Culvert 46.5 (ca. 1831)	C	Str	Canal proper	Map 7
33.70	18MO10	N/A	Bull/Turf Farm Archeological Site (8000 BCE-1000 BCE)	C	Site	Prehistoric	<i>Map 7</i>
33.97	11610	NR 25-10	Culvert 47 (ca. 1831)	C	Str	Canal proper	Map 7
34.28	11611	NR 25-11	Culvert 47.5 (ca. 1831)	C	Str	Canal proper	Map 7
34.43	N/A	Table 2	Campsite - Turtle Run (1969-1971)	NC	Site	N/A	N/A
34.50	11612	NR 25-12	Culvert 48 (1831)	C	Str	Canal proper	Map 7
34.80	18MO49	N/A	Patton Turf Farm Archeological Site (6000 BCE-1000 BCE)	U	Site	Prehistoric	<i>Map 7</i>
34.82	11613	NR 25-13	Culvert 49 (ca. 1831)	C	Str	Canal proper	Map 7
35.00	N/A	Table 2	White's Ferry Sportsmens Club: Tract 17-101 (ca. 1950)¹³ Community of cabins, cottages, and outbuildings	NC	22 Bld	N/A	N/A
35.03	11614	NR 25-14	Culvert 50 (ca. 1831)	C	Str	Canal proper	Map 7
35.47	11615	NR 25-15	Culvert 51 (ca. 1831)	C	Str	Canal proper	Map 7
35.49	11616	NR 25-16	Bridge at White's Ferry (1856, 1876)	C	Str	Transportation	Map 7
35.53	49907	Table 1	Granary Ruins at White's Ferry (mid-19th century)	C	Site	Commerce	Map 7
35.67	11617	NR 25-17	Culvert 52 (1833)	C	Str	Canal proper	Map 7
35.70	18MO14	N/A	White's Ferry #3 Archeological Site (8000 BCE-1600 CE) Smithsonian collection 417594-5.	U	Site	Prehistoric	<i>Map 7</i>
35.80	18MO55	N/A	Aqua Club Archeological Site	U	Site	N/A	N/A

¹³ Access to the club is limited and the description and number of resources is based on the August 1995 Determination of Eligibility signed by the Maryland SHPO on February 26, 1996, and on file with the C&O Canal Headquarters in Hagerstown, MD.

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35.79	12752	NR 25-18	Culvert 53 (1833)	C	Str	Canal proper	Map 7
35.80	18MO625	N/A	White's Ferry Archeological Site (8000 BCE-1 CE)	U	Site	Prehistoric	Map 7
35.90	18MO15	N/A	White's Ferry #2 Archeological Site (3000 BCE-1 CE) Smithsonian collection 417585-93.	U	Site	Prehistoric	Map 7
36.00 - 36.50	18MO16	N/A	North of Whites Ferry Archeological Site (1 CE-19th century)	U	Site	Prehistoric Historic – Aboriginal Canal proper	Map 7
36.20	18MO46	N/A	White's Ferry North Archeological Site (8000 BCE-6000 BCE, 1000 BCE-1 CE, & 500 CE-1600 CE)	U	Site	Prehistoric	Map 7
36.40	18MO43	N/A	Longshot Site Archeological Site (8000 BCE-6000 BCE, 3000 BCE-1000 BCE, & 500 CE-1600 CE) Smithsonian collection 417578.	U	Site	Prehistoric	Map 7
36.54	11618	NR 25-19	Culvert 54 (1833)	C	Str	Canal proper	Map 7
36.80	18MO581	N/A	Whites Ferry 5 Archeological Site	U	Site	Prehistoric	Map 7
36.90	18MO135	N/A	Abel Archeological Site (3000 BCE-1600 CE)	U	Site	Prehistoric	Map 7
36.93	12753	NR 25-20	Culvert 56 (reconstructed 1914)	C	Str	Canal proper	Map 7
38.20	N/A	N/A	Campsite – Marble Quarry (1960s)	NC	Site	N/A	N/A
38.40	11619	NR 25-21	Culvert 60 (1833)	C	Str	Canal proper	Map 8
38.72	11620	NR 25-22	Culvert 63 (1833)	C	Str	Canal proper	Map 8
39.00	49908	Table 1	Civil War Entrenchments (1861-1865)	C	Site	Military	
39.00	18MO628	N/A	Civil War Earthworks Archeological Site (19th century) This site has been determined individually eligible for listing in the NR.	C	Site	Historic – Non- Aboriginal, Military	Map 8
39.17	11621	NR 25-23	Wasteweir (1900)	C	Str	Canal proper	Map 8
39.20	18MO365	N/A	Prehistoric – Historic Archeological Site	U	Site	Prehistoric Historic	Map 8
39.37	11623	NR 26-1	Lock 26 (Lock No. 26 (Woods Lock) (1831)	C	Str	Canal proper	Map 8

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39.37A	11624	NR 26-2	Bypass Flume – Lock 26 – Ruins (1831)	C	Site	Canal proper	Map 8
39.37B	11625	NR 26-3	Lockhouse – Lock 26 – Ruins (1831)	C	Site	Transportation	Map 8
39.40	18MO364	N/A	Prehistoric - Historic Archeological Site	U	Site	Prehistoric Historic	Map 8
39.48	49910	Table 1	Foundation Ruins above Lock 26 (19th century)	C	Site	Unknown	Map 8
39.49	49915	Table 1	Abandoned Canal Waste Weir, Mile 39.49 (ca. 1830)	C	Str	Canal proper	Map 8
39.63	11626	NR 26-4	Culvert 65 (1831)	C	Str	Canal proper	Map 8
40.44	11627	NR 26-5	Culvert 66 (1831)	C	Str	Canal proper	Map 8
41.34	11628	NR 26-6	Culvert 68 (1831)	C	Str	Canal proper	Map 8
41.46	11629	NR 27-1	Lock 27 (Lock No. 27 (Spinks Ferry or Campbell's Lock)) (1828)	C	Str	Canal proper	Map 8
41.46A	11630	NR 27-2	Lockhouse – Lock 27 (1830)	C	Bld	Transportation Architecture	Map 8
41.46B	11631	NR 27-3	Bypass flume – Lock 27 (19th century)	C	Str	Canal proper	Map 8
41.46	18MO477	N/A	Lockhouse 27 Archeological Site	C	Site	Canal proper	Map 8
41.52	11632	NR 27-4	Wasteweir (1900)	C	Str	Canal proper	Map 8
41.80	18MO583	N/A	House Foundation Archeological Site (19th century)	U	Site	Community Development & Planning	Map 8
41.80	49991	Table 1	Foundation Ruins, Mile 41.80 (19th century)	C	Site	Unknown	Map 8
41.97	11633	NR 27-5	Culvert 69 (1832)	C	Str	Canal proper	Map 8
42.00	18MO577	N/A	Little Monocacy Archeological Site (3000 BCE-historic)	U	Site	Prehistoric Historic – Non-Aboriginal	Map 8
42.00	18MO582	N/A	Parking Lot East of Monocacy Aqueduct Archeological Site (3000 BCE-1000 CE)	U	Site	Prehistoric Industry	Map 8
42.00	18FR15	N/A	Warfield Site Archeological Site (6000 BCE-3000 BCE, 1000 BCE-1600 CE, & 18th century)	U	Site	Prehistoric Historic –	Map 9

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						Non-Aboriginal	
42.20			Frederick County				
42.15	18FR100	N/A	Monocacy Archeological Site (3000 BCE-1000 CE) This site is listed individually in the NR.	C NR	Site	Prehistoric	Map 9
42.17	49992	Table 1	Trundle Granary Ruins (1875-1900)	C	Site	Commerce	Map 9 Photo 17
42.17A	49993	Table 1	Monocacy Boat Basin (1828-1850)	C	Site	Canal proper	Map 9 Photo 17
42.20	00176	NR 27-7	Monocacy Aqueduct (1833) In 2005, the structure was stabilized and preserved.	C	Str	Canal proper	Map 9 Photo 18
42.20	N/A	Table 2	Monocacy Boat Launch (1969-1971)	NC	Str	N/A	Map 9
42.44	11634	NR 27-8	Culvert 70 (ca. 1831)	C	Str	Canal proper	Map 9
42.50	18FR1019	N/A	Chick Farm IV Archeological Site	U	Site	Prehistoric Historic-Non-Aboriginal	Map 9
42.50	18FR102 18FR335 18FR355a	N/A	Chick Farm Archeological Sites (500 CE-19th century)	U	3 Sites	Prehistoric Historic – Non-Aboriginal	Map 9
42.55	18FR1018	N/A	Chick Farm III Archeological Site	U	Site	Prehistoric Historic – Non-Aboriginal	Map 9
42.50A	None assigned	Table 1	Chick Farm: House (mid-19 th century)	C	Bld	Agriculture	Map 9
42.50B			Wagon shed/corn crib (mid-19 th century)	C	Bld		
42.50C			Barn #1 (ruin) (mid-19 th century)	C	Site		
42.50D			Dairy Barn & Silo (pre-1942)	C	Bld		
42.50E			Milk House (pre-1942)	C	Bld		
42.50F			Brick cistern (mid-19 th century)	C	Str		

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42.50		Table 2	Outbuilding (pre-1942)	NC	Bld		
42.50			Garage (pre-1942)	NC	Bld		
42.80	18FR1020	N/A	Chick Farm V Archeological Site	U	Site	Prehistoric Historic – Non-Aboriginal	Map 9
43.80	18FR798	N/A	Tuscarora Creek Archeological Site (8000 BCE-1000 CE)	C	Site	Prehistoric	Map 9
44.04	11644	NR 27-9	Culvert 71 (ca. 1831)	C	Str	Canal proper	Map 9
44.10	18FR84	N/A	Tuscarora Station Archeological Site	U	Site	Prehistoric	Map 9
44.40	N/A	Table 2	Noland's Ferry Boat Ramp (1960s)	NC	Str	N/A	Map 9
44.40	N/A	Table 2	Noland's Ferry Picnic Area (1960s)	NC	Site	N/A	Map 9
44.50	18FR839	N/A	RCGA McKinney 1 Archeological Site	U	Site	Prehistoric	Map 9
44.58	11645	NR 27-10	Noland's Ferry Bridge – Piers (1840)	C	Str	Transportation	Map 9
44.58	18FR165	N/A	Nolands Ferry Archeological Site (3000 BCE-19th century)	U	Site	Prehistoric Historic – Non-Aboriginal	Map 9
47.75	11646	NR 27-12	Culvert 72 (ca. 1831)	C	Str	Canal proper	Map 10
48.00	18FR802	N/A	Stream at MM48 Archeological Site (8000 BCE-19th century)	U	Site	Prehistoric Historic – Non-Aboriginal	Map 10
48.01	11647	NR 27-13	Culvert 73 (ca. 1831)	C	Str	Canal proper	Map 10
48.14	11648	NR 27-14	Culvert 74 (ca. 1831)	C	Str	Canal proper	Map 10
48.20	11649	NR 27-15	Pivot Bridge at Point of Rocks (1834)	C	Str	Transportation	Map 10
48.38	N/A	Table 2	Point of Rocks Boat Ramp (1960s-1970s)	NC	Str	N/A	N/A
48.90	11650	NR 27-16	Wasteweir (reconstructed 1917)	C	Str	Canal proper	Map 10
48.93	11651	NR 28-1	Lock 28 (Lock No. 28 (Point of Rocks Lock)) (1833)	C	Str	Canal proper	Map 10
48.93A	11652	NR 28-2	Bypass Flume – Lock 28 (1833)	C	Str	Canal proper	Map 10

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48.93B	11653	NR 28-3	Lockhouse – Lock 28 (1833)	C	Bld	Transportation Architecture	Map 10
48.93	18FR749	N/A	Lockhouse 28 Archeological Site	C	Site	Historic- Non-Aboriginal Transportation Architecture	Map 10
48.96	11654	NR 28-4	Wasteweir (1900)	C	Str	Canal proper	Map 10
49.30	11655	NR 28-5	Culvert 75 (1832)	C	Str	Canal proper	Map 10
49.66	11656	NR 28-6	Culvert 76 (1832)	C	Str	Canal proper	Map 10
50.31	N/A	Table 2	Bald Eagle Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
50.60	18FR37	N/A	Lander #3 Site Archeological Site (3000 BCE-1 CE, 500 CE-1600 CE)	U	Site	Prehistoric	Map 10
50.67	11657	NR 28-8	Culvert 78 (1833)	C	Str	Canal proper	Map 10
50.70	18FR35	N/A	Lander #1 Site Archeological Site (1000 BCE-1600 CE)	U	Site	Prehistoric	Map 10
50.70	18FR36	N/A	Lander #2 Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 10
50.89	N/A	Table 2	Lander Boat Ramp (1960s-1970s)	NC	Str	N/A	N/A
50.89	11658	NR 29-1	Lock 29 (Lock No. 29 (Landers Lock)) (1833)	C	Str	Canal proper	Map 10
50.89	11659	NR 29-2	Bypass Flume – Lock 29 (1833)	C	Str	Canal proper	Map 10
50.89A	11660	NR 29-3	Lockhouse – Lock 29 (1833)	C	Bld	Transportation Architecture	Map 10
50.89	18FR755	N/A	Lockhouse 29 Archeological Site	C	Site	Historic-Non Aboriginal Transportation Architecture	Map 10
51.05	11661	NR 29-4	Wasteweir (1900)	C	Str	Canal proper	Map 10
51.09	11662	NR 29-5	Culvert 79 (Culvert No. 79 – Sugartree Branch) (1835)	C	Str	Canal proper	Map 10
51.10	18FR33	N/A	Lander Lock to Catoctin Creek Archeological Site (1 CE-1600 CE)	U	Site	Prehistoric	Map 10

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51.53	11663	NR 29-6	Catoctin Creek Aqueduct (Catoctin Aqueduct) (restored 2011)	C	Str	Canal proper	Map 10
51.90	18FR32	N/A	Little Catoctin Creek Site Archeological Site (1 CE-1600 CE)	U	Site	Prehistoric	Map 10
52.27	11664	NR 29-7	Culvert 81 (1833)	C	Str	Canal proper	Map 10
52.51	11665	NR 29-8	Culvert 82 (1833)	C	Str	Canal proper	Map 11
53.17	11666	NR 29-9	Culvert 83 (1833)	C	Str	Canal proper	Map 11
53.59	11667	NR 29-11	Culvert 84 (1833)	C	Str	Canal proper	Map 11
54.05	11668	NR 29-12	Culvert 85 (1833)	C	Str	Canal proper	Map 11
54.10	18FR78	N/A	Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 11
54.57	11669	NR 29-13	Culvert 86 (1833)	C	Str	Canal proper	Map 11
54.81	11670	NR 29-14	Culvert 87 (1833)	C	Str	Canal proper	Map 11
54.95	17210	NR 29-15	Wasteweir (1910)	C	Str	Canal proper	Map 11
54.95A	49997	Table 1	Brunswick Mill and Elevator, Ruins (1845)	C	Site	Industrial	Map 11
55.00	N/A	Table 2	Boat Launch (1960s-1970s)	NC	Str	N/A	N/A
55.00	N/A	Table 2	Picnic Area (1960s-1970s)	NC	Site	N/A	N/A
55.00A	11671	NR 30-1	Lock 30 (Lock No. 30 (Brunswick Lock))	C	Str	Canal proper	Map 11
55.00B	11672	NR 30-2	Bypass Flume – Lock 30	C	Str	Canal proper	Map 11
55.00C	11673	NR 30-3	Head Race Flume – Lock 30 (19 th century)	C	Str	Canal proper	Map 11
55.45	11674	NR 30-4	Culvert 88 (1833)	C	Str	Canal proper	Map 11
56.01	11675	NR 30-5	Culvert 89 (1833)	C	Str	Canal proper	Map 11
56.45	11676	NR 30-6	Culvert 90 (1833)	C	Str	Canal proper	Map 11
57.00	18FR413	N/A	Archeological Site (Paleo-8000 BCE)	U	Site	Prehistoric	Map 11
57.01A	11677	NR 30-7	Culvert 91 (Culvert No. 91 (Knoxville Branch)) (1833)	C	Str	Canal proper	Map 11
57.37	11678	NR 30-8	Culvert 92 (1833)	C	Str	Canal proper	Map 11
57.56	49999	Table 1	Foundation Ruin at Mile 57.56 (1828-1850)	C	Site	Unknown	Map 11
57.66	49998	Table 1	Foundation Ruin at Mile 57.66 (19 th century)				

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57.80	Washington County						
57.86	49904	NR 30-9	Weverton Ruin 1 (Weaverton <i>sic</i>) (1834)	C	Site	Industry	Map 11
57.87	49903	NR 30-9	Weverton Ruin 2 (1834)	C	Site	Industry	Map 11
57.88A	12973	NR 30-9	Weverton Intake Ruins 1 through 4 (1834) Four Stone Piers	C	Site	Industry	Map 11
57.88B	49900						
57.88C	49901						
57.88D	49902						
58.01	46618	NR 30-9	Tailrace Flume – Lock #31 (1833)	C	Str	Canal proper	Map 11
58.01A	11679	NR 31-1	Lock 31 (Lock No. 31 (Weaverton Lock)) (1832)	C	Str	Canal proper	Map 11
58.01B	11680	NR 31-2	Bypass Flume – Lock 31 (1833)	C	Str	Canal proper	Map 11
58.01C	17211	NR 31-3	Lockhouse #31 (1835)	C	Bld	Transportation Architecture	Map 11
58.03	47501	Table 1	Water Intake at Lock #31 (1833)	C	Str	Industry	Map 11
58.06	11681	NR 31-4	Wasteweir (1850)	C	Str	Canal proper	Map 11
58.18	12871	NR 31-5	Culvert #93 (Culvert No. 93 (Israel Creek Culvert)) (1833)	C	Str	Canal proper	Map 11
59.56	N/A	Table 2	Fireplace Ruin from Boy Scout Camp (1940s)	NC	Site	N/A	N/A
59.83	47502	Table 1	B&O RR Associated Ruins at Mile 59.83, Foundation (mid-19th century)	C	Site	Transportation	Map 12
59.90	47504	Table 1	B&O RR Associated Ruins at Mile 59.90, Foundation (mid-19th century)				
59.91	11682	NR 31-6	“Long Wall” or “Sea Wall” at Shenandoah R. Juncture (Start of “Long Wall” or “Seawall” <i>sic</i>) (1833)	C	Str	Canal proper	Map 12
60.23	11683	NR 32-1	Lock 32 (Lock No. 32 (Sandy Hook Lock)) (1833)	C	Str	Canal proper	Map 12
60.23A	11780	NR 32-2	Bypass Flume – Lock 32 (1832)	C	Str	Canal proper	Map 12
60.23B	11684	NR 32-3	Lockhouse – Lock 32 – Foundation (1836)	C	Site	Transportation	Map 12
60.23C	11685	NR 32-4	Towpath Stonewall at the confluence w/Shenandoah R. (Stonewall Construction of the Towpath) (1828)	C	Str	Canal proper	Map 12

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60.62	11686	NR 32-5	Shenandoah River Lock Ruins (1834)	C	Str	Canal proper	Map 12
60.62A	11808	NR 33-1	Lock #33 (Lock No. 33 (Harpers Ferry Lock)) (1833)	C	Str	Canal proper	Map 12 Photo 19
60.62B	11809	NR 33-2	Bypass Flume – Lock #33 (1833)	C	Str	Canal proper	Map 12 Photo 19
60.62	45430	NR 33-4	Maryland Heights, Bldg #80, Stone House (misidentified as Salty Dog Saloon) (1840-1841) 1979 NR erroneously recorded this building as the saloon which is no longer extant. Between 1841 and 1917, this building served as a residence, lockkeeper house (Lock 33), and a store/saloon.	C	Bld	Commerce/ Trade Canal	Map 12 Photo 19
60.70	18WA474	N/A	Lock 33 Complex Archeological Site (19th century) Comer 1977. This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Aboriginal Canal proper	Map 12
61.05	18WA419	N/A	Weaver Domestic Archeological Site	U	Site	Historic – Non- Aboriginal	Map 12
61.57	11687	NR 34-1	Lock 34 (Lock No. 34 (Goodharts' Lock)) (1833)	C	Str	Canal proper	Map 12
61.57A	11688	NR 34-2	Bypass Flume – Lock 34 (1833)	C	Str	Canal proper	Map 12
61.57B	11689	NR 34-3	Lockhouse - Lock 34 – Foundation (1836)	C	Site	Transportation	Map 12
61.63	47503	Table 1	Stone Wall Ruins above Lock 34 (mid-19th century)	C	Str	Canal proper	Map 12
62.20	11691	NR 34-5	New Armory Dam Abutment (1859)	C	Str	Canal proper	Map 12
62.27	Not owned by NPS	Table 3 NR 34-6	Dam No. 3 (The Government Dam)	N/A	N/A	N/A	N/A
62.30	11692	NR 34-7	Guard Lock 3 and Mule Crossover Bridge Abutment (1833)	C	Str	Canal proper	Map 12
62.30	18WA475	Berger report 2009, vol. II,	Lock 35 Dry Dock Archeological Site (3000 BCE-19th century)	C	Site	Prehistoric Historic – Aboriginal	Map 12

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		p 165	Metzer 1979. This site has been determined Eligible for individual listing in the NR.			Canal proper	
62.33	18WA533	N/A	Lock 36 Lockhouse Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Aboriginal Canal proper	Map 12
62.33	11693	NR 35-1	Lock 35 (Lock No. 35 (No. 35 and No. 36 are known as “Two Locks)) (1834)	C	Str	Canal proper	Map 12
62.33A	11694	NR 35-2	Dry Dock – Lock 35 (1900)	C	Str	Canal proper	Map 12
62.33B	11783	NR 35-3	Lockhouse – Lock #35 Ruin (1835)	C	Site	Transportation	Map 12
62.44	167	NR 36-1	Lock 36 (Lock No. 36 (Two Locks)) (1832)	C	Str	Canal proper	Map 12
62.44A	46602	NR 36-2	Lockhouse – Lock 36 – Foundation (1835)	C	Site	Transportation	Map 12
62.44B	11695	NR 36-3	Section House (1840) Occupied by section hands who did maintenance work on canal.	C	Bld	Canal proper	Map 12
62.44C	17212	NR 36-3A	Fort Duncan (Fort Duncan and Associated earthworks): Fort Duncan, Battery A, Battery Sullivan, Battery J) (1862-1863)	C	Site	Military	Map 12
62.44D	46604	NR 36-3A	Fort Duncan - Battery A (1862)				
62.44E	46605	NR 36-3A	Fort Duncan - Battery Sullivan (1863-1864)				
62.44F	46606	NR 36-3A	Fort Duncan - Battery J (1863)				
62.50	46607	NR 36-3B	Smith, Christian, Property, House (Myers House and Outbuildings) (1835-1850)	C	Bld	Community Development & Planning	Map 12
62.50A	46608	NR 36-3B	Smith, Christian, Property, Outbuilding (1835-1850)	C	Bld		Map 12
62.50B	46609	NR 36-3B	Smith, Christian, Property, Barn (1835-1850)	C	Bld		Map 12
62.59	11810	NR 36-4	Wasteweir (1900)	C	Str	Canal proper	Map 12

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62.70	18WA542	N/A	Pleasantville Iron Mine 3 Archeological Site (19th century)	U	Site	Historic – Aboriginal Industry	Map 12
62.80	18WA541	N/A	Pleasantville Iron Mine 2 Archeological Site (19th century)	U	Site	Historic – Aboriginal Industry	Map 12
62.80	49933	Table 1	Foundation Ruins, mile 62.80 (1828-1850)	C	Site	Unknown	Map 12
62.89	N/A	Table 2	Unidentified Ruin (unknown date)	NC	Site	N/A	
62.90	18WA540	N/A	Pleasantville Iron Mine 1 Archeological Site (19th century)	U	Site	Historic – Aboriginal Industry	Map 12
62.90	N/A	Table 2	Huckleberry Hill Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
62.90	N/A	Table 2	Maggio Property: (post 1891) House Outbuilding	NC	2 Bld	N/A	N/A
62.93	N/A	Table 2	Pleasantville Maintenance Ground (1983-1984) Building #1 Building #2 Building #3	NC	3 Bld	N/A	N/A
62.95	N/A	Table 2	Unidentified Ruin (date unknown)	NC	Site	N/A	N/A
64.68	11811	NR 36-5	Culvert #96 (early 1830s)	C	Str	Canal proper	Map 12
64.89	N/A	Table 2	Dargan Bend Picnic Area and Boat Ramp (1960s-1970s)	NC	Site	N/A	Map 12
64.89A	47525	Table 1	Ruins, Mile 64.89, Foundation (late 19 th early 20 th century)	C	Site	Unknown	Map 12
64.89B	47526	Table 1	Ruins, Mile 64.89, Brick Piers (unknown date)				
64.99	11812	NR 36-6	Culvert #97 (ca. 1830)	C	Str	Canal proper	Map 12
65.10A	47513	Table 1	Potomac Refining Co. Ruins, Brick Fireplace (1900-1912)	C	Site	Industry	Map 13
65.10B	47514	Table 1	Potomac Refining Co. Ruins, Concrete Ruin (1900-1912)				

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65.21	11784	NR 36-7	Lime Kilns Ruins (Lime Kilns) (1900-1912)				
65.21A	47515	Table 1	Lime Kilns Ruins-Frame Building (1900-1912)				
65.21B	47516	Table 1	Lime Kilns Ruins-Tunnel (1900-1912)				
65.30	45876	NR 36-7A	Knight Property – House (Knight House) (mid-19th century)	C	Bld	Community Development & Planning	Map 13
65.30	45972	NR 36-7A	Knight Property – Shed (1880)	C	Bld	Community Development & Planning	Map 13
65.30	18WA530	N/A	Staub House Archeological Site (19th century)	U	Site	Historic - Aboriginal Agriculture	Map 13
65.70	45871	NR 36-7B	Staub Property – House (1835)	C	Bld	Community Development & Planning	Map 13
65.70	None	Table 2	Staub Property (19th century): Barn Pole Shed Concrete Block Structure	NC	2 Bld 1 Str	N/A	N/A
66.44	18WA543	N/A	Dargan Bend Iron Mine Archeological Site (19th century)	U	Site	Historic - Aboriginal Industry	Map 13
66.95	11813	NR 37-1	Lock #37 (Lock No. 37 (Mountain Lock)) (1833)	C	Str	Canal proper	Map 13
66.95A	11785	NR 37-2	Bypass Flume – Lock 37 (1833)	C	Str	Canal proper	Map 13
66.95B	11696	NR 37-3	Lockhouse – Lock 37 (ca. 1835)	C	Bld	Transportation Architecture	Map 13
67.07	11814	NR 37-4	Culvert 100 (1834)	C	Str	Canal proper	Map 13
67.15	11815	NR 37-5	Wasteweir (late 1800 replacement)	C	Str	Canal proper	Map 13
68.45	47517	Table 1	Ruins at Mile 68.45 (late 19th-early 20th century)	C	Site	Unknown	Map 13
69.20	None assigned	Table 1	Stottlemeyer Property	C	9 Bld	Agriculture	Map 13

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			Bank Barn		1 Str		
			Silo				
			Outbuilding #1 (large wood barn)				
			Outbuilding #2 (medium wood barn)				
			Outbuilding #3 (small gable bldg attached to concrete block bldg)				
			Outbuilding #4 (concrete block bldg attached to small gable bldg)				
			Garage (concrete block attached to barn)				
			Corn Crib (next to road)				
			Rusticated concrete-block building (1920, rest date unknown)				
			Decorative Well				
69.25	18WA27	N/A	Antietam Iron Works Archeological Site (18th century)	C	Site	Historic - Aboriginal Industry	Map 13
69.25A	47539	Table 1	Antietam Iron Works – Ruins (18th & 19th centuries) Property contributes to Antietam Iron Furnace Site and Antietam Village listed on NR on 6/2/1975.	C	Site*	Industry	Map 13
69.30	N/A	Table 2	Bussard Property Garage (1966) Smoke House (ca. 1960s) Privy (date unknown)	NC	3 Bld	N/A	N/A
69.33A	17213	Table 1	Bussard, Daniel L. Property, House (1875) Resource contributes to Antietam Iron Furnace Site and Antietam Village listed on NR in 1975.	C	Bld*	Community Development & Planning	Map 14
69.33B	49914	Table 1	Bussard, Daniel L. Property, Barn (1875) Resource contributes to Antietam Iron Furnace Site and Antietam Village listed on NR in 1975.	C	Bld*	Community Development & Planning	Map 14

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69.40	00154	NR 37-6	Antietam Creek Aqueduct (1835)	C	Str	Canal proper	Map 14
69.40	18WA75	N/A	Bickle Collecting Area Archeological Site (3000 BCE-1600 CE) Recorded Bickle and Smith collections.	U	Site	Prehistoric	Map 14
69.40	18WA62 18WA62c	N/A	Smith-Schaeffer Archeological Site (500 CE-1600 CE)	U	Site	Prehistoric	Map 14
69.48	N/A	Table 2	Antietam Aqueduct Campground (1960s)	NC	Site	N/A	N/A
69.50	18WA534	N/A	Adams/Crampton Farm Site Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal Canal proper	Map 14
69.50A	47518	Table 1	Adams, Rev. John A., Property, Area I, House (1879)	C	Bld	Community Development & Planning	Map 14
69.50B	47519	Table 1	Adams, Rev. John A., Property, Area I, Foundation Ruins (1879)	C	Site		
69.70	18WA510	N/A	Canal Road Site A Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 14
69.70	18WA511	N/A	Canal Road Site B Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 14
69.90	18WA131	N/A	Antietam / Potomac II Archeological Site	U	Site	Prehistoric	Map 14
70.02A	49990	Table 1	Adams, Rev. John A., Property, Area II, Log Cabin (1800-1879)	C	Bld	Community Development & Planning, Agriculture	Map 14
70.02B	47521	Table 1	Adams, Rev. John A., Property, Area II, Bank Barn (mid-19th century)	C	Bld		
70.38	11697	NR 37-7	Culvert 103 (ca. 1834)	C	Str	Canal proper	Map 14
70.68	11698	NR 37-8	Miller's Basin Stone Wall Loading Dock Ruin (Loading Dock and Turning Basin (Miller's Basin) (19th century)	C	Str	Industry	Map 14
70.68A	49989	Table 1	Burgan, George, House (1881)	C	Bld	Community	Map 14

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						Planning & Development	
70.78	11699	NR 37-9	Culvert 104 (ca. 1834)	C	Str	Canal	Map 14
71.55	11700	NR 37-10	Culvert 105 (ca. 1834)	C	Str	Canal proper	Map 14
71.73 - 72.77	None	N/A	Packhorse Ford Survey Area Archeological Site (18th century)	U		Historic – Non-Aboriginal Exploration Settlement	Map 14
72.40	18WA495	N/A	Visitor Parking Lot Archeological Site (19th-20th century)	NC	Site	Historic – Non-Aboriginal	N/A
72.63A 72.63B	47512 47520	Table 1	Shenandoah Valley Railroad, Bridge Piers (1880)	C	Str	Transportation	Map 14 Photo 20
72.65	11701	NR 37-11	Shepherdstown River Lock (1834)	C	Str	Canal proper	Map 14 Photo 20
72.65A	11702	NR 37-11	Mule Bridge Abutments - Shepherdstown River Lock (1834)				
72.77B	17216	NR 37-14	Blackford, John Property – House (Barr House) (1800) Associated with ferry and bridge crossing over the Potomac	C	Bld	Commerce	Map 14
72.77C	47511	Table 1	Blackford, John, Property - Root Cellar (1800-1839)	C	Bld		Map 14 Photo 21
72.77D	17215	NR 37-13	Blackford, Franklin Property - Store (Knode (George) House) (1979 NR name: Knode (George) House) (1835-1850)	C	7 Bld	Commerce	Map 14 Photo 21
72.77E	49983	Table 1	Blackford, Franklin Property – Outbuilding (1900)			Community Planning & Development	
72.77F	49984	Table 1	Blackford, Franklin Property – Poultry House (1900)				
72.77G	49985	Table 1	Blackford, Franklin Property – Privy (1900)				
72.77H	49986	Table 1	Blackford, Franklin Property – Shed (1900)				
72.77I	49987	Table 1	Blackford, Franklin Property – Stable (1900)				

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72.77J	49982	Table 1	Blackford, Franklin Property – Hog Pen (1900)				
72.77K	17214 Not owned by NPS	NR 37-12	Knode, Urias House (Knode (William) House) (1850-1875) <i>Under easement to NPS and located within the Congressionally authorized park boundary.</i>	C	Bld	Architecture	Map 14
72.78	N/A	Table 2	Concrete Bridge Pier (unknown date)	NC	Str	N/A	N/A
72.80	18WA486	N/A	Lock 38 Site - Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Canal proper	Map 14
72.80	11703	NR 38-1	Lock 38 (1833)	C	Str	Canal	Map 14
72.81	11786	NR 38-2	Bypass Flume – Lock 38 (1834)	C	Str	Canal proper	Map 14
72.81A	11704	NR 38-1	Bridge Abutments – Lock 38 (1850)	C	Str	Transportation	Map 14
72.81B	47541	NR 38-2	Bridge Abutment 2, Lock 38 (1850)	C	Str	Transportation	Map 14
73.00	18WA476	N/A	Ferry Hill Plantation Archeological Site (19th century) Hahn 1997 and Ziek 1979.	C	Site	Historic – Non-Aboriginal Canal proper	Map 14
73.00	18WA494	N/A	Ferry Hill No. 1 Archeological Site - 19th - 20th Century	NC	Site	N/A	N/A
73.02	11789	NR 38-6	Ferry Hill Mansion House (earliest part 1812)	C	Bld	Community Planning & Development, Agriculture	Map 14 Photo 22
73.02	N/A	Table 2	Ferry Hill Plantation Outbuildings Cottage (1968-1971)	NC	2 Bld	N/A	N/A

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
			Garage (20 th century)				
73.02	No LCS#	CLR ¹⁴	Ferry Hill curved stone retaining wall in front of mansion house	C	Str	Community Planning & Development, Agriculture	N/A
74.02	12874	NR 39-2	Bypass Flume – Lock 39 (1890)	C	Str	Canal proper	Map 14
74.03	17231	NR 39-1	Lock 39 (Lock No. 39 (One Mile Lock and Earlier as Nitche’s Lock) (ca. 1835)	C	Str	Canal proper	Map 14
74.03B	45872	NR 39-3	Lockhouse – Lock 39 – Ruin (ca. 1835)	C	Site	Transportation	Map 14
74.04	11816	NR 39-4	Culvert 108 (ca. 1834)	C	Str	Canal proper	Map 14
74.07	11817	NR 39-5	Wasteweir (post 1900)	C	Str	Canal proper	Map 14
74.26	47522	Table 1	Canal Company Section House, Ruins (1828-1850)	C	Site	Transportation	Map 14
74.28	11818	NR 39-7	Culvert 109 (ca. 1834)	C	Str	Canal proper	Map 14
74.29	47527	NR 39-7	Sediment Entrapment Wall at Culvert 109 (ca. 1834)				
75.29	N/A	Table 2	Killiansburg Cave Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
73.46	12873	NR 38-5	Culvert 107 (ca. 1834)	C	Str	Canal proper	Map 14
75.73	45873	NR 39-7A	Killiansburg Cave (date unknown)	C	Site	Military	Map 14
76.65	11819	NR 39-8	Culvert 111 (ca. 1834)	C	Str	Canal proper	Map 14
76.73	11790	NR 39-9	Sharpsburg Landing Bridge – Foundation (Bridge Foundation) (ca. 1900)	C	Str	Transportation	Map 14
77.22	18WA522	N/A	Horseshoe Bend Floodplain Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 15
78.15	11793	NR 39-12	Culvert 112 (1924)	C	Str	Canal proper	Map 15
78.25	N/A	Table 2	Snyder’s Landing Boat Ramp (1960s)	NC	Str	N/A	N/A
79.41	11794	NR 40-2	Bypass Flume – Lock 40 (1834)	C	Str	Canal proper	Map 15
79.42	170	NR 40-1	Lock 40 (1834)	C	Str	Canal proper	Map 15

¹⁴ NPS, “Cultural Landscape Report: Ferry Hill,” Prepared by Quinn Evans, Architects (Chesapeake & Ohio Canal National Historical Park, June 2004).

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
79.68	N/A	Table 2	Horseshoe Bend Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
79.85	12879	NR 40-4	Wasteweir, Mile 79.85 (Wasteweir) (1923)	C	Str	Canal proper	Map 15
79.96	11820	NR 40-5	Culvert 114 (Culvert No. 114 (Rose's Culvert)) (ca. 1834)	C	Str	Canal proper	Map 15
80.55	11821	NR 40-6	Culvert 115 (Culvert No. 115 (Mondell's Culvert)) (ca. 1834)	C	Str	Canal proper	Map 15
80.95	11796	NR 40-7	Taylor's Landing Wharf (19th century)	C	Str	Commerce	Map 15
81.00	N/A	Table 2	Taylor's Landing Boat Ramp (1960s)	NC	Str	N/A	N/A
81.62	11822	NR 40-8	Culvert 116 (Culvert No. 116 (Marsh Run)) (ca. 1834)	C	Str	Canal proper	Map 15
81.70	18WA42	N/A	Stine Farm Archeological Site (3000 BCE-1000 CE) Stewart 1980. This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 15
81.80	18WA42b	N/A	Stine Farm II Archeological Site (1000 BCE-1600 CE) Stewart 1980.	U	Site	Prehistoric	Map 15
81.87	45874	Table 1	Natural Spring – Wood Cribbage Ruin (late 19th century)	C	Site	Canal proper	Map 15
82.46	N/A	Table 2	Big Woods Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
82.50	18WA153	N/A	S. Marsh Run Archeological Site (Prehistoric) Stewart 1980.	U	Site	Prehistoric	Map 15
83.30	18WA512	N/A	Dam No. 4 Cave Archeological Site (19th century)	U	Site	Historic - Aboriginal Canal proper	Map 15
83.99	11823	NR 40-9	Culvert 118 (Culvert No. 118 (Henson's Culvert)) (ca. 1835)	C	Str	Canal proper	Map 15
84.35	11824	NR 40-10	Wasteweir – Dam 4 (1920 replacement)	C	Str	Canal proper	Map 15
84.40	158	NR 40-11	Dam 4 (1860)	C	Str	Canal proper	Map 15 Photo 23
84.40A	11797	NR 40-12	Guard Dike – Dam 4 (19th century)	C	Str	Canal proper	Map 15

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84.41	11825	NR 40-13	Stop Gate (Winch House – Dam 4) (1834) The stone stop gates associated with this building are historic and the Winch House was rebuilt ca. 1970.	C	Str	Canal proper	Map 15
84.50 - 86.40	None	N/A	Big Slackwater Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal Canal proper	Map 15
84.74 - 88.10	N/A	Table 2	Big Slackwater Towpath (2009)	NC	Str	N/A	N/A
85.40	N/A	Table 2	Big Slackwater Picnic Area and Boat Launch (1960s)	NC	Site	N/A	N/A
85.60	00159	NR 40-14	Guard Lock 4 (1834)	C	Str	Canal proper	Map 15 Photos 25 & 26
85.60	None assigned	NR 40-15	Lockhouse – Guard Lock 4 – Ruins (ca. 1835)	C	Site	Transportation	Map 15
85.62	47523	Table 1	Bypass, Guard Lock 4 (1833)	C	Str	Canal proper	Map 15
85.70	18WA513	N/A	Inlet Lock No. 4 Keepers House Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 15
85.74	11826	NR 40-16	Water Intake Weir – Guard Lock #4 (Canal Water Intake) (20th century)	C	Str	Canal proper	Map 15
86.40	18WA514	N/A	Big Slackwater Floodplain Archeological Site (500 CE-1600 CE)	U	Site	Prehistoric	Map 15
88.00A	47524	Table 1	Anderson, Stanley L, Property, Stone Building Ruin (mid-19th century)	C	Site	Industry	Map 16 Photo 26
88.10	45877	NR 40-17	McMahon’s Mill (McMahons (sic) (Charles) Mill) (1778, restored 1987)	C	Bld	Industry	Map 16 Photo 27
88.90	11828	NR 41-2	Lockhouse – Lock 41 - Ruins (1836)	C	Site	Transportation	Map 16

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			This site has been determined Eligible for individual listing in the NR.				
88.91	11827	NR 41-1	Lock 41 (1834)	C	Str	Canal proper	Map 16
89.03	17219	NR 42-2	Unidentified Ruin (misidentified as Lockhouse) (date unknown) Erroneously identified as a lockhouse for Lock 42 in the 1979 NR nomination. Lockhouse at Lock 41 served both Locks 41 and 42.	C	Site	Unknown	Map 16
89.05	11829	NR 42-1	Lock 42 (1834)	C	Str	Canal proper	Map 16
89.05A	47528	NR 42-1	Mule Cross Over Bridge Abutments, Lock #42 (1832)	C	Str	Transportation	Map 16
89.21	11830	NR 42-3	Culvert 118.5 (ca. 1839)	C	Str	Canal proper	Map 16
89.21	N/A	Table 2	Dellinger Property (date unknown) Privy Garage	NC	2 Bld	N/A	N/A
89.50A	17218	NR 42-2A	Dellinger Property – House (Burnside House) (mid-18th century)	C	Bld	Community Planning & Development	Map 16
89.50B	47533	NR 42-2A	Dellinger Property – Barn (1850)	C	Bld	Agriculture	
89.90	18WA515	N/A	Spring Dell Road Site Archeological Site (500 CE-1000 CE & 18th century (ca. 1750-1820))	C	Site	Prehistoric Historic – Non-Aboriginal	Map 16
90.90	N/A	Table 2	Foundation and Chimney on Berm (date unknown)	NC	Site	N/A	N/A
90.94	N/A	Table 2	Opequon Junction Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
91.66	11831	NR 42-4	Culvert 119 (ca. 1839)	C	Str	Canal proper	Map 16
92.10	12880	NR 43-2	Bypass Flume – Lock 43 (1835)	C	Str	Canal proper	Map 16
92.73	11832	NR 42-5	Wastew weir (1900)	C	Str	Canal proper	Map 16
92.96	12878	NR 43-1	Lock 43 (1835, 1921 concrete work)	C	Str	Canal proper	Map 16
92.96A	11705	NR 43-3	Lockhouse – Lock 43 (ca. 1836)	C	Bld	Transportation	Map 16

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
						Architecture	
93.02	11833	NR 43-4	Culvert 120 (ca. 1839)	C	Str	Canal proper	Map 16
93.56	11834	NR 43-5	Culvert 121 (ca. 1835)	C	Str	Canal proper	Map 16
94.10	18WA518	N/A	Falling Waters Road Site C Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 16
94.20	18WA517	N/A	Falling Waters Road Site B Archeological Site (19th century)	U	Site	Historic - Aboriginal Canal Related	Map 16
94.40	18WA516	N/A	Falling Waters Road Site A Archeological Site (19th century)	U	Site	Historic - Aboriginal Canal Related	Map 16
94.40	11835	NR 43-6	Bridge Abutments (early 19th century)	C	Str	Transportation	Map 16
95.20	N/A	Table 2	Cumberland Valley Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
95.05	11836	NR 43-7	Culvert 121.5 (ca. 1835)	C	Str	Canal proper	Map 16
95.60	11837	NR 43-8	Culvert 122 (ca. 1835)	C	Str	Canal proper	Map 16
96.24	11801	NR 43-10	Spring House Ruin (Section House) (19th century)	C	Site	Community Planning and Development	Map 16
96.25	11800	NR 43-10	Section House Ruin (19th century)				
96.26	11706	NR 43-11	Culvert 123 (ca. 1835)	C	Str	Canal proper	Map 16
96.26A	11799	NR 43-9	Canal Wharf (Docking area) (19th century)	C	Site	Canal docking	Map 16
96.72	11838	NR 43-12	Culvert 124 (ca. 1835)	C	Str	Canal proper	Map 17
96.89	11707	NR 43-13	Culvert 125 (ca. 1835)	C	Str	Canal proper	Map 17
96.97	11839	NR 43-14	Culvert 126 (ca. 1835)	C	Str	Canal proper	Map 17
97.44A	46002	NR 43-15	Cumberland Valley Railroad Bridge Abutments # 1 (Stone dock and railroad bridge abutments) (1850)	C	Str	Transportation	Map 17
97.44B	47534	NR 43-15	Cumberland Valley Railroad Bridge Abutments # 2 (1850)	C	Str	Transportation	Map 17

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
97.45	11803	NR 43-15	Cumberland Valley Railroad Stone Wharf – Ruin (1850)	C	Site	Transportation	Map 17
97.54	11804	NR 43-16	Boat Basin (unknown date)	C	Str	Canal proper	Map 17
97.95	00161	NR 43-17	Culvert 127 (ca. 1835)	C	Str	Canal proper	Map 17
98.90	11840	NR 43-18	Wasteweir (early 20th century)	C	Str	Canal proper	Map 17
98.90 – 99.95	N/A	Table 1	Williamsport, Maryland Cultural Landscape	C	Site	Industry	Map 17
<i>Historic Associated Features¹⁵</i>							
Natural Systems and Features							
Circular stone feature (downstream of Lock 44, berm side)							
Circulation System							
Western Maryland Railroad track trace							
Vehicular bridge (leading into NPS parking lot)							
Small-scale Features							
Manhole near Williamsport Power Generating Station at mile 99.74							
Mile 99 post							
Railroad Tell-Tales							
99.12	11841	NR 43-19	Culvert #128 (ca. 1835)	C	Str	Canal proper	Map 17
99.30	18WA477	N/A	Lockhouse 44 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Canal proper	Map 17
99.3	18WA587	N/A	Darby Mill Archeological Site	U	Site	Prehistoric Historic- Non-Aboriginal Industry	Map 17

¹⁵ See introduction for explanation of “Historic Associated Features.”

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
99.30B	11805	NR 44-1	Bypass Flume, Lock #44 (1832-1834, rebuilt 1993-1995) When this section of the canal was re-watered, the NPS reconstructed the flume between 1993 and 1995. The gates are also modern reconstructions.	C	Str	Canal proper	Map 17 Photo 28
99.30C	47508	Table 1	Creosote Vat (ca. 1900)	C	Str	Industry	Map 17
99.32	11708	NR 44-1	Lock #44 (Lock 44 (Williamsport Lock)) (rebuilt 1993)	C	Str	Canal proper	Map 17 Photo 28
99.32A	17230	NR 44-2	Lockhouse – Lock #44 (1850)	C	Str	Transportation Architecture	Map 17 Photo 28
99.38	47509	Table 1	Steffey & Findlay Wharf (1878)	C	Str	Commerce	Map 17 Photo 29
99.60	47507	Table 1	Miller Brothers Plaster Grinding Mill, Ruins (1879)	C	Site	Industry	Map 17
99.65	11709	NR 44-3	Bollman Bridge – West Salisbury St. (Bridge at West Salisbury Street) (1879)	C	Str	Transportation	Map 17
99.69	11710	Below NR 44-3	Railroad Lift Bridge (HAER No. MD-23) (1924)	C	Str	Transportation	Map 17 Photo 30
99.69	None	Table 1	Masonry Control Station for Lift Bridge (1924)	C	Bld	Transportation	Map 17
99.70	18WA480	N/A	Miller Bros. Lumber Yard Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Canal proper	Map 17
99.70	18WA478	N/A	Lime Shed Archeological Site - 19th Century This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Canal proper	Map 17
99.70	18WA479	N/A	Cushwa Warehouse Archeological Site - 19th Century This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Canal proper	Map 17

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99.70	18WA481	N/A	Williamsport Power Station Archeological Site - 19th Century This site has been determined Eligible for individual listing in the NR.	C	Site	Historic - Aboriginal Industry	Map 17
99.72	12916	NR 44-4A	Cushwa Warehouse (1800, 1835-1840)	C	Bld	Industry	Map 17 Photo 31
99.73	11711	NR 44-4	Williamsport Basin (Cushwa's Boat Basin) (1835)	C	Str	Transportation	Map 17 Photo 31
99.74	12915	NR 44-4B	Williamsport Generating Station (Williamsport Power House) (1896)	C	Bld	Transportation	Map 17 Photo 31
99.80	00164	NR 44-5	Conococheague Creek Aqueduct (1834)	C	Str	Canal proper	Map 17
99.80	18WA14	N/A	Williamsport Floodplain (Mouth of the Conococheague Creek) Archeological Site (1000 BCE-1000 CE) Excavated in 1955- 1956 by Yinger brothers.	U	Site	Prehistoric	Map 17
100.15	11712	NR 44-6	Culvert #129 (1835)	C	Str	Canal proper	Map 17
100.69	11713	NR 44-7	Culvert #131 (ca. 1835)	C	Str	Canal proper	Map 18
101.00	18WA69	N/A	Pinesburg Station Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric	Map 18
101.98	12755	NR 44-8	Culvert #133 (ca. 1835)	C	Str	Canal proper	Map 18
102.65	13036	NR 44-9	Culvert #134 (1835)	C	Str	Canal proper	Map 18
102.98	12757	NR 44-10	Culvert #135 (1835)	C	Str	Canal proper	Map 18
103.45	12758	NR 44-11	Boat Basin (19th century)	C	Site	Canal proper	Map 18
103.46	12995	NR 44-13	Section House – Ruins (19th century)	C	Site	Canal proper	Map 18
103.47	12759	NR 44-12	Worker's House (House) (1840)	C	Bld	Community Development & Planning	Map 18
104.98	12996	NR 44-14	Nessle Bridge Piers (Nestle (sic) Bridge piers) (1906)	C	Str	Transportation	Map 18
105.30	12760	NR 44-15	Culvert #136 (ca. 1835)	C	Str	Canal proper	Map 18

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
106.20	18WA525	N/A	Little Conococheague Site Archeological Site (Prehistoric-19th century)	U	Site	Prehistoric Historic – Non-Aboriginal	Map 18
106.20	45878	NR 44-15A	Miller Property – House (Miller’s House, Charles Mill) (1800-1820)	C	Bld	Industry	Map 18
106.21	45879 Not owned by NPS	NR 44-15A	Miller Property – Mill Ruins (early 19th century) Under easement to NPS and located within the Congressionally authorized park boundary.	C	Site	Industry	Map 18
106.61	12761	NR 44-16	Wasteweir (ca. 1900)	C	Str	Canal proper	Map 18
106.70	12762	NR 44-17	Dam #5 (1868, replaced original 1834)	C	Str	Canal proper	Map 18
106.80	12765	NR 44-20	Bypass Flume – Dam #5 (1834)	C	Str	Canal proper	Map 18
106.81	12764	NR 44-19	Guard Lock #5 (1834)	C	Str	Canal proper	Map 18
106.82	12763	Table 2 NR 44-18	Guard Dike – Dam #5 (1834)	NC	Str	N/A	N/A
106.83	12766	NR 44-21	Lockhouse – Guard Lock #5 (ca. 1835)	C	Bld	Transportation Architecture	Map 18
106.83	18WA537	N/A	Lockhouse Guard Lock 5 Archeological Site (19th century) This site has been determined individually Eligible for listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 18
106.92A	49916	Table 1	Elizabeth Ritzell House (1845, 1877)	C	Bld	Community Development & Planning	Map 18
107.00	18WA544	N/A	Feidt Property Archeological Site (20th century)	U	Site	Historic - Aboriginal Agriculture	Map 18
Near 107.00	N/A	Table 2	Teunis Property(20th century): House and Outbuilding	NC	Bld	N/A	N/A

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
107.27	12767	NR 45-1	Lock #45 (1837)	C	Str	Canal proper	Map 18
107.41	12768	NR 46-1	Mule Crossover Bridge Abutments-Lock 46 (1838)	C	Str	Transportation	Map 18
107.42	45773	NR 46-1	Lock 46 (1838)	C	Str	Canal proper	Map 18
107.42A	17220	NR 46-2	Bypass Flume Ruin – Lock #46 (Bypass Flume) (1838).	C	Site	Canal proper	Map 18
107.44	18WA545	N/A	Two Locks Barn Archeological Site (20th century)	U	Site	Historic – Non-Aboriginal Agriculture	Map 18
107.44	12769	NR 46-3	Lockhouse – Locks #45 & #46 (ca. 1839)	C	Bld	Transportation Architecture	Map 18
107.44	18WA536	N/A	Lockhouse Locks 45 & 46 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 18
107.65	18WA555	N/A	Leatherman Property Archeological Site (19th-20th century)	U	Site	Historic – Non-Aboriginal	Map 18
107.66	14132	NR 46-5	Leatherman Property – House Ruin (Leatherman House) (19th century)	C	Site	Community Development & Planning Agriculture	Map 18
107.67	45792	Table 1	Leatherman Property - Chicken Coop (1830)	C	Str		
107.93	12981	NR 46-6	Culvert #137 Ruin (1840)	C	Site	Canal proper	Map 18
108.00A	49918	Table 1	Rohrer, Barbara E. and Berkeley, House (1891)	C	Bld	Industry	Map 18
108.10	12997 Not owned by NPS	NR 46-7	Benjamin J. Charles Mill Site (Benjamin F. Charles Mill) (early 19th century) NPS has scenic easement.	C	Site	Industry	Map 18
108.17	12881	NR 46-8	Culvert #138 (1839)	C	Str	Canal proper	Map 18
108.20 - 109.00	18WA182	N/A	Prather's Neck Area Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 18
108.40	14139	NR 48-4C	Four Locks School (Four Locks School (Murray House))	C	Bld	Community	Map 18

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
			(mid-to-late-19 th century) Restored 1990-1996.			Development & Planning	
108.40 approx.	No LCS#	CLI	Mellott House(circa 1850 2-story frame house)	C	Bld	Community Development & Planning	Map 18
108.49 – 109.90	N/A	Table 1	Four Locks Cultural Landscape	C	Site	Community Development & Planning	Map 18
<i>Historic Associated Features</i> ¹⁶ (undetermined features not included)							
Buildings and Structures (see main inventory table)							
Circulation							
Berm Road and Trace							
Four Locks Road							
Hassett Road							
Neck Road							
New Kirk Ferry Road Trace							
Tice/Costlow Farm Road							
Land Use							
Agricultural Farm Land							
Topography							
Two sugar maples located on either side of the Fernsner House driveway							
Views and Vistas							
Views across the farm fields							
Views up and down the canal from the prism and towpath							
Views from high points							
Small-scale Features							

¹⁶ See introduction for explanation of “Historic Associated Features.”

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
			Rock outcroppings on the schoolhouse grounds				
			Stone retaining wall - west side of Culvert 139				
			Stone-retaining wall - Lockhouse				
108.49	45770	NR 46-9	Boat Basin (19th century)	C	Str	Canal proper	Map 18
108.64	11715	NR 47-2	Bypass Flume – Lock #47 (Bypass Flume) (1837)	C	Str	Canal proper	Map 18
108.65	11716	NR 47-3	Drydock Lock #47 Ruin (Dry Dock) (1855)	C	Site	Canal proper	Map 18
108.65	N/A	Table 2	Four Locks Picnic Area and Boat Launch (1969)	NC	Site	N/A	N/A
108.66	11714	NR 47-1	Lock #47 - 1st of Four Locks (1837)	C	Str	Canal proper	Map 18
108.70	11718	NR 48-2	Bypass Flume Ruin – Lock #48 (Bypass Flume) (19th century)	C	Site	Canal proper	Map 18
108.71	11717	NR 48-1	Lock #48 – 2nd of Four Locks (1838)	C	Str	Canal proper	Map 18 Photo 32
108.72	11720	NR 48-4	Lockhouse at Lock 49 (Lockhouse, for 4 Locks area) (ca. 1840)	C	Bld	Transportation Architecture	Map 18
108.73	N/A	Table 2	Hassett Farm: Corn Crib (1940s)	NC	Bld	N/A	N/A
108.73A	14135	NR 48-4B	Prather Property – House (Weber House) (ca. 1840, remodeled late 1800s, restored 1980s)	C	Bld	Community Development & Planning Agriculture	Map 18
108.73B	14236	Table 1	Prather Property – Garage/Shed (1840)	C	Bld		
108.73C	49920	Table 1	Prather, Samuel, Property, Barn Ruins (1900-1920)	C	Site		
108.77	11719	NR 48-3	Culvert #139 (Culvert #139 (Prather’s Neck Road Culvert)) (1839)	C	Str	Canal proper	Map 18
108.81	14134	NR 48-4A	Flory, Alexander M., House (Lewis House) (late 19th century)	C	Bld	Community Development & Planning	Map 18
108.82	11721	NR 49-1	Lock #49 – 3rd of Four Locks (ca. 1838)	C	Str	Canal proper	Map 18 Photo 32
108.82	11722	NR 49-2	Bypass Flume – Lock #49 (1836)	C	Str	Canal proper	Map 18

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108.82A	49922	Table 1	Denton Jacques Warehouse and Store, Ruins (1863)	C	Site	Commerce	Map 18
108.86	49923	Table 1	Fernsner, Louis, House, Ruins (1872)	C	Site	Community Development & Planning	Map 18
108.87	11725	NR 50-2	Bypass Flume – Lock #50 (early 1900 replacement)	C	Str	Canal proper	Map 18
108.88	11726	NR 50-3	Lockkeeper’s Shelter (late 1800s)	C	Bld	Transportation	Map 18
108.89	11724	NR 50-1	Lock #50 – 4th of Four Locks (1838)	C	Str	Canal proper	Map 18 Photo 32
108.89A	49924	Table 1	W. T. Hassett and Brother Store, Ruins (1865)	C	Site	Commerce	Map 18
108.90	49930	NR 50-4	Myers, Henry and Ellen, House – Ruins (Lockhouse, Lock 50) (1900) Listed as a lockhouse in error in the 1979 NR. Lockhouse at Lock 49 (mile 108.72) served Locks 47 to 50 as part of the Four Locks area.	C	Site	Community Development & Planning	Map 18
108.90A	47826	Table 1	Myers, Henry and Ellen, Property, Root Cellar (1900)	C	Bld		
108.91	45771	NR 50-5	Mule Barn – Four Locks (unknown date)	C	Bld	Transportation	Map 18
108.95	14137	NR 48-4D	Stone, John G., House (Baker House) (1840)	C	Bld	Community Development & Planning	Map 18
109.10C	49926	Table 1	Stone, John G., Property: House No. 1 Ruins (1859) Shed Ruins (1859) House No. 2 Ruins (1859) House No. 3 Ruins (1859)	C	4 Sites	Agriculture	
109.10D	49927						
109.10E	49928						
109.10F	49929						
109.04	N/A	Table 2	John G. Stone Property: Garage/Barn (19th century)	NC	Bld	Community Development & Planning	Map 18

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109.10	18WA556	N/A	John G. Stone Property Archeological Site (19th-20th century)	U	Site	Historic – Non-Aboriginal Community Development & Planning	Map 18
109.10 approx.	No LCS#	CLI	New Kirk Ferry House, 19th-century , 2-story log house that may be the house associated with the ferry marked at this location on an 1877 map. There are several associated ruins and outbuildings in poor condition and of undetermined age.	C	Bld	Community Development & Planning Transportation (undetermined)	Map 18
109.10A	14138	NR 48-4E	Costlow Property – Barn (Costlow Barn, Shed, and Wash House) (ca. 1870)	C	2 Bld	Agriculture Community Development & Planning	Map 19
109.10B	45870	NR 48-4E	Costlow Property – Shed(19th century)				
109.32	12771	NR 50-6	Wasteweir #18 (ca. 1839)	C	Str	Canal proper	Map 19
109.60	49931	Table 1	Foundation Ruins-Mile 109.60 (probable 19th century)	C	Site	Unknown	Map 19
109.90	12772	NR 50-7	Culvert #140 (1840)	C	Str	Canal proper	Map 19
109.90	49932	Table 1	Foundation Ruins, Mile 109.90 (probable 19th century)	C	Site	Unknown	Map 19
109.90	N/A	Table 2	North Mountain Hiker-Biker Campsite (1969)	NC	Site	N/A	Map 19
109.91	12882	NR 50-8	Culvert #141 (ca. 1840)	C	Str	Canal proper	Map 19
110.00A	47579	Table 1	Boat Basin, mile 110.00 (1830)	C	Str	Canal proper	Map 19
110.20	12775	NR 50-11	Culvert #143 (ca. 1840)	C	Str	Canal proper	Map 19
110.29	12773	NR 50-9	Stop Gate (19th century)	C	Str	Canal proper	Map 19
110.30	N/A	Table 2	Stone Foundation (date unknown)	NC	Site	N/A	Map 19
110.40	18WA523	N/A	McCoy's Ferry 1 Archeological Site (500 CE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 19
110.42	12774	NR 50-10	Culvert #142 (Culvert #142 (McCoy's Ferry Culvert))	C	Str	Canal proper	Map 19

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			(1840)				
110.42	N/A	Table 2	McCoy's Ferry Drive-In Camping Area, Picnic Area, & Boat Launch (1969)	NC	Site	N/A	Map 19
110.45	49934	Table 1	Green Spring Furnace Road (Trace) (probable 18 th century)	C	Site	Transportation	Map 19
110.63	12776	NR 50-12	Culvert #144 (ca. 1840)	C	Str	Canal proper	Map 19
110.90	18WA524	N/A	McCoy's Ferry Site 2 Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 19
111.38	12777	NR 50-13	Culvert #145 (Culvert #145 [#146 not built]) (1840)	C	Str	Canal proper	Map 19
111.40	18WA329	N/A	Shank Collecting Area 2 Archeological Site	U	Site	Prehistoric	Map 19
111.70	18WA519	N/A	Florry Ravine Site Archeological Site (500 CE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 19
112.02	12779	NR 50-15	Back Up Culvert 147 (19 th century)	C	Str	Canal proper	Map 19
112.05	12778	NR 50-14	Culvert #147 (1840)	C	Str	Canal proper	Map 19
112.05	N/A	Table 2	Foundation near Backup Culvert #147 (date unknown)	NC	Site	N/A	Map 19
112.20 - 113.00	18WA183a 18WA183	N/A	SH3A-B Archeological Site (8000 BCE-1600 CE) Stewart 1980.	U	2 Sites	Prehistoric Industry	Map 19
112.20	12781	NR 50-17	Back Up Culvert 148 (1840)	C	Str	Canal proper	Map 19
112.23	12780	NR 50-16	Culvert #148 (ca. 1840)	C	Str	Canal proper	Map 19
112.40	12782	NR 50-18	Stop Gate – Ft. Frederick (19 th century)	C	Str	Canal proper	Map 19
113.02	12783	NR 50-19	Wasteweir & Spillway at Big Pool (1840)	C	Str	Canal proper	Map 19
114.15	12784	NR 50-20	Stop Gate (Stop Gate above Big Pool) (early 1900s concrete replacement) (19 th century)	C	Str	Canal proper	Map 19
114.32	12785	NR 50-21	Culvert #149 (ca. 1840)	C	Str	Canal proper	Map 19
114.43	12786	NR 50-22	Culvert #150 (ca. 1840)	C	Str	Canal proper	Map 19
114.52	49935	Table 1	Foundations and Cistern, mile 114.52 (mid-19 th – early 20 th century)	C	Site	Unknown	Map 19

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114.52	N/A	Table 2	Shrive Barn (mid- to late 20 th century)	NC	Bld	N/A	N/A
No mile	N/A	Table 2	Snyder Family Cemetery (Licking Creek) (from early 19 th c.)	NC	Site	N/A	N/A
114.70	18WA88	N/A	S-2 Archeological Site (6000 BCE-1 CE & 500-1600 CE)	U	Site	Prehistoric	Map 19
114.83	12787	NR 50-23	Culvert #151 (ca. 1840)	C	Str	Canal	Map 19
114.90	18WA527	N/A	Ernstville Site 2 Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 19
114.99	12788	NR 50-24	Culvert #152 (ca. 1840)	C	Str	Canal proper	Map 19
115.00	18WA25	N/A	Ernstville Archeological Site (6000 BCE-1000 BCE & 500 CE-1600 CE) Stewart 1980, K.A. and A.D. Franklin collected 1972 -1973.	U	Site	Prehistoric	Map 19
115.00	18WA169	N/A	FB-7 Archeological Site (Prehistoric) Stewart 1980.	U	Site	Prehistoric Industry	Map 19
115.10	18WA526	N/A	Ernstville Site 1 Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 19
115.30	18WA528	N/A	Ernstville Site 3 Archeological Site (6000 BCE-1000 BCE)	U	Site	Prehistoric	Map 19
115.50	12789	NR 50-25	Culvert #153 (ca. 1840)	C	Str	Canal proper	Map 19
115.60	47578	Table 1	Well at Mile 115.60 (1793-1825)	C	Str	Community Planning & Development	Map 20
115.60	18WA529	N/A	Ernstville Site 4 Archeological Site (6000 BCE-1000 BCE & 18th/19th century). <i>The site has been found individually eligible for listing in the NR.</i>	C	Site	Prehistoric Historic – Non-Aboriginal Exploration/ Settlement	Map 20
115.70	18WA546	N/A	Licking Creek / Wagner Archeological Site	U	Site	Prehistoric	Map 20
115.80	18WA186	N/A	SH-6 Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 20

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116.00	18WA520	N/A	Licking Creek Confluence Archeological Site (500 CE-1600 CE)	U	Site	Prehistoric	<i>Map 20</i>
116.04	N/A	Table 2	Licking Creek Hiker-Biker Campsite (1960s)	NC	Site	N/A	N/A
116.04	11727	NR 50-26	Licking Creek Aqueduct (1838)	C	Str	Canal proper	Map 20
116.05	45787	Table 2	Modern Culvert (20th century)	NC	Str	N/A	N/A
116.10	18WA11	N/A	Licking Creek 2 Archeological Site (1000 BCE-1600 CE)	U	Site	Prehistoric	<i>Map 20</i>
116.76	12790	NR 50-27	Culvert #160 (ca. 1840)	C	Str	Canal proper	Map 20
116.80	18WA9	N/A	Parkhead 2 Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	<i>Map 20</i>
117.20	18WA8	N/A	Parkhead 1 Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	<i>Map 20</i>
118.09	45781	Table 2	Modern Culvert (20th century)	NC	Str	N/A	N/A
118.46	12791	NR 50-28	Culvert #166 & Wasteweir (1921 concrete replacement)	C	Str	Canal	Map 20
118.90	18WA532	N/A	Millstone Floodplain Archeological Site (Prehistoric)	U	Site	Prehistoric	<i>Map 20</i>
119.00	18WA7	N/A	Millstone 2 Archeological Site (1 CE-1600 CE)	U	Site	Prehistoric Industry	<i>Map 20</i>
119.03	18WA531	N/A	Millstone Townsite Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal Engineering Exploration\ Settlement	<i>Map 20</i>
119.03 A-L	49937- 49948	Table 1	Millstone Townsite, Ruin Nos. 1-12 (1810-1850)	C	Site	Community Development & Planning	Map 20
119.10	18WA6	N/A	Millstone 1 Archeological Site (3000 BCE-1600 CE) H. T. Wright 1962 and 1969.	U	Site	Prehistoric	<i>Map 20</i>
119.51	12792	NR 50-29	Culvert 170 & Wasteweir (1840, reconstructed 1976)	C	Str	Canal proper	Map 20
119.71	12793	NR 50-30	Stop Gate (ca. 1840)	C	Str	Canal proper	Map 20

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120.39	N/A	Table 2	Little Pool Hiker-Biker Campsite (1969)	NC	Site	N/A	N/A
121.10	18WA535	N/A	Little Pool Floodplain Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal	Map 20
121.19	12794	NR 50-31	Culvert #172 (ca. 1840)	C	Str	Canal proper	Map 21
121.74	12795	NR 50-32	Culvert #173 (Culvert #173 (Ditch Run Culvert)) (ca. 1840)	C	Str	Canal proper	Map 21 Photo 33
122.25	12796	NR 50-33	Culvert #174 & Wasteweir (Wasteweir and Culvert Combination (Culvert #174)) (ca. 1840)	C	Str	Canal proper	Map 21
122.49	12797	NR 50-34	Culvert #175 (ca. 1840)	C	Str	Canal proper	Map 21
122.59	17221	NR 51-2	Bypass Flume – Lock #51 (1838)	C	Str	Canal proper	Map 21
122.60	17233	NR 51-1	Lock #51 (1838)	C	Str	Canal proper	Map 21
122.61	17234	NR 51-3	Lockhouse - Lock #51 – Ruins (post 1840)	C	Site	Transportation	Map 21 Photo 34
122.65	18WA5	N/A	Ditch Run Archeological Site (3000 BCE-1 CE)	U	Site	Prehistoric Industry	Map 21
122.80A	49950	Table 1	Yates, William, Property, House (1775, 1875)	C	Bld	Community Planning & Development Agriculture	Map 21 Photo 35
122.80B	49951		Yates, William, Property, Smokehouse/Wash House (1875)	C	Bld		
122.80C	49952		Yates, William, Property, Carriage House (1775, 1875)	C	Bld		
122.80D	49953		Yates, William, Property, Carriage Steps (1775, 1875)	C	Str		
122.80E	49921		Yates, William, Property, Barn Foundation (1775, 1875)	C	Site		
122.80F	49988		Yates, William, Property, Privy (1775, 1875)	C	Bld		
122.81	N/A	Table 2	Hancock Maintenance Yard (ca. 1960s) Maintenance Building Metal Building Trailer Volunteer Shed	NC	4 Bld	N/A	N/A
122.89	11729	NR 52-2	Bypass Flume – Lock 52 (1838)	C	Str	Canal proper	Map 21

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122.90	17235	NR 52-3	Lockhouse – Lock 52 – Foundation (ca. 1840)	C	Site	Transportation	Map 21
<i>122.91</i>	18WA579	N/A	Tonoloway Creek East Archeological Site (Prehistoric & 19th - 20th Century)	NC	Site	N/A	<i>Map 21</i>
122.91	11728	NR 52-1	Lock 52 (1839)	C	Str	Canal proper	Map 21
122.92	45772	NR 52-4	Great Tonoloway Creek Aqueduct (Great Tonoloway Creek Aqueduct and Wasteweiir)) (1839)	C	Str	Canal proper	Map 21
122.92	45777	NR 52-4	Wasteweiir at Great Tonoloway Creek Aqueduct (1838)	C	Str	Canal proper	Map 21
<i>122.93</i>	18WA578	N/A	Tonoloway Creek West Archeological Site (19th-20th century)	U	Site	Historic – Non-Aboriginal	<i>Map 21</i>
123.50	49955	Table 1	Bridge over Canal in Hancock (1926)	C	Str	Transportation	Map 21
<i>123.50</i>	18WA2	N/A	Hancock I Archeological Site (8000 BCE-1600 CE)	U	Site	Prehistoric	<i>Map 21</i>
<i>123.55</i>	18WA3	N/A	Hancock II Archeological Site (500 CE-1600 CE)	U	Site	Prehistoric	<i>Map 21</i>
<i>123.65</i>	18WA4	N/A	Hancock III Archeological Site (3000 BCE-1 CE)	U	Site	Prehistoric	<i>Map 21</i>
123.84	12883	NR 52-5	Tanney Warehouse & Dwelling – Ruins (1875, 1900)	C	Str	Commerce	Map 21
123.90	11730	NR 52-6	Hancock Boat Basin (1900)	C	Str	Canal proper	Map 21
123.95	11731	NR 52-7	Culvert 179 (ca. 1840)	C	Str	Canal proper	Map 21
124.02	49956	Table 1	Rinehart Sumac Mill, Ruins (1874)	C	Site	Industrial	Map 21 Photo 36
124.10	N/A	Table 2	Little Tonoloway Picnic Area & Boat Launch (1969)	NC	Site	N/A	N/A
124.14	11732	NR 52-8	Old Hancock Bridge – Stone Piers (1889)	C	Str	Transportation	Map 21
124.38	11733	NR 52-9	Culvert 182 (ca. 1840)	C	Str	Canal proper	Map 21
Near 125.00	N/A	Table 2	Yunker House Ruins and Root Cellar (unknown date)	NC	Site	N/A	N/A
125.00A	49958	Table 1	Brent, Thomas, Property, House Ruin (1793, 1869)	C	Site	Community	Map 21

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125.00 B-O	49960 49969 49970 49974 to 49981 47505 47506	Table 1	Brent, Thomas, Property, Gravestones Types 1-14 (1823-1913)	C	14 Obj	Planning & Development	
125.00	18WA563	N/A	Thomas Brent House Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal	Map 21
125.05	18WA565	N/A	Hancock V Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 21
125.10	18WA564	N/A	Hancock IV Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 21
125.11	12798	NR 52-10	Culvert 183 (ca. 1840)	C	Str	Canal proper	Map 21
125.27	12799	NR 52-11	Culvert 184 (ca. 1840)	C	Str	Canal proper	Map 21
125.95	18WA582	N/A	Darling's Delight Site Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric Industry	Map 21
126.00	18WA567	N/A	Loner Siding Site Archeological Site (Prehistoric)	NC	Site	N/A	N/A
126.42	12800	NR 52-12	Culvert 185 (ca. 1840)	C	Str	Canal proper	Map 21
126.43	N/A	Table 2	White Rock Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
126.84	12992	NR 52-13	Culvert 186 & Wasteweir (ca. 1840)	C	Str	Canal proper	Map 21
127.40A	12991	NR 52-14	Shafer Cement Mill Ruins (Round Top Cement Mill) (1827, 1903)	C	Site	Industry	Map 21
127.40 B-E	49962 to 49965	Table 1	Shafer Cement Mill Property, Mine Nos. 5-8 (1837)	C	4 Str		
Near 128.00	N/A	Table 2	Pennsylvania Glass & Sand Corp. Ruins (mid-19th to early 20th century)	NC	Site	N/A	Map 21
128.00A	49966	Table 1	Pump Station Foundation (late 19th century)	C	Site	Industry	Map 21

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128.30	18WA583	N/A	Round Top Bend X Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 22
128.40	18WA576	N/A	Round Top Bend VIII Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 22
128.41	18WA577	N/A	Round Top Bend IX Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
128.45	18WA575	N/A	Round Top Bend VII Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
128.57	12801	NR 52-15	Culvert 188 (ca. 1839)	C	Str	Canal proper	Map 22
128.60	18WA574	N/A	Round Top Bend VI Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
128.70	18WA573	N/A	Round Top Bend V Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
128.76	18WA572	N/A	Round Top Bend IV Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 22
128.82	18WA571	N/A	Round Top Bend III Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
128.93	18WA569	N/A	Round Top Bend I Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 22
129.00	18WA570	N/A	Round Top Bend II Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
129.87	12802	NR 52-16	Wasteweir (ca. 1840)	C	Str	Canal proper	Map 22
129.88	N/A	Table 2	Leopard's Mill Hiker-Biker Campsite (1969)	NC	Site	N/A	N/A
129.96	17222	NR 53-2	Bypass Flume – Lock 53 Ruin (1837)	C	Site	Canal proper	Map 22
129.97	12803	NR 53-1	Lock 53 (1837)	C	Str	Canal proper	Map 22
129.98	12990	NR 53-3	Lockhouse - Lock 53 – Foundation (ca. 1840)	C	Str	Transportation	Map 22
Near 130.00	N/A	Table 2	Pump House from Orchard (unknown date)	NC	Str	N/A	N/A
130.03	12804	NR 53-4	Culvert 192 (ca. 1840)	C	Str	Canal proper	Map 22
130.65	18WA581	N/A	Leopard's Run Prehistoric Site Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 22
130.70	18WA566	N/A	Cohill Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 22
130.72	12805	NR 53-6	Culvert 193 (ca. 1840)	C	Str	Canal proper	Map 22
131.24	12806	NR 53-7	Culvert 194 (ca. 1840)	C	Str	Canal proper	Map 22
131.40	17236	Table 2	Doyle Property – House (Crone House) (probable late 19 th)	NC	Site	N/A	N/A

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		NR 53-7A	century)				
131.40A	45966	NR 53-7A	Doyle Property – Shed (20 th century) <i>Ruin.</i>				
131.40B	45967	NR 53-7A	Doyle Property – Workshop (Crone House) (20 th century) <i>Remnants</i>				
131.40C	45968	NR 53-7A	Doyle Property – Garage (1880) <i>LCS 2013: Collapsed</i>				
131.99	11734	NR 53-8	Culvert 195 (ca. 1840)	C	Str	Canal proper	Map 22
<i>131.99</i>	18WA580	N/A	Sick Coon Culvert Site Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	<i>Map 22</i>
132.40	12807	NR 53-9	Culvert 197 (ca. 1840)	C	Str	Canal proper	Map 22
133.17	12808	NR 53-10	Wasteweir (post 1900)	C	Str	Canal proper	Map 22
133.60	N/A	Table 2	Cacapon Junction Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
133.96	12809	NR 53-11	Feeder Canal – Dam 6 (Guard Lock #6 Entrance to Canal) (1835)	C	Str	Canal proper	Map 22
133.96	12884	NR 54-1a	Lockhouse - Lock 54 – Foundation (1839)	C	Site	Transportation	Map 22
133.98	12810	NR 54-1	Lock 54 (1848)	C	Str	Canal proper	Map 22
134.06	12988	NR 54-2	Dam 6 Ruin (1839, rebuilt 1891)	C	Str	Canal proper	Map 22
134.06	45775	NR 54-3	Guard Lock 6 (1838)	C	Str	Canal proper	Map 22
134.08	12813	NR 55-1	Lock 55 (1840)	C	Str	Canal proper	Map 22
134.08	12987	NR 55-2	Lockhouse – Lock 55- Foundation (pre-1850)	C	Site	Transportation	Map 22
134.23	12814	NR 55-3	Polly Pond Entrance (ca. 1905)	C	Str	Canal proper	Map 22
134.25	12815	NR 55-4	Wasteweir & Spillway (Spillway and Wasteweirs) (19 th century, restored in 1992)	C	Str	Canal proper	Map 22
134.93	12816	NR 55-5	Culvert 199 (1840)	C	Str	Canal proper	Map 22
135.05	12986	NR 55-6	Pedestrian Bridge – Footings (Pedestrian Bridge Foundation) (1914)	C	Str	Transportation	Map 22
135.10	12817	NR 55-7	Culvert 200 (1840)	C	Str	Canal proper	Map 22
135.71	12818	NR 55-8	Culvert 201 (1840)	C	Str	Canal proper	Map 22

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136.02	12819	NR 55-9	Culvert 202 (1848-1850)	C	Str	Canal proper	Map 22
136.10	18WA506	N/A	Pearre Train Station Archeological Site	U	Site	Historic-Non-Aboriginal	Map 22
136.20	12822	NR 56-3	Lockhouse – Lock 56 (1848)	C	Bld	Transportation Architecture	Map 22
136.21	49972	Table 2	Dunigan (Donegan), Property, House (1866, 1874)	NC	2 Bld	N/A	Map 22
136.21A	49917	Table 2	Dunigan (Donegan), Thomas, Property, Shed (1866)				
136.21B	49973	Table 2	Clay Property, House (mid- to late 19th century)	NC	2 Bld	N/A	Map 22
136.21C	49968	Table 2	Clay Property, Privy (probable 20th century)				
136.22	12321	NR 56-2	Bypass Flume – Lock 56 (1849)	C	Str	Canal proper	Map 22
136.23	12820	NR 56-1	Lock 56 (1849-1850)	C	Str	Canal proper	Map 22
126.40	18WA588	N/A	“ES” Brick Kiln Archeological Site	U	Site	Historic – Non-Aboriginal, Industry	Map 22
136.50	18WA568	NR N/A	Sideling Hill Creek East Archeological Site (Prehistoric & 19th- 20th century)	U	Site	Prehistoric Industry Historic – Non-Aboriginal	Map 23
136.50	Allegany County						
136.56	12823	NR 56-4	Sideling Hill Creek Aqueduct (1848)	C	Str	Canal proper	Map 23
136.57	45786	NR 56-4	Wasteweir at Sideling Hill Creek Aqueduct (Wasteweir) (1837)	C	Str	Canal proper	Map 23
139.20	18AG247	N/A	Lockhouse 57 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 23
139.20	N/A	Table 2	Indigo Neck Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A

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139.21	12825	NR 57-2	Bypass Flume – Lock 57 (1839)	C	Str	Canal proper	Map 23
139.22	12824	NR 57-1	Lock 57 (1839)	C	Str	Canal proper	Map 23
139.23	12826	NR 57-3	Lockhouse-Lock 57 – Foundation (date unknown)	C	Site	Transportation	Map 23
140.77	N/A	Table 2	Fifteen Mile Creek Drive-In Camping Area & Boat Launch (1960s-1970s)	NC	Site	N/A	N/A
<i>140.91</i>	18AG246	N/A	Fifteen Mile Creek South Archeological Site (19th & 20th century)	U	Site	Historic – Non-Aboriginal	<i>Map 23</i>
140.90	12827	NR 57-4	15 Mile Creek Aqueduct (Fifteen Mile Creek Aqueduct) (1849)	C	Str	Canal proper	Map 23
<i>140.91</i>	18AG248	N/A	Little Orleans South Archeological Site (19th & 20th century)	U	Site	Historic – Non-Aboriginal	<i>Map 23</i>
140.93	12828	NR 57-5	Wasteweir – 15 Mile Creek Aqueduct (Wasteweir) (1840)	C	Str	Canal proper	Map 23
143.44	45636	Table 1	Wide Water Area at Mile 143.44 (1852)	C	Str	Canal proper	Map 24
143.96	12830	NR 58-2	Bypass Flume – Lock 5 (1849)	C	Str	Canal proper	Map 23
143.97	12829	NR 58-1	Lock 58 – 1st of 13 Composite Locks (1849)	C	Str	Canal proper	Map 23
143.98	12985	NR 58-3	Lockhouse 58 – Foundation (ca. 1849)	C	Site	Transportation	Map 23
144.54	N/A	Table 2	Devils Alley Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
146.02	12831	NR 58-4	Wasteweir (1915)	C	Str	Canal proper	Map 23
<i>146.20</i>	18AG173	N/A	Dorsey X Archeological Site (3000 BCE-1600 CE)	U	Site	Prehistoric	<i>Map 23</i>
146.56	12834	NR 59-2	Bypass Flume – Lock 59 (1850)	C	Str	Canal proper	Map 24
146.57	12832	NR 59-1	Lock 59 – 2nd of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 24
146.58	12974	NR 59-3	Lockhouse - Lock 59 – Foundation (1848-1850)	C	Site	Transportation	Map 24
146.92	12835	NR 59-4	Culvert 206 (1850)	C	Str	Canal proper	Map 24
147.76	47580	Table 1	Higgins, Joseph L., House (1900-1913)	C	Bld	Community Planning & Development	Map 24
147.78	47590	Table 1	Wide Water Area at Mile 147.78 (1839-1850)	C	Str	Canal proper	Map 24

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148.24	12836	NR 59-5	Culvert 207 (1848-1850)	C	Str	Canal proper	Map 24
149.36	N/A	Table 2	Stickpile Hill Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
149.45	12837	NR 59-6	Wasteweir (1900)	C	Str	Canal proper	Map 24
149.69	12838	NR 60-2	Bypass Flume at Lock 60 (1848)	C	Str	Canal proper	Map 24
149.70	11735	NR 60-1	Lock 60 – 3rd of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 24
149.71	12976	NR 60-3	Lockhouse – Lock 60 – Foundation (1848-1850)	C	Site	Transportation	Map 24
149.80	49912	Table 1	Kasecamp, Frederick, House (1858, 1879)	C	Bld	Community Development & Planning Agriculture	Map 24
149.80	N/A	Table 2	Kasecamp (Cooper) Property: Shed (post 1943)	NC	Bld	N/A	Map 24
149.80	N/A	Table 2	Kasecamp (Cooper) Property: Cave (concrete block) (1970-1990)	NC	Str	N/A	Map 24
150.40	N/A	Table 2	Ruins at Mile 150.4 (date unknown)	NC	Site	N/A	Map 24
150.40	N/A	Table 2	Root Cellar (date unknown)	NC	Bld	N/A	Map 24
151.00	18AG176	N/A	Dorsey XII Archeological Site (19th century)	U	Site	Historic – Non-Aboriginal	Map 24
151.18	12839	NR 60-4	Culvert 208 (Culvert #208 (Robey's Culvert)) (1848-1850)	C	Str	Engineering	Map 24
151.24	None	Table 2 NR 60-6	Western Maryland Railroad Trestle (ca. 1905) <i>Contributes to WM Rwy NR District</i>	NC NR	Str*	N/A	Map 24
153.01	12842	NR 60-7	Wasteweir (post 1900 concrete over original stone)	C	Str	Canal proper	Map 24
153.10	12843	NR 61-2	Bypass Flume – Lock 61 (1848)	C	Str	Canal proper	Map 24
153.11	11736	NR 61-1	Lock 61 – 4th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 24
153.46	11737	NR 61-4	Culvert 210 (1848-1850)	C	Str	Canal proper	Map 24
154.14	N/A	Table 2	Sorrel Ridge Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	Map 24
154.16	12885	NR 62-2	Bypass Flume – Lock 62 (1848)	C	Str	Canal proper	Map 24

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154.17	11738	NR 62-1	Lock 62 – 5 th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 24
154.18	11739	NR 62-3	Lockhouse – Lock 62 – Foundation (1848)	C	Site	Transportation	Map 24
154.21	45638	Table 1	Boat Basin, Sandy Flat Hollow (1848-1850)	C	Str	Canal proper	Map 24
154.29	11740	NR 62-4	Spillway and Wasteweir Combination (restored 1974)	C	Str	Canal proper	Map 24
154.48	12866	NR 63-2	Bypass Flume – Lock 63 1/3 (1848)	C	Str	Canal proper	Map 24
154.49	11741	NR 63-1	Lock 63 1/3 – 6 th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 24
154.61	11742	NR 64-1	Lock 64 2/3 – 7 th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 25
154.61	45640	Table 1	Retaining Wall Ruins at Lock No. 64 2/3 (19 th century)	C	Str	Unknown	Map 25
154.62	12877	NR 64-2	Bypass Flume – Lock 64 2/3 (1848)	C	Str	Canal proper	Map 25
154.63	45641	Table 1	Ruins at Lock 64 2/3 (19 th century)	C	Site	Unknown	Map 25
154.70	17223	NR 66-2	Bypass Flume – Lock 66 (1848)	C	Str	Canal proper	Map 25
154.71	11744	NR 66-4	Carpenter's Shop - Lock 66 – Foundation (1848)	C	Site	Transportation	Map 25
154.72	45642	NR 66-1	Lock 66 – 8 th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 25
154.95	45631	Table 2	Towpath Boardwalk (1960s)	NC	Str	N/A	Map 25
155.20	45630	NR 66-5	Downstream Portal of Paw Paw Tunnel (1836)	C	Str	Canal proper	Map 25
155.20A	45782	Table 1	Paw Paw Tunnel Survey/Alignment Stones (1836)	C	5 Obj	Engineering	Map 25
155.70	45629	NR 66-5	Paw Paw Tunnel (1836)	C	Str	Canal proper	Map 25
155.78	45627	NR 66-5	Upstream Portal of Paw Paw Tunnel (1836)	C	Str	Canal proper	Map 25 Photo 37
155.78	18AG221	N/A	Paw Paw Tunnel Complex Archeological Site (19 th century) This site has been determined individually Eligible for listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 25
156.16	17224	NR 66-6	Section House (Section Superintendent's House) (1850)	C	Bld	Canal proper	Map 25 Photo 38

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156.20	18AG255	N/A	Superintendent's House Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal	Map 25
156.20	N/A	Table 2	Paw Paw Tunnel Drive-In Camping Area & Picnic Area (1960s-1970s)	NC	Site	N/A	N/A
156.30	18AG144	N/A	Paw Paw Site Archeological Site (1000 BCE-1000 CE)	C	Site	Prehistoric	Map 25
156.40	18AG276	N/A	Harkins-Boxwell Tenancy Archeological Site (18th century) This site has been determined individually Eligible for listing in the NR.	C	Site	Historic – Non-Aboriginal Settlement	Map 25
156.45	N/A	Table 1	Larkin Property: Barn (c. 1920)	C	Bld	Agriculture	Map 25 Photo 39
156.45	18AG271	N/A	Route 51 West Site Archeological Site (Prehistoric)	NC	Site	N/A	Map 25
156.51	N/A	Table 2 NR 66-7	Railroad Bridge over the Canal (early 1900)	NC	Str	N/A	Map 25
156.65	12888	NR 66-8	Spillway and Overflow (1848)	C	Str	Canal proper	Map 25
156.66	12889	NR 66-9	Wasteweir (19th-20th century)	C	Str	Canal proper	Map 25
156.89	N/A	Table 2	Purslane Run Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
157.11	45624	Table 1	Boat Basin (1848)	C	Str	Canal proper	Map 25
157.22	47583	Table 1	Keifer Station Road Trace (19th century)	C	Site	Transportation	Map 25
157.27	13014	NR 66-10	Purslane Run Cemetery Headstones (Cemetery) (1830s)	C	Site	Other	Map 25
157.40	13013	NR 66-11	Culvert 211 (Culvert #211 (Pursland <i>[sic]</i> Run Road Culvert, Greenwalls Hollow Road Culvert, and Road Culvert of Davis' Farm)) (1848-1850)	C	Str	Canal proper	Map 25
158.79	13012	NR 66-12	Culvert 212 (Culvert #212 (Fairplay Station Culvert)) (1848)	C	Str	Canal proper	Map 25

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160.01	45780	Table 1	Stone Retaining Wall (1902-1910)	C	Str	Transportation	Map 26
160.26	13011	NR 66-13	Wasteweir with Flanking Spillways (Spillway and Wasteweir) (1848)	C	Str	Canal proper	Map 26
161.60	N/A	Table 2	Concrete Cave (1931)	NC	Site	N/A	N/A
161.76	13009	NR 67-2	Bypass Flume – Lock 67 (1848)	C	Str	Canal proper	Map 26
161.77	13010	NR 67-1	Lock 67 – Darbey’s Lock (1848-1850)	C	Str	Canal proper	Map 26
161.78	12975	NR 67-3	Lockhouse – Lock 67 – Ruin (ca. 1850)	C	Site	Transportation	Map 26
161.82	13008	NR 67-4	Culvert 215 (Culvert #215 (Big Run Culvert)) (1848-1850)	C	Str	Canal proper	Map 26
162.10	N/A	Table 2	Town Creek Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
162.30	45592	Table 1	Tidball Mill Property, Wall (19 th century)	C	Str	Industry	Map 26
162.30A	47584	Table 1	Tidball Mill Property, Ruin (19 th century)	C	Site		
162.30B	47585	Table 1	Tidball Mill Property, Raceway (19 th century)	C	Site		
162.34	45623	NR 67-5	Town Creek Aqueduct (1849) (date unknown)	C	Str	Canal proper	Map 26
<i>162.34</i>	18AG249	N/A	Town Creek Terrace Archeological Site (Prehistoric & 20th century)	U	Site	Prehistoric Industry Historic – Non-Aboriginal	<i>Map 26</i>
162.40	12898	NR 67-6	Wasteweir (altered 1880)	C	Str	Canal proper	Map 26
162.41	13007	NR 67-7	Wasteweir (early 1900s)	C	Str	Canal proper	Map 26
<i>163.20</i>	18AG272	N/A	Seven Springs East Site Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric	<i>Map 26</i>
<i>163.50</i>	18AG20	N/A	Shawnee Oldfields Archeological Site (6000 BCE-16th century) <i>This site is individually listing in the NR.</i>	C NR	Site*	Prehistoric Settlement	<i>Map 26</i>
<i>164.80</i>	18AG250	N/A	Potomac Forks Archeological Site	U	Site	Prehistoric	<i>Map 26</i>

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164.81	45620	NR 68-1	Permanent Iron Bridge Across Canal Lock 68 (Lock 68 (Crabtree Lock)) (probable late 19th century)	C	Str	Transportation	Map 26
164.81A	47589	Table 1	Road Trace, Lock 68 (unknown date)	C	Site	Transportation	Map 26
164.82	11746	NR 68-2	Bypass Flume – Lock 68 (1848)	C	Str	Canal proper	Map 26
164.82	N/A	Table 2	Potomac Forks Hiker-Biker Campsite (1969)	NC	Site	N/A	N/A
164.83	11745	NR 68-1	Lock 68 (1848-1850)	C	Str	Canal proper	Map 26
164.84	11747	NR 68-3	Lockhouse - Lock 68 (post 1900)	C	Bld	Transportation Architecture	Map 26
165.33	45618	Table 1	Boat Basin, Yorker's Bend (1849-1850)	C	Str	Canal proper	Map 26
165.45	11748	NR 68-4	Culvert 216 (1848-1850)	C	Str	Canal proper	Map 27
166.00	18AG252	N/A	Mill Run East Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 27
166.00-166.80	18AG43	N/A	Moore Village Archeological Site (6000 BCE-19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric Historic – Non-Aboriginal	Map 27
166.05	18AG270	N/A	Stegmaier East Site Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric	Map 27
166.10	18AG259	N/A	Seven Springs Archeological Site (8000 BCE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 27
166.10	11749	NR 68-5	Culvert 217 (1848-1850)	C	Str	Canal proper	Map 27
166.20	18AG279	N/A	Moore Thicket Site Archeological Site (3000 BCE-1000 BCE)	U	Site	Prehistoric	Map 27
166.24	11750	NR 68-6	Wasteweir (1920)	C	Str	Canal proper	Map 27
166.25	18AG251	N/A	Mill Run West Archeological Site (500 CE-1000 CE)	U	Site	Prehistoric	Map 27
166.25	18AG260	N/A	Moore Lower Terrace Archeological Site (1 CE-1000 CE)	C	Site	Prehistoric	Map 27

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			This site has been determined Eligible for individual listing in the NR.				
166.25	18AG261	N/A	Moore Pond Site Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 27
166.25	18AG9	N/A	Cresap's Fort Archeological Site (1000 BCE-18th century) <i>This site has been determined individually eligible for listing in the NR.</i>	C	Site	Prehistoric to Historic – Non-Aboriginal; Military; Exploration/Settlement	Map 27
166.25	18AG264	N/A	Moore Upper Terrace Archeological Site (8000 BCE-1000 BCE)	U	Site	Prehistoric	Map 27
166.25	18AG265	N/A	Moore Terrace Edge Archeological Site (8000 BCE-3000 BCE)	U	Site	Prehistoric	Map 27
166.27	18AG262	N/A	999 Levee Archeological Site (1000 BCE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 27
166.44	11752	NR 69-2	Bypass Flume – Lock 69 (1849)	C	Str	Canal proper	Map 27
166.45	11751	NR 69-1	Lock 69 (Lock 69, Twiggs Lock) (1850)	C	Str	Canal proper	Map 27
166.48	45613	Table 1	Boat Basin (1849-1850)	C	Str	Canal proper	Map 27
166.50	18AG10	N/A	Oldtown II Archeological Site (3000 BCE-1600 CE)	U	Site	Prehistoric	Map 27
166.55A	45667	NR 70-4	Moore Property – House (Moore House) (1878)	C	2 Bld	Agriculture	Map 27
166.55C	45669	NR 70-4	Moore Property - Fruit Cellar (1870)				
166.62	N/A	Table 2	Old Town Maintenance Yard: Office (1960s)	NC	5 Bld	N/A	N/A
			Old Town Maintenance Yard: Garage #1 (1960s)				
			Old Town Maintenance Yard: Garage #2 (1960s)				
			Old Town Maintenance Yard: Shed #1 (1960s)				
			Old Town Maintenance Yard: Shed #2 (1960s)				

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166.70	11754	NR 70-2	Bypass Flume – Lock 70 (1848)	C	Str	Canal proper	Map 27
<i>166.70</i>	18AG266	N/A	Moore House Archeological Site (19th & 20th century)	U	Site	Historic – Non-Aboriginal	<i>Map 27</i>
166.70	N/A	Table 2	Oldtown-Battie Mixon Picnic Site (1960s-1970s)	NC	Site	N/A	N/A
166.71	11753	NR 70-1	Lock 70 – 12th of 13 Composite Locks (Lock #70, Oldtown Lock) (1848-1850)	C	Str	Canal proper	Map 27
166.72	11755	NR 70-3	Lockhouse – Lock 70 (post 1906 replacement)	C	Bld	Transportation Architecture	Map 27
166.73	45609	Table 1	Boat Basin (1848-1850)	C	Str	Canal proper	Map 27
<i>166.75</i>	18AG267	N/A	Green Spring Road Archeological Site (6000 BCE-1000 BCE & 20th century)	U	Site	Prehistoric Historic – Non-Aboriginal	<i>Map 27</i>
<i>167.00</i>	18AG46	N/A	Lock 71 No. 1 Archeological Site (3000 BCE-1000 BCE & Historic)	U	Site	Prehistoric Historic – Non-Aboriginal Canal proper	<i>Map 27</i>
167.04	11757	NR 71-2	Bypass Flume – Lock 71 (1837)	C	Str	Canal proper	Map 27
167.05	11756	NR 71-1	Lock 71 – 13th of 13 Composite Locks (1848-1850)	C	Str	Canal proper	Map 27
167.06	11758	NR 71-3	Lockhouse – Lock 71 (probable post 1900)	C	Bld	Transportation Architecture	Map 27
167.11	11759	NR 71-4	Wasteweir and Spillway (1848)	C	Str	Canal proper	Map 27
<i>167.30</i>	18AG47	N/A	Lock 71 No. 2 Archeological Site (Prehistoric)	U	Site	Prehistoric	<i>Map 27</i>
<i>167.50</i>	18AG48	N/A	Lock 71 No. 3 Archeological Site (3000 BCE-1600 CE)	U	Site	Prehistoric	<i>Map 27</i>
<i>167.51</i>	18AG273	N/A	Alum Hill Site Archeological Site (Prehistoric & 19th-20th century)	U	Site	Prehistoric Industry Historic – Non-Aboriginal	<i>Map 27</i>
167.51	47586	Table 1	Cresap Mill, Ruins (1828, 1839)	C	Site	Industry	Map 27

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A&B	47587		Cresap Mill, Bridge Abutments (ca. 1850)				
167.85	18AG50	N/A	Steinman's Foot Archeological Site (8000 BCE-1000 BCE)	U	Site	Prehistoric	Map 27
168.40	45603	Table 1	Boat Basin (1848-1850)	C	Str	Canal proper	Map 27
168.42	45591	Table 1	Boat Basin (1848-1850)	C	Str	Canal proper	Map 27
168.90	47592	Table 1	Barn Ruins (1830)	C	Site	Agriculture	Map 27
168.90	18AG254	N/A	James Prather Property Archeological Site (Prehistoric & 19th century)	U	Site	Prehistoric Industry Historic – Non-Aboriginal	Map 27
169.00	18AG274	N/A	Pigman's Run East Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 27
169.10	18AG268	N/A	Pigman's Ferry Archeological Site (19th Century)	U	Site	Historic – Non-Aboriginal	Map 27
169.17	N/A	Table 2	Pigmans Ferry Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
169.17	12844	NR 71-5	Culvert 221 (Culvert #221 (Pigmans Run)) (1848-1850)	C	Str	Canal proper	Map 27
170.00	18AG253	N/A	Wagner Property Archeological Site (Prehistoric & 20th Century)	U	Site	Prehistoric Industry Historic – Non-Aboriginal	Map 27
170.00A	47588	Table 1	Foundation Ruins (19th century)	C	Site	Unknown	Map 27
170.37	12845	NR 71-6	Culvert 222 (1848)	C	Str	Canal proper	Map 27
170.50	18AG25	N/A	Smith Archeological Site (8000 BCE-1600 CE)	U	Site	Prehistoric	Map 27
170.50	18AG258	N/A	Walker's Bottom Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric	Map 27
170.75	18AG269	N/A	Dean-Zihlman Archeological Site (Prehistoric)	U	Site	Prehistoric Industry	Map 27
170.80	None assigned	Table 1	Dean-Zihlman-Cunningham Property (early 20th century): Buckley Barn	C	Bld	Agriculture	Map 27
170.84	12846	NR 71-7	Culvert 223 (Culvert #223 (Kelley's Road Culvert)) (1848)	C	Str	Canal proper	Map 27

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170.85	18AG263	N/A	Kelley Road Culvert West Archeological Site (1000 BCE-1000 CE)	U	Site	Prehistoric	<i>Map 27</i>
170.90	18AG257	N/A	Hawkin's East Archeological Site (8000 BCE-3000 BCE & 19th century)	U	Site	Prehistoric Historic – Non-Aboriginal	<i>Map 27</i>
170.95	18AG275	N/A	Hawkin's West Archeological Site (3000 BCE-1000 BCE, 19th & 20th century)	U	Site	Prehistoric Historic – Non-Aboriginal	<i>Map 27</i>
171.45	12847	NR 71-8	Spillway and Mule Drink (Spillway) (1848)	C	Str	Canal proper	Map 27
172.10	18AG19	N/A	Frog Run Archeological Site (1000B CE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	<i>Map 26</i>
172.10	12848	NR 71-9	Culvert 228 (Culvert #228 (Brice Hollow Run Road Culvert)) (1848)	C	Str	Canal proper	Map 27
172.50	45602	Table 1	Boat Basin at Alkyres House (1848-1850)	C	Str	Canal proper	Map 27
173.25	18AG18	N/A	Spring Gap Archeological Site (8000 BCE-1000 BCE)	U	Site	Prehistoric	<i>Map 28</i>
173.37	12849	NR 71-10	Culvert 230 (Culvert #230 (Spring Gap)) (1848)	C	Str	Canal proper	Map 28
173.37	N/A	Table 2	Spring Gap Drive-In Camping Area, Picnic Area, & Boat Launch (1960s-1970s)	NC	Site	N/A	N/A
173.64	12978	NR 71-11	Patterson Creek Bridge Abutments (date unknown)	C	Str	Transportation	Map 28
173.72	45601	Table 1	Boat Basin (1848-1850)	C	Str	Canal proper	Map 28
173.78	12850	NR 71-12	Culvert 231 (Culvert #231 (Colliers Run) (1848-1850)	C	Str	Canal proper	Map 28
174.10	12979	NR 71-13	Auxiliary Water Supply Apparatus – Ruins (Site of Auxilliary Canal Water Supply) (1956)	C	Str	Canal proper	Map 28
174.32	12851	NR 71-14	Wasteweir (post 1900)	C	Str	Canal proper	Map 28
174.44	11761	NR 72-2	Bypass Flume – Lock 72 (1837)	C	Str	Canal proper	Map 28
174.45	11762	NR 72-3	Lockhouse – Lock 72 (post 1850)	C	Bld	Transportation	Map 28

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						Architecture	
174.45	18AG222	N/A	Lockhouse 72 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 28
174.46	11760	NR 72-1	Lock 72 (Lock #72 (The “Narrows”)) (1840)	C	Str	Canal proper	Map 28
175.35	11763	NR 72-4	Culvert 233 (Culvert #233 (Moore’s Hollow)) (probable pre-1840)	C	Str	Canal proper	Map 28
175.36	N/A	Table 2	Irons Mountain Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	N/A
175.36	11765	NR 73-2	Bypass Flume – Lock 73 (1837)	C	Str	Canal proper	Map 28
175.37	11764	NR 73-1	Lock 73 (1840-1841)	C	Str	Canal proper	Map 28
175.37	18AG223	N/A	Lock 73 Vicinity Archeological Site (Prehistoric, 19th & 20th century)	U	Site	Prehistoric Historic – Non-Aboriginal Canal proper	Map 28
175.38	11766	NR 73-3	Lockhouse – Lock 73 – Ruin (post 1850)	C	Site	Transportation	Map 28
175.40	45594	Table 1	Boat Basin between Lock 74 and Lock 73 (1845)	C	Str	Canal proper	Map 28
175.43	Not owned by park	NR 73-4	B&O Railroad Bridge Stone Pier (early 20th century)	C	Str	Transportation	Map 28
175.47	11768	NR 74-2	Bypass Flume Lock 74 (1850)	C	Str	Canal proper	Map 28
175.48	11767	NR 74-1	Lock 74 (Lock #74 (“Middle Lock at North Branch”)) (1848-1850)	C	Str	Canal proper	Map 28 Photo 40
175.48	N/A	NR 74-1	Temporary Bridge at Lock 74 (post 1920) Bridge may soon be replaced.	NC	Str	N/A	Map 28
175.48	18AG224	N/A	Lock 74 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 28

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175.50	44558	Table 1	Boat Basin (1848-1850)	C	Str	Canal proper	Map 28
175.58	11770	NR 74-4	Wasteweir (post 1900)	C	Str	Canal proper	Map 28
175.60	11772	NR 75-2	Bypass Flume – Lock 75 (1850)	C	Str	Canal proper	Map 28 Photo 41
175.61	18AG214	N/A	North Branch Archeological Site (Prehistoric)	U	Site	Prehistoric	Map 28
175.61	11773	NR 75-3	Lockhouse – Lock 75 (1859)	C	Bld	Transportation Architecture	Map 28 Photo 41
175.62	11771	NR 75-1	Lock 75 (1848-1850)	C	Str	Canal proper	Map 28 Photo 41
175.62	N/A	Table 2	Pedestrian Bridge Abutments (ca. 1979)	NC	Str	N/A	Map 28
176.60	N/A	Table 2	North Branch Picnic Area (1960s-1970s)	NC	Site	N/A	Map 28
176.87	45584	Table 1	Boat Basin (1849-1850)	C	Str	Canal proper	Map 28
177.50	18AG168	N/A	Dorsey VI Archeological Site (8000 BCE-1000 CE) This site has been determined Eligible for individual listing in the NR.	C	Site	Prehistoric	Map 28
177.67	12852	NR 75-4	Culvert 235 (1840)	C	Str	Canal proper	Map 28
178.50	Not assigned.	Table 2 NR 75-5	Western Maryland Railroad <i>Contributes to WM Rwy NR District</i>	NC NR	Str*	N/A	Map 28
179.10	12853	NR 75-6	Culvert 236 (1840)	C	Str	Canal proper	Map 28
179.31	18AG225	N/A	Culvert #237 Archeological Site (19th century) This site has been determined Eligible for individual listing in the NR.	C	Site	Historic – Non-Aboriginal Canal proper	Map 28
179.35	11774	NR 75-7	Culvert 237 and Wasteweir (post 1900 concrete replacement)	C	Str	Canal proper	Map 28
179.90	N/A	Table 2	Evitts Creek Hiker-Biker Campsite (1960s-1970s)	NC	Site	N/A	Map 28
180.02	12854	7 NR 5-8	Culvert 239 (1849-1850)	C	Str	Canal proper	Map 29

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
180.40	45583	Table 1	Boat Basin (19 th century)	C	Str	Canal proper	Map 29 Photo 42
180.66	12855	NR 75-9	Evitts Creek Aqueduct (mid-1840)	C	Str	Canal proper	Map 29 Photo 43
181.20	12856	NR 75-10	Culvert 240 (ca. 1838)	C	Str	Canal proper	Map 29
181.20	18AG245	N/A	EC STP 13 Archeological Site	U	Site	Prehistoric	Map 29
181.26	45582	Table 1	Boat Basin (1840-1850)	C	Str	Canal proper	Map 29
182.22	Not assigned.	Table 2 NR 75-11	Western Maryland Railroad Trestle (post 1900) <i>Contributes to WM Rwy NR District</i>	NC NR	Str*	N/A	N/A
182.62	Not assigned.	Table 2	Vehicular Bridge (No name in NR but noted)	NC	Str	N/A	N/A
182.63	12857	NR 75-12	Culvert 241 (1840-1850)	C	Str	Canal proper	Map 29
182.70	18AG208	N/A	Ford Avenue Archeological Site	U	Site	Prehistoric	Map 29
182.97	None	Table 2 NR 75-13	Western Maryland Railroad Bridge (Not named in previous NR, but noted.) <i>Not within the NPS WM Rwy NR District</i>	NC	Str*	N/A	N/A
183.39	12859	NR 75-14	Combination Stop Gate and Wasteweir (Stop Gate and Wasteweir) (1840-1850)	C	Str	Canal proper	Map 29
183.40	18AG213	N/A	Taylor Tin Mill Archeological Site	U	Site	Historic – Non-Aboriginal, Industry	Map 29
183.55	11775	NR 75-15	Spillway and Wasteweir (1840-1850)	C	Str	Canal proper	Map 29
184.46	11777	NR 75-17	Guard Lock 8 (1849-1850)	C	Str	Canal proper	Map 29
184.47	11776	NR 75-16	Dam 8 Abutment (Dam #8) (1849-1850)	C	Str	Canal proper	Map 29

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Mile	LCS or Archeological Site #	Information Source	Resource	NR Status	Qty/ Type	Area of Significance & Subcategory	Map/ Photo #
184.50	18AG226	N/A	West Terminus Guard Lock Complex Archeological Site (19th century) <i>This site has been determined Eligible for individual listing in the NR.</i>	C	Site	Historic – Non-Aboriginal Canal proper	Map 29
184.50	47825	Table 1	Commemorative Mile Marker, 184.50 (1980)	C	Obj	Other	Map 29

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TABLE 1. NEWLY IDENTIFIED CONTRIBUTING RESOURCES

This table describes contributing resources identified since 1979. Organized by mile location on the canal, the list begins in Georgetown, Washington, D.C., and ends at Cumberland, Maryland.

Mile	Contributing Resource Description
0.59 – 0.61	Retaining Wall 0.59 to 0.61 (1820-1840) Large stone retaining wall rises about 10' above towpath level and is about 100' long.
0.67- 1.07	Retaining Wall 0.67 to 1.07 (1820-1840) Partially dry-laid stone wall rises about 10' to 20' above the towpath.
1.00A	Hydraulic Generator Plant (1903-1925) The 20' x 20' red brick building has a concrete foundation, a raised basement with windows, a steel stack for venting, and two-over-two, double-hung windows. The plant housed a hydraulic generator powered by canal water.
1.40	Independent Ice Company, Foundation Ruins (1877) Originally over 400' long, the extant 100' fieldstone wall is the remains of a warehouse-sized building. It now serves primarily as a retaining wall for the towpath berm. It is unknown whether the company used canal water in its operations. The ruins are representative of the area's early industrial history.
6.46	Sycamore Island Bridge (1912) This Warren-truss metal bridge crosses the canal to the privately-owned Sycamore Island. It stretches about 40' from the berm side to the towpath on the river side. Metal stairs built into the bridge descend from the towpath side. The bridge provides access to the canal from MacArthur Boulevard and is an example of construction necessitated by the canal.
9.92	Pivot Bridge Ruins (1938) Constructed to provide access to the CCC camps along the Potomac River. Only the foundation remains of what was a wooden pivot bridge across the canal prism. The base is made of mortared stone and is approximately 12' tall, 10' long, and 8' wide.
10.42	Carderock Pavilion (1965) Identified as a property type in a 2012 Mission 66-Era study for the National Capital Region of the NPS. A large shelter with an attached covered area with a fireplace. Vertical laminated wood columns support a shed roof over the structure.
10.42	Carderock Comfort Station East (1965) Identified as a property type in a 2012 Mission 66-Era study for the National Capital Region of the NPS. A concrete masonry unit with ribbon windows at the top of the walls and a low-pitched gable roof.
10.42	Carderock Comfort Station West (1965) Identified as a property type in a 2012 Mission 66-Era study for the National Capital Region of the NPS. Same as above.
11.52	Stone Chimney in Marsden Campground (late 19th to early 20th century) This mortared stone chimney is about 15' to 20' tall. The chimney is most likely associated with a farm residence. In the mid-19 th century, farm and orchards occupied this plateau between the canal and the Potomac River.
12.36	Potomac Granite Company, Ruins (19th century) This large concrete structure outlines the old mill race. The company transported rock crushed at this site on the canal and may have used canal water in its operation.
12.50	Road Trace near Woodland Trail (early 20th century) Located adjacent to the canal, this trail is a road trace leading from the Yellow Branch of the Woodland Trail to Berma Road. The trace, similar to a foot trail, is easily discernible and may be

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Mile	Contributing Resource Description
	associated with the area's gold mining activity of 1861 to 1951.
13.10	Brick and Stone Ruins near Woodland Trail (1857) This brick and stone foundation corner may have been a temporary building associated with the mining activity of the Great Falls area between 1861 and 1951.
13.90	Mary's Wall (ca. 1830s) Originally built by the canal company, the 300' long and 70' tall dry-laid stone retaining wall separates the canal prism from the Potomac River as well as creates the towpath through this section of the canal.
14.10	Impound Dam, near Lock 18 (1830) This dam in the Potomac River is about 3' to 5' tall and fed water into a culvert that allowed water to flow into the canal prism. Rough concrete laid directly against natural stone near the river banks formed the dam, an integral part of the canal constructed in association with the water intake control below Lock 18.
14.17 B-C	WA & Great Falls Rwy & Power Co., Terminus Loop and Survey Markers (1912-1921; tracks removed 1926) 14.17B: Two small, conical-shaped markers have a concrete base and a metal seal reading "Public Buildings & Public Parks/Write the Director for Information/\$250 fine for disturbing." The markers are thought to be related to the Washington and Great Falls Railway, a trolley line chartered in 1912 and operating in 1913 to enhance development of the area. 14.17C: The trolley's terminus loop is visible at the base of the Gold Mine Trail in the Great Falls area. An active part of the historical scene surrounding the Great Falls/C&O Canal area, residents traveled this route to Great Falls for recreational day use. By 1921 the trolley had stopped running and in 1926 the tracks were pulled up.
14.27	Boiler House – Great Falls (1941-1942) The Boiler House was built by the Civilian Conservation Corps (CCC). The concrete block building measures about 10' x 15', has a wood-shingle gabled roof, and a tall brick chimney in the rear.
14.28	Comfort Station – Great Falls (1941-1942) Built by the CCC, the Comfort Station is a wood-framed building measuring about 15' x 22'. It has vertical-groove siding, a wood-shingle roof, and clerestory ribbon windows.
14.29	Pump House – Great Falls (1941-1942) The CCC-built pump house is a 1.5 story, brick building housing machinery that pumps the water supply for this area. It has a wood-shingle roof and the foundation measures about 20' x 28'.
14.17- 14.40	Great Falls Tavern Cultural Landscape Features of this cultural landscape contribute to the understanding of the canal, the Washington Aqueduct, and the gold mining industry in the area.
14.31	Washington Aqueduct Concrete Mile Marker, DC 10 M (1915) This marker (a.k.a. Mile Marker No. 1) in front of the Control Gate House reads "D.C./10/M" on the north side, and "G. ___/0/M," on the west side. The missing "F," for Great Falls, has eroded and broken off the marker. The marker is associated with improvements in 1915 to a portion of Conduit Road (MacArthur Boulevard) that leads to the aqueduct and is partially responsible for making day trips to Great Falls from Washington, D.C. popular.
14.31A	Washington Aqueduct, Engineer Marker, W.A.E. XIII (1853-1877) A 9" square concrete marker 15' southwest of the Control Gate House near Lock 20. The marker's inscription, "W.A.E. /X III," is interpreted as "Washington Aqueduct Engineer" with a corresponding number. Most likely installed some time between 1853 and 1877 during construction of the Aqueduct's Control Gatehouse, the marker is associated with the construction and operation of the Washington Aqueduct.

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14.35	<p>Engineer's Garage (1941-1942) The CCC built this frame garage for the Army Corps of Engineers Washington Aqueduct maintenance yard adjacent to Great Falls. The garage included six equipment stalls, a repair shop, bulk storage, and office. The garage was converted to house mules when NPS rewatered the canal and initiated recreational canal boat rides in 1967.</p>
14.37	<p>Washington Aqueduct Control Gate House (1869) A one-story Seneca sandstone windowless building with a slate-covered roof and round dormers.</p>
14.38	<p>Washington Aqueduct, Gate Keepers House (1874-1875) This two-story, sandstone building located on a small hill east of the canal and above the Control Gate House and Great Falls Tavern was built for the gate keeper in charge of Washington Aqueduct intake works at Great Falls.</p>
14.39	<p>Maryland Gold Mine, Assay Office Ruins (ca. 1916-1918) All that remains of the assay office is a concrete foundation located north of the water tank.</p>
14.39A	<p>Maryland Gold Mine, Water Tower Supports (ca. 1916-1918) The water tank was rebuilt in the 1990s and the only original components are these concrete supports. The mine building and historic property contribute to the historic scene of the canal and are an example of the early industry which operated in and around the Great Falls area.</p>
14.40	<p>Concession Building (1950s) A low, one-story frame building represents the completed transformation by NPS of the Great Falls area to recreation.</p>
14.40	<p>Great Falls Cemetery (1855) The Matthew Rayner Headstone is the largest sandstone marker in a small cemetery located 20' northeast of the Great Falls Tavern kiosk. Finely carved lettering states: "SACRED/ TO/ THE MEMORY OF/ MATTHEW RAYNER/ STONE CUTTER OF PUDSEY/ YORKSHIRE ENGLAND/ WHO DIED JULY 13 1855/ AGED 25 YEARS." Rayner may have worked on the nearby Control Gate House begun in 1853 when Congress appropriated money to construct the aqueduct. Other headstones are mostly undistinguished fieldstones.</p>
14.40A	<p>Washington Aqueduct Concrete Mile Marker, DC 09 M (1915) Located along MacArthur Boulevard, the marker's east side reads "G.F./1/M," and the southwest side reads "D.C./9/M." The marker is associated with improvements in 1915 to a portion of Conduit Road (MacArthur Boulevard) that leads to the aqueduct and is partially responsible for making day trips to Great Falls from Washington, D.C. popular.</p>
14.40B	<p>Washington Aqueduct Survey Markers (1875-1915) Twenty 6" square concrete survey markers are located on the river side of MacArthur Boulevard, up to the Angler's Inn's parking lot, and on both sides of the entrance road within the park. The markers are inscribed "WA" on top, with a number ranging from A40 to over A100 on one side and "U.S." for Army Corps of Engineers on the other side. Likely installed between 1875 and 1915, the markers relate directly to the aqueduct's period of construction and road building.</p>
19.96	<p>John L. DuFiefs Mooring Basin (1828-1830) This basin on the canal's berm side was originally oval-shaped and is presently filled with shallow water. The basin represents the various types of businesses that operated on the canal and is an integral feature of the prism.</p>
22.12C	<p>Guard Dike, Dam 2 (1828-1830) Built of earth and dry-laid stone to prevent flooding, the guard dike is an example of engineering features used to construct and maintain the canal prism and towpath.</p>
22.80 – 23.65	<p>Seneca Lock Cultural Landscape The Seneca area is the convergence of the Seneca Creek and Potomac River. At this juncture two canal basins, a lockhouse, an aqueduct, and Seneca Sandstone Cutting Mill and Quarry come together to create a landscape of industry and transportation.</p>

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22.80B	<p>West House (1880-1890) The West House in Seneca is a two-story, frame building with German siding, a stone foundation, standing-seam metal roof, and 6/6 wooden, double-hung windows. A painted brick chimney is on the south elevation.</p>
23.10	<p>Loading and Retaining Walls at Seneca Quarries (1830-1850) These dry-laid, red sandstone walls extend about 0.1 of a mile and range from 3' to 5' in height. The walls are associated with quarries that operated in the Seneca vicinity from about 1774 through 1910 and are an integral part of the canal prism.</p>
23.65	<p>Loading and Retaining Wall at Mile 23.65 (1830-1850) A dry-laid, Seneca sandstone and fieldstone wall runs about .01 of a mile and may have either been a wharf related to the area's extensive quarry operations, for loading and unloading canal boats, or a retaining wall for the prism.</p>
30.78	<p>Granary and Wharf Ruins near Lock 25 (ca. 1850) These ruins, about 100' long, belong to the foundation of a granary and the retaining wall of a wharf built following construction of the canal. The ruins contribute to the commercial history of the Edwards Ferry portion of the canal, an area occupied by settlers as early as 1766, and where the ferry operated across the Potomac from 1791 to 1836.</p>
30.84E	<p>Foundation Ruins at Lock 25 (1850) This foundation measures about 15' x 25' and consists of a large fireplace/chimney and an earthen berm on the foundation's north side that supports additional sandstone blocks. The ruins contribute to the commercial history of Edwards Ferry that ran from Maryland to Virginia.</p>
35.53	<p>Granary Ruins at Whites Ferry (mid-19th century) A red sandstone foundation measuring about 34' wide by 138' long is all that remains of a granary building that burned in the 1960s. Grain would be loaded by chute from the granary to canal boats docked in the adjacent basin.</p>
39.00	<p>Civil War Entrenchments (1861-1865) The outlines of two parallel earthen entrenchments on a bluff overlooking the canal and the Potomac River, near the Monocacy River, may have been used to protect the Monocacy Aqueduct. On July 30, 1864, a skirmish occurred at the mouth of the Monocacy and the fortifications.</p>
39.48	<p>Foundation Ruins above Lock 26 (19th century) A dry-laid, stone foundation runs 15' and is about 1' to 2' high. The associated function or type of structure is unknown.</p>
39.49	<p>Abandoned Canal Wasteweir, Mile 39.49 (ca. 1830) The stone wings of the original wasteweir and contemporary riprap are visible on the towpath's river side. When this masonry and wood wasteweir was no longer needed, it was covered over and riprap was placed along the bank below the towpath. About 1905, all of the working wasteweirs were replaced with concrete wasteweirs. Thus, this nonworking wasteweir is a preserved example of the engineering technology used to build the canal.</p>
41.80	<p>Foundation Ruins, Mile 41.80 (19th century) Large stones form a rectangular foundation up to 3' high with a stone chimney inside. Its exact use and date of construction is unknown, but the ruins probably belong to a house built during the canal period.</p>
42.17	<p>Trundle Granary Ruins (1875-1900) This Seneca sandstone foundation measuring 35' long and 5' tall partially serves as a retaining wall for the basin. The associated granary stored locally farmed wheat to be shipped on the canal.</p>

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42.17A	<p>Monocacy Boat Basin (1828-1850) This basin on the berm side of the canal prism served to turn and load canal boats. It measures 500' long and 100' wide. Although the basin is filled with trees and other vegetation, its outline remains visible. This is an example of features incorporated into the canal's design to improve the access to canal boats for shipping goods.</p>
42.50A	<p>Chick Farm House (mid-19th century) A 2-story gable house with side and rear additions on an extensive farm property that reflect the agricultural predominance of the region.</p>
42.50B	<p>Chick Farm Wagon Shed/Corn Crib (mid-19th century) Shed features walkways on each side of the middle wagon shed and some pegged joints.</p>
42.50C	<p>Chick Farm Barn Ruin (mid-19th century) A large barn that has collapsed with an intact red stone foundation.</p>
42.50D	<p>Chick Farm Dairy Barn & Silo (pre 1942) A two-story concrete block building.</p>
42.50E	<p>Chick Farm Milk House (pre 1942) A small rectangular three-bay concrete block building with roof top vents.</p>
42.50F	<p>Chick Farm Cistern (mid-19th century) A circular brick cistern that is wide at the bottom and narrows at the top.</p>
54.95A	<p>Brunswick Mill and Elevator, Ruins (1845) The stone and brick foundation of a mill that ceased operating in 1962 and together with several large frame buildings burned in 1972. Flour and feed mills used canal water to power the mill wheels and these ruins reflect the industries the canal enabled.</p>
57.56 57.66	<p>Foundation Ruins at Mile 57.56 and 57.66 (1828-1850 and 19th century) 57.56: Above-ground ruins show part of a large building's stone foundation. The remaining buried foundation forms mounds in the ground. In ruins in the early 20th century, the building's date and use are unknown, but may be associated with a part of Weverton Manufacturing Company. 57.66: A dry-laid stone foundation may be from a small factory and block house associated with Weverton Manufacturing Company, established in 1831 as a location where industries could lease mill sites. The ruins exemplify the type of industry located along the canal.</p>
58.03	<p>Water Intake at Lock #31 (1833) This intake served a sawmill that predates the canal. The race for the saw mill goes under the upper part of the lock, and when water was low, the mill drew water from the canal. The intake represents an example of existing businesses that adapted to the presence of the canal.</p>
59.83 59.90	<p>B&O RR Associated Ruins at Mile 59.83, Foundation (mid-19th century) 59.83: Ruins of a stone foundation that varies in height from several inches to about two feet. Only a portion of the foundation remains, but the outline of the building is visible on the ground. B&O RR Associated Ruins at Mile 59.90, Foundation (mid-19th century) 59.90: A concrete foundation measuring approximately 10' x 10' is located on the berm. These ruins from railroad-related buildings are examples of the two competing forms of 19th century transportation.</p>
61.63	<p>Stone Wall Ruins above Lock 34 (mid-19th century) A small section of stone wall uncovered in a 1993 flood may be an extension of the retaining wall at Lock 34. Even if not directly associated with the canal, the ruins were part of the historic scene.</p>
62.80	<p>Foundation Ruins, mile 62.80 (1828-1850) A dry-laid stone foundation, measuring about 2' tall and 20' long, exemplifies the various buildings erected along the canal for houses and businesses. Ft. Duncan was sited here during the Civil War, so the ruins may be related to the fort or to the Antietam Ironworks.</p>

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64.89A	<p>Ruins, mile 64.89, Foundation (late 19th early 20th century) A 3-foot depression lined with dry-laid fieldstone. The 10' x 20' foundation may be the remains of a root cellar associated with the adjacent Brick Pier ruins. Directly north is a round depression with a platform-like structure at its west end and a stone wall above it on the hill.</p>
64.89B	<p>Ruins, Mile 64.89, Brick Piers (date unknown) Two brick piers, about 2' high and 18" wide, may have been a dwelling's porch piers. One pier has toppled.</p>
65.10A	<p>Potomac Refining Co. Ruins, Brick Fireplace (1900-1912) This triangular brick fireplace and short chimney is one of five ruins from the 1910 Potomac Refining Company that reopened a manganese mining operation that had started in 1876 after the mineral was discovered here during canal construction. Property was formerly part of Antietam Iron Works.</p>
65.10B	<p>Potomac Refining Co. Ruins, Concrete Ruin (1900-1912) Near the brick fireplace is a rectangular concrete ruin about 10' tall and 300' to 350' long.</p>
65.21A	<p>Lime Kilns Ruins-Frame Building (1900-1912) The one-room storage building has a shed roof and horizontal siding attached to the inside of the vertical supports.</p>
65.21B	<p>Lime Kilns Ruins-Tunnel (1900-1912) Upstream from the kilns is the entrance to a 50-foot tunnel associated with the lime kilns in the rock formation on the canal's berm side at mile 65.34.</p>
68.45	<p>Ruins at Mile 68.45 (late 19th-early 20th century) A 50' dry-laid fieldstone wall forms a rectangular shape and is 1' to 2' high. This resource is reportedly a lime kiln ruins, however this could not be documented.</p>
69.20	<p>Stottlemyer Property (late 19th to early 20th century) Although not related to the canal, the property is an example of Washington County's agricultural history.</p> <ul style="list-style-type: none"> Bank Barn Silo Outbuilding #1 Outbuilding #2 Outbuilding #3 Outbuilding #4 Rusticated concrete-block building Garage Corn Crib Decorative Well
69.25A	<p>Antietam Iron Works – Ruins (18th & 19th centuries) These ruins from the Antietam Iron Furnace, located between Antietam Creek and Harpers Ferry Road above the bridge over Antietam Creek, include the stone masonry foundation and sections of the Iron Works' walls constructed during different periods of the Works' operation. The Antietam Iron Works-Ruins is an example of the industry that developed nearby and depended on the canal and contributes to historic canal scene.</p>
69.33A	<p>Bussard, Daniel L. Property, House (1875) A two-story frame house with a cross gabled roof, open porch and characteristics of late 19th century architecture. One of twelve houses located in Antietam Village, originally part of the Antietam Iron Works property above.</p>
69.33B	<p>Bussard, Daniel L. Property, Barn (1875) The Daniel Bussard Property Barn measures 24'x16' and consists of a stone foundation, gable metal roof, and a loft with a wood frame. The barn is associated with one of twelve houses in Antietam Village and was originally part of the Antietam Iron Works property above.</p>

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69.50A	Adams, Rev. John A., Property, Area I, House (1879) This house is likely one of two tenant houses depicted on an 1879 plat map. The two-story frame house is covered in aluminum siding and has an attached outbuilding. Its stone foundation dates the building from at least the mid-19th century.
69.50B	Adams, Rev. John A., Property, Area I, Foundation Ruins (1879) A rectangular fieldstone foundation is located about 40' from the Adams house in the direction of the canal on its berm side, and is most likely associated with one of two tenant houses.
70.02A	Adams, Rev. John A., Property, Area II, Log Cabin (1800-1879) This one-story cabin, probably one of two tenant houses dated to an 1879 plat map, is made of round logs with stripped bark and joined with v-notching at the corners.
70.02B	Adams, Rev. John A., Property, Area II, Bank Barn (mid-19th century) This small frame barn, probably associated with one of two tenant houses, dates from the early- to mid-19th century. It features a gable roof, a three-sided stone foundation, and hand-hewn timber floor joists.
70.68A	Burgan, George, House (1881) The 1½-story Burgan House, part of the Miller's Sawmill community that developed along the canal and operated in the 19 th century, has a stone foundation, front porch, log construction with board-and-batten siding, a partial basement, and a gable roof.
72.63 A&B	Shenandoah Valley Railroad, Bridge Piers (1880) Two of five stone piers. One pier is located on the canal's river side and another is located on the canal's berm side. (Three piers are located within the Potomac River and owned by the State of Maryland.) The railroad connected Hagerstown with the Cumberland Valley Railroad to develop freight traffic in iron. The piers represent transportation that competed with the canal.
72.77C	Blackford, John, Property - Root Cellar (1800-1839) A stone root cellar built into a bank west of the Blackford House, and part of the "Bridgeport" community that developed around Lock 38, is related to the ferry and bridge that provided transportation across the Potomac between Maryland and Virginia. Although not canal related, the property is an example of businesses located adjacent to the canal, and contributes to the canal scene. Blackford, Franklin Property - Outbuilding (1900) Blackford, Franklin Property - Poultry House (1900) Blackford, Franklin Property - Privy (1900) Blackford, Franklin Property - Shed (1900) Blackford, Franklin Property - Stable (1900) Blackford, Franklin Property - Hog Pen (1900)
73.00	Ferry Hill Plantation & Town of Bridgeport The former plantation and town of Bridgeport represent a landscape of transportation and agriculture along the C&O Canal. The landscape includes a canal and river lock, as well as evidence of the ferry crossing, town of Bridgeport and other transportation and agricultural features.
74.26	Canal Company Section House, Ruins (1828-1850) A stone foundation and a 120-foot, dry-laid, stone retaining wall are associated with a canal company building that housed employees who maintained and operated a section of the canal.
81.87	Natural Spring - Wood Cribbage Ruin (late 19th century) This ruin consists of parts of wood cribbage on the towpath side of the prism with a running spring under the bottom of the canal.
85.62	Bypass, Guard Lock 4 (1833) This bypass is a stone culvert with a gate on the canal's upstream side.
88.00A	Anderson, Stanley L, Property, Stone Building (mid-19th century) Located on property originally part of McMahon's Mill, the Stanley Building is a one-room, one-story stone building. It was either associated with the canal or with McMahon's Mill and therefore

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	represents industry that operated adjacent to the canal.
98.90 – 99.95	Williamsport, Maryland Cultural Landscape The landscape at Williamsport reflects the ascent and decline of canal based transportation over a century of time. This includes constructed features and feeling of place.
99.30C	Creosote Vat (ca. 1900) This vat is all that remains of a building destroyed in the 1936 flood on the berm side of Lock 44 that the Canal Company used as a carpenter's shop. A multi-sided concrete foundation supports a cast-iron pipe that projects a few feet above the foundation and leads down into the vat. Wood from the carpenter shop was treated with creosote as a preservative.
99.38	Steffey & Findlay Wharf (1878) A 120-yard long wharf retaining wall is associated with the Steffey & Findlay coal yard that loaded coal from canal boats onto railroad cars. The wall's lower half, reconstructed by NPS, is laid with mortar and the original upper half is dry-laid.
99.60	Miller Brothers Plaster Grinding Mill, Ruins (1879) The outlines of a concrete foundation flush with the ground and a small (6' x 4') concrete block that stands slightly above ground is all that remains of an 1879 mill located next to the Williamsport basin and powered by canal water.
99.69	Masonry Control Station for Lift Bridge (1924) Located near the Lift Bridge, this building is thought to have been constructed in conjunction with the bridge during 1922 to 1923. Functioning primarily as a control station for the Lift Bridge.
106.92A	Elizabeth Ritzell House (1845, 1877) This 2-story, 3-bay, mid-19th century farmhouse was part of the community that developed around "Two Locks" near Dam 5. The house was restored in 1992. Its early occupants were not directly related to the canal, but they were part of the canal community that developed around Dam 5.
107.67	Leatherman Property – Chicken Coop (1830) This structure is constructed of wood planking, with a dirt floor and a shed roof of corrugated-metal. It is approximately 8'x8' and is located SW of the Leatherman Property House Ruin, a farmhouse that probably predates the canal.
108.00A	Rohrer, Barbara E. and Berkeley, House (1891) This 2-story Rohrer House is rectangular in shape with a gable roof. An 1896 Washington County map shows an old still on the property that later expanded and became a residence. A springhouse, one of several outbuildings, may be historic. The property represents the type of industries located along the canal and contributes to the historic scene.
108.49 – 109.90	Four Locks Cultural Landscape The Four Locks landscape reflects the ascent and ultimate decline of canal-based transportation. The community of Four Locks is comprised of four canal locks, a lockhouse, and other non-canal built homes and a school.
108.73B	Prather Property – Garage/Shed (1840) This outbuilding, part of a former orchard farm, is a 1-story stone structure with asphalt gable roof and a wood frame addition. The foundation is approximately 16' x 40'. The resource is part of the Four Locks canal community.
108.73C	Prather, Samuel, Property, Barn Ruins (1900-1920) This stone foundation is part of an early 20 th century barn on an orchard farm that burned down between 1956 and 1962. Portions of a stone fence west of the barn are visible. In 1905, a purchasing agent for the canal company bought this property and continued to operate the farm. The resource is part of the Four Locks canal community.

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108.82A	Denton Jacques Warehouse and Store, Ruins (1863) A concrete foundation situated on the berm side of Lock 49 is associated with a warehouse that stored goods for transport on the canal. Boatmen also stopped here to purchase supplies. This building was located in Four Locks, a community dependent on agriculture and the canal.
108.86	Fernsner, Louis, House, Ruins (1872) Stone foundation ruins behind the section house at Four Locks are associated with the Fernsner House after an earlier dwelling on the site had burned. The home's owner, a carpenter, repaired canal boats at the Lock 47 dry dock. He eventually owned three canal boats and partnered in a general store at Lock 48.
108.89A	W. T. Hassett and Brother Store, Ruins (1865) W. T. and John Hassett built two buildings near Lock 50. According to an 1870-1872 canal ledger, Hassett paid rent on a feed store, warehouse, and coal yard at Lock 50. The 1878 register for canal boats lists Hassett and Brother as owning two canal boats. Only the foundation ruins remain.
108.90A	Myers, Henry and Ellen, Property, Root Cellar (1900-1910) The Myers Root Cellar is a concrete, square structure associated with Henry Myers who served as the unofficial lock tender at Lock 50. Fieldstone walls flank the centered door opening, earth and grass cover the roof, and the floor is earthen.
109.10C	Stone, John G., Property, House No. 1 Ruins (1859) These ruins are located on property John G. Stone rented from the Canal Company in 1859, and then leased to others. Most of the tenants were employed by the canal company or were boatmen. This area contains some of the few remaining buildings built on canal property and used by canal workers. A 1½-story log house with a 1-story porch and vertical wood siding.
109.10D	Stone, John G., Property, Shed, Ruins (1859) A 19 th century, 2-story shed with vertical siding. The building has largely collapsed.
109.10E	Stone, John G., Property, House No. 2 Ruins (1859) A 1-story log building with board-and-batten siding. A tree fell through the roof, the walls collapsed around the tree, and the structure is rapidly deteriorating.
109.10F	Stone, John G., Property, House No. 3 Ruins (1859) A 1-story log house with noggin and a frame addition. The house has largely collapsed and stabilization or reconstruction is needed.
109.60	Foundation Ruins-Mile 109.60 (probable 19th century) Ruins include concrete steps leading from the towpath to various stone foundations. The square ruins are about 2' high. The structure's use and form is unknown and undated.
109.90	Foundation Ruins, Mile 109.90 (probable 19th century) This ruin consists of a stone retaining wall leading downstream about 30' to 40' from the foundation. Concrete steps lead from the towpath to the ruins. These unidentified ruins represent the development that occurred along the canal.
110.00A	Boat Basin, mile 110.00 (1830) The canal prism widens on the berm side to create this basin for canal boats. The basin's limits are not discernible due to silting and overgrowth.
110.45	Green Spring Furnace Road (Trace) (probable 18th century) Currently unused, this road ran along the berm side of the canal, parallel to the prism, and connected Green Spring Furnace to the forge at Licking Creek.
114.52	Foundations and Cistern, mile 114.52 (mid-19th – early 20th century) These unidentified ruins consist of two foundations and a cistern. The east side of this area is bordered by a creek and the square ruins sit atop the creek's ravine. Concrete fence posts reside along the towpath, near the path to a field. The ruins may be related to the farmhouse across the canal and represent development along the canal in an area where many businesses and canal workers constructed buildings.

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115.60	<p>Well at Mile 115.60 (1793-1825) This well predates the canal and was most likely built by the Snyder family who owned the property from 1793 to 1835, when it was sold to the Canal Company. The well, composed of dry-laid fieldstone, is about 2' wide and 10' deep.</p>
119.03	<p>Millstone Townsite, Ruin Nos. 1-12 (1810-1850) These are the stone foundation ruins of houses or outbuildings in Millstone, a stage coach stop on the National Road prior to the canal's construction and thereafter contributed to life on the canal. The canal company purchased this property for the canal's construction, and the residents leased the land from the company. The town had a tavern, flour mill, store, and school. Most of this section of the community was directly associated with the canal or the adjacent National Pike.</p>
122.80 A-F	<p>Yates, William, Property, House (1775, 1875) This 19th-century building near Lock 52 in Hancock is a 2-story brick house that exhibits some signs of an 18th century house. Other resources on the property include a 1-story brick smoke house/wash house, frame carriage house, privy, barn foundation, and carriage steps. The 1875 owner, William Bowles, operated a feed store at Lock 52; otherwise the house is considered part of the canal community.</p>
123.50	<p>Bridge over Canal in Hancock (1926) The pony truss bridge in the warren truss style probably rests on the 19th century stone bridge piers that carried the old U.S. Highway 522 bridge. It is now used as a pedestrian access to the towpath.</p>
124.02	<p>Rinehart Sumac Mill, Ruins (1874) A small section of stone foundation adjacent to the canal is all that remains of a late 19th century mill. The mill leased water from the C&O Canal at Hancock. The building's form and its demolition date are unknown. It is an example of the industry that developed along the canal using the canal for water power.</p>
125.00A	<p>Brent, Thomas, Property, House Ruin (1793, 1869) The late 18th century Brent House, built adjacent to the canal west of Hancock on one of the first settled land grants in Hancock ("Brent's Chance"), burned in the 1970s. The remaining two chimneys and part of a cellar belonged to an undated addition. The house is considered part of the canal community.</p>
125.00 B-O	<p>Brent, Thomas, Property, Gravestones Types 1-14 (1823-1913) The Brent Cemetery behind the house contains burials dating from 1823 to 1913. The cemetery relates to the development of the community surrounding the canal, and although not related to the canal, is considered part of the canal community.</p>
127.40	<p>Shafer Cement Mill Property, Mine Nos. 5-8 (1837) This mine in Round Top Hill contains artifacts from the railroad that transported lime. After limestone was discovered here during the construction of the canal, William Shafer established the Shafer Cement Mill in 1837 on canal property. An agreement to use canal water to operate the mill existed by 1838. In 1863, the mine was sold and renamed Round Top. Limestone used to manufacture cement came from mines adjacent to the mill and much of the cement was used to construct the canal. Only Mines 5 through 7 are located on NPS property.</p>
128.00A	<p>Pump Station Foundation (late 19th century) The longest edges of this L-shaped concrete foundation measure 20' and it is about 20' deep. The building is first referenced on an 1896 map that showed a pump station supplying water to a glass company located in the hills above the canal. It was built on canal property, probably under agreement with the canal company and is an example of how the canal company leased property and water to individuals and businesses.</p>
143.44	<p>Wide Water Area at Mile 143.44 (1852) This area of the prism is 120' wide and continues at a constant width to Lock 58 (about 0.53 miles).</p>

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147.76	<p>Higgins, Joseph L., House (1900-1913) The 2-story, frame Higgins House is 3-bays wide and 1-room deep, has clapboard siding, gable roof, 2/2 double-hung windows and small circular windows in each gable. A 1-story porch spans the front elevation. A partially enclosed, 1-story shed addition is on the rear elevation. Joseph Higgins, an heir of James R. Higgins, a boss laborer for the Cumberland division of the C&O Canal in 1873, reportedly became a division foreman for the canal company, and also kept and sold mules on the property.</p>
147.78	<p>Wide Water Area at Mile 147.78 (1839-1850) This resource formed an expanded prism area between Locks 59 and 60. About 120' wide, the area continues at a constant width for about 0.53 miles. This area most likely served a number of canal-related functions such as loading and unloading cargo, maneuvering barges, wintering canal boats, and a passing zone.</p>
149.80	<p>Kasecamp, Frederick, House (1858, 1879) Located adjacent to the canal, this 2-story frame house with metal siding is an example of a farmhouse in a community along the canal. This section of the canal was once lined with orchards. During the last years of the canal's operation, this community included Green Ridge Railroad Station, a packing house, and about ten houses.</p>
154.21	<p>Boat Basin, Sandy Flat Hollow (1848-1850) Located between Locks 62 and 63 1/3, this basin measures about 900' long x 300' wide, and is one of few places along the canal where a stream flows directly into the prism.</p>
154.61	<p>Retaining Wall Ruins at Lock No. 64 2/3 (19th century) Two dry-laid fieldstone walls, 8' long and 6' high form the corner of an unidentified resource. They may be the foundation wall of a canal-related outbuilding.</p>
154.63	<p>Ruins at Lock 64 2/3 (19th century) Built against a hill, the dry-laid random stone foundation measures about 10' x 20'. Its exact use and form is unknown, but since the ruins are located on canal property, the structure was probably canal related.</p>
155.20A	<p>Paw Paw Tunnel Survey/Alignment Stones (1836-1850) These stones are associated with the construction of the Paw Paw Tunnel. Six stones (five remain) were set in a straight line running over the bore to place and check the alignment of the tunnel during construction. Each grey-colored stone, about 1' square and 3.5' long was buried in the ground. A 2"-wide groove running down top in center, perpendicular to the tunnel alignment, held the survey instrument</p>
156.45	<p>Larkin Barn (c. 1920) Bank barn associated with early 20th century history of farming in Allegany County.</p>
157.11	<p>Boat Basin (1848) This Boat Basin is about 180' at its widest and about ¼-mile long.</p>
157.22	<p>Keifer Station Road Trace (19th century) The unpaved Keifer Station Road Trace begins near Purslane Run Cemetery, runs parallel to the towpath, and then turns towards the Potomac River and an old ferry location. The road was most likely an active part of the canal route.</p>
160.01	<p>Stone Retaining Wall (1902-1910) This wall holds back earth below the Western Maryland Railway (WMRR) tracks. Built when WMRR was constructing its right-of-way along the canal's berm side, the wall is about ½-mile long and 5' to 6' high. Random-sized, cut stones appear to be dry-laid in rough courses. Wall additions used concrete and creosote timbers. The wall is directly associated with the construction history of the C&O Canal and the WMRR.</p>

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162.30	<p>Tidball Mill Property, Wall (19th century) The remains include a stone wall with a rectangular opening and metal plate in the center at the base that probably controlled water diverted from Town Creek to the mill raceway. A small vehicular bridge (ruins) runs atop the wall and leads to the adjacent Roeder property. Tidball Mill operated at the mouth of Town Creek near the canal and its active dates are unknown. Originally Craigs Mill operated here in the late 1700s. The wall represents the various types of businesses and industries that developed near the canal.</p>
162.30A	<p>Tidball Mill Property, Ruin (19th century) Fieldstones form the corner of a ruined resource, possibly the mill building, about 3' long on each side and 3' tall.</p>
162.30B	<p>Tidball Mill Property, Raceway (19th century) The raceway, about 3' wide, runs west from the wall and past some stone ruins of what may have been the mill building. The raceway appears to terminate at Town Creek.</p>
164.81A	<p>Road Trace, Lock 68 (date unknown) This unpaved road trace runs perpendicular to the towpath and is visible all the way to the Potomac (about 1/8 mile). About 13' to 15' wide, the road originally ran one-half mile between the Uhl Highway (Rte. 51) and the Potomac, crossing the canal by bridge. Most likely an active part of the canal route associated with the transportation industry fostered by the canal and railroad.</p>
165.33	<p>Boat Basin, Yorker's Bend (1849-1850) This basin measures about 600' long x 300' wide and was formed by building the towpath and extending the berm levee to widen the prism area.</p>
166.48	<p>Boat Basin (1849-1850) The basin between Locks 69 and 70 measures about 120' wide and extends ¼ mile. It was completed during the last construction phase of the canal. This wide part in the canal prism was probably formed by building the towpath and extending the berm levee to widen the prism area. The basin is filled with water and supports vegetation.</p>
166.73	<p>Boat Basin (1848-1850) This basin measures about 120' wide and 1/3 mile long between Locks 70 and 71. The basin is filled with water and supports vegetation. A towpath existed on both sides of the prism in this area.</p>
167.51A	<p>Cresap Mill, Ruins (1828, 1839) The ruins of a flour mill, in operation before the construction of the canal, are located in line with the old flume and other mill operations. A series of stones adjacent to a contemporary dirt road appear to have been part of a building. The canal was built through the Cresap Mill property.</p>
167.51B	<p>Cresap Mill, Bridge Abutments (ca. 1850) The flume includes 5 or 6 large square/rectangular stones on either side of the canal and towpath over the "Deep Cut", about 15' above the towpath. The stones cover an area 3' to 4' wide and lead to evidence of a stone-lined raceway on the towpath side. The Cresaps built the bridge after negotiations with the Canal Company. The wooden flume/bridge burned in a Civil War skirmish. A second bridge burned, c. 1910, leaving the stone abutments intact.</p>
168.40	<p>Boat Basin (1848-1850) The basin measures about 300' long x 300' wide. This basin is well-watered and fairly deep.</p>
168.42	<p>Boat Basin (1848-1850) This basin is about 120' at its widest and ¼ mile long. Boats most likely parked here in winter.</p>
168.90	<p>Barn Ruins (1830) Foundation ruins measure about 40' long, 15' wide, and 6' high. On the river side, one wall serves as a retaining wall for the canal towpath. The ruins are part of the landscape.</p>

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170.00A	<p>Foundation Ruins (19th century) Located directly behind Milepost 170 are three connected stone substructures with a total measurement of 16' x 24' on two levels. Near the ruins, is a 3'-tall standpipe. The ruins may be a part of, or constructed on top of, the original Shellhorn Tavern that operated in the area in 1795.</p>
170.80	<p>Dean-Zihlman-Cunningham Property (early 20th century): Buckley Barn Large two-story seven-bay frame barn associated with Allegany County's agricultural history.</p>
172.50	<p>Boat Basin at Alkyres House (1848-1850) The boat basin measures 160' at its widest point and is 0.3 of a mile long. The basin's limits are not discernible due to silting and overgrowth.</p>
173.72	<p>Boat Basin (1848-1850) Located upstream from Patterson Creek, this basin is 120' at its widest point and of an unknown length.</p>
175.40	<p>Boat Basin between Lock 74 and Lock 73 (1845) This boat basin is about 60' wider than the prism at this point, measuring 120' wide. Located in a bend in the canal prism, it was probably used to help maneuver boats through the "three locks" area.</p>
175.50	<p>Boat Basin (1848-1850) This basin is located at a bend in the canal and measures 60' wider than the prism at this point. The basin is watered from Lock 75 to an earth dike upstream of Lock 74.</p>
176.87	<p>Boat Basin (1849-1850) Located along an ancient river trace, this basin is about 175' long, 75' wide, and 3' to 5' deep.</p>
180.40	<p>Boat Basin (19th century) This basin, ¼-mile long and 150' wide, has become somewhat marshy, is partially filled by vegetation and soil, and supports a fish population.</p>
181.26	<p>Boat basin (1840-1850) This basin is about ¼-mile long, 100' wide, and appears to be 3' to 5' deep. The basin is currently watered, but is marshy and partially filled-in by silt.</p>
184.50	<p>Commemorative Mile Marker, 184.50 (1980) The NPS installed a granite milepost marker, unique in appearance from others on the towpath, near the remains of twin guard locks south of the Cumberland Visitor Center. The marker, about 3' tall and 10" x 10" square, has the milepost reading of 184.5. NPS erected the mile marker as a commemorative symbol of the canal terminus.</p>

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TABLE 2. NEWLY IDENTIFIED NON-CONTRIBUTING RESOURCES

This table lists two categories of noncontributing resources: those listed in the 1979 nomination that changed from contributing to noncontributing (8 resources identified with an asterisk), and those identified since 1979. Organized by mile location on the canal, the list begins in Georgetown, Washington, D.C., and ends near Cumberland, Maryland.

A resource was determined to be noncontributing for at least one of three reasons:

1. **No integrity** Resource does not convey its association to the district's areas or periods of significance.
2. **No association** Resource is not associated with the district's areas or periods of significance.
3. **Unevaluated** Not enough physical or historic documentary information is available to evaluate the resource's status.

Mile	Noncontributing Resource	Date	Reason/Clarification
0.45	Douglas, Justice William O., Sculptured Bust	1977	No association Commemorates contribution of Justice Douglas to creation of Chesapeake and Ohio Canal National Historical Park.
0.49C	1057 Thomas Jefferson Street NW	19 th c.	No association This rowhouse contributes to the National Register-listed Georgetown Historic District.
1.05	Star Spangled Banner Monument Francis Scott Key Park	1993	No association Commemorates Francis Scott Key and his work on the Star Spangled Banner.
1.08	Washington Canoe Club	1904	No association Listed individually on the National Register as a remaining vestige of the rich history of boat clubs along the Potomac River in Georgetown, and as a distinctive 1904 shingle-style boathouse designed by Washington architect George P. Hales.
1.10 trail head	Capital Crescent Bike Trail	1991	No association Paved trail on former route of B&O Railroad.
3.13	Fletcher Boat House Office and Snack Bar Bike Shop Metal Shed	1962 1972 1963	No association
4.17	*Chain Bridge NR 4-25	(date)	No association
4.80	Little Falls Creek Culvert	c. 1954	No association
5.64	*Dam No.1 (Little Falls) NR 6-4	1832	No integrity
5.70	Chimney	Unknown	Unevaluated
5.78	Little Falls Dam and Pumping Station	1959	No association
6.15	Chimney	Unknown	Unevaluated
11.40	Marsden Tract Group Campground	1960s- 1970s	No association

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Mile	Noncontributing Resource	Date	Reason/Clarification
13.00	Drainage Structure	Unknown	Unevaluated Unknown if resource is related to Burma Road or Washington Aqueduct
13.00	Modern Culvert	Unknown	Unevaluated Unknown if related to Berma Road or Washington Aqueduct
13.00	Stone Block Wall	Unknown	Unevaluated Unknown if related to Berma Road or Washington Aqueduct
13.00	Concrete Drainage for Berma Road	Unknown	Unevaluated
13.00	Unidentified Ruin	Unknown	Unevaluated Appears to be the remains of a rail track and a concrete support structure
14.07	Bridges & Boardwalks to Olmstead Island	1993	No association
14.17	Brick vent	Unknown	Unevaluated May be related to the Potomac Interceptor
14.19	Building (shed) at Lock 19	1970s	No association Built in the 1970s to look like a 1930s CCC building.
14.30	Washington Aqueduct Intake	1967-1970	No association This platform is the "roof" of the 1967-1970 new intake structure for the Washington Aqueduct that also serves as an observation deck for visitors to the canal and the Great Falls area.
14.38	Corps of Engineer's House, #11706	1956	No association Built to house Washington Aqueduct employees.
14.38	Corps of Engineer's House, #11704	1956	No association Built to house Washington Aqueduct employees
14.38	Great Falls Entrance Pavilion/Fee Booth	2010	No association
14.38	Great Falls Comfort Station	2008	No association
14.38	Steel Stairs on Hillside	c. 2005	No association
14.39	Maryland Gold Mine: Water Tank Boiler House/Blacksmith Shop Amalgamation Mill Ruins	1930s 1990s 1990s 1935-1936	No integrity Water tank is reconstructed House and shop are reconstructed
14.54 14.55	Great Falls Maintenance Grounds: Trailer Building #s 1 through 4 Outbuildings	Mid-20 th c.	No association
15.00	Foundation at Cool's Spring	Unknown	No integrity Pile of rocks with tenuous relation to Ford's Gold Mine in the area.
16.54	Modern Shed at Lock 21	Unknown	No association
19.63	Boat Launch	1960s	No association
22.40	Wasteweir	1973	No association

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Mile	Noncontributing Resource	Date	Reason/Clarification
22.81	Boat Launch	1960s	No association
26.00	Horsepen Branch Hiker-Biker Campsite	1960s-1970s	No association
30.50	Chisel Branch Hiker-Biker Campsite	1960s-1970s	No association
30.84	Edwards Ferry Boat Ramp	1960s-1970s	No association
34.43	Campsite - Turtle Run	1960s-1970s	No association
35.00	Whites Ferry Sportsmens Club: Tract 17-101	c. 1950	No association Community of cabins, cottages, and outbuildings
42.19	Monocacy Boat Launch	1960s-1970s	No association
44.40	Noland's Ferry Boat Ramp	1960s	No association
44.40	Noland's Ferry Picnic Area	1960s	No association
48.38	Point of Rocks Boat Ramp	1960s-1970s	No association
50.31	Bald Eagle Hiker-Biker Campsite	1960s-1970s	No association
50.89	Lander Boat Ramp	1960s-1970s	No association
1960s – 1970s	Boat Launch	1960s-1970s	No association
1960s – 1970s	Picnic Area	1960s-1970s	No association
59.56	Fireplace Ruin from Boy Scout Camp	1940s	No association
62.89	Unidentified Ruin	Unknown	Unevaluated
62.90	Maggio Property: House Outbuilding	Post 1891	No association
62.90	Huckleberry Hill Hiker-Biker Campsite	1960s-1970s	No association
62.93	Pleasantville Maintenance Ground: Building #1 Building #2 Building #3	1983-1984	No association
62.95	Unidentified Ruin	Unknown	Unevaluated
64.89	Dargan Bend Picnic Area & Boat Ramp	1969-1970	No association
65.70	Staub Property: Barn Pole Shed Concrete Block Structure	Unknown	Unevaluated Modern barn on historic foundation

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Mile	Noncontributing Resource	Date	Reason/Clarification
69.30	Bussard Property: Garage Smoke House Privy	1966 c. 1966 Unknown	No association
69.48	Antietam Aqueduct Campground	1960s	No association
72.78	Concrete Bridge Pier	Unknown	Unevaluated
73.02	Ferry Hill Plantation: Cottage Garage	1968-1971 20 th c.	Unevaluated
75.29	Killiansburg Cave Hiker-Biker Campsite	1960s	No association
78.25	Snyder's Landing Boat Launch	1969-1970	No association
79.68	Horseshoe Bend Hiker-Biker Campsite	1960s	No association
81.00	Taylor's Landing Boat Ramp	1969-1970	No association
82.46	Big Woods Hiker-Biker Campsite	1960s	No association
84.74 – 88.10	Big Slackwater Towpath	2009	No association This towpath replaced an old meandering abandoned towpath in a new location along the Potomac River.
85.35	Bridge over canal	1969	No association
85.40	Big Slackwater Picnic Area and Boat Launch	1960s	No association
89.21	Dellinger Property: Privy Shed	Unknown	Unevaluated
90.90	Foundation and Chimney on Berm	Unknown	Unevaluated Building removed by the NPS
90.94	Opequon Junction Hiker-Biker Campsite	1960s- 1970s	No association
95.20	Cumberland Valley Hiker-Biker Campsite	1960s- 1970s	No association
106.82	*Guard Dike – Dam #5 NR #44-18	1834	No integrity In 1998, NPS replaced the original earth and rip- rap dike with roller compacted concrete.
Near 107.00	Teunis Property: House and Outbuilding	20 th c.	No integrity Over 50 years old, but remodeled extensively
108.65	Four Locks Picnic Area and Boat Launch	Early 1960s	No association
108.73	Hassett Farm: Corn Crib	1940s	No association
109.04	John G. Stone Property: Garage/Barn	19 th c.	No integrity Remodeled
109.90	North Mountain Hiker-Biker Campsite	1960s- 1970s	No association
110.30	Stone Foundation	Unknown	Unevaluated Probably associated with non-contributing houses removed by NPS in the 1970s

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Mile	Noncontributing Resource	Date	Reason/Clarification
110.42	McCoy's Ferry Drive-In Camping Area, Picnic Area, & Boat Launch	1969-1970	No association
112.05	Foundation near Backup Culvert #147	Unknown	No integrity Small pile of stones, identity unknown
114.52	Shrive Barn	Mid- to late 20 th century	No association Appears to be recent construction, significance unknown
No mile	Snyder Family Cemetery (Licking Creek)	From early 19 th century	No association
116.04	Licking Creek Hiker-Biker Campsite	1960s-1970s	No association
116.05	Modern Culvert	20 th c.	No association
118.09	Modern Culvert	20 th c.	No association
120.39	Little Pool Hiker-Biker Campsite	1960s-1970s	No association
122.81	Hancock Maintenance Yard	c. 1960s	No association
124.38	Little Tonoloway Picnic Area & Boat Launch	1969-1970	No association
Near 125.00	Yunker House Ruins and Root Cellar	Unknown	No association Ruins of a frame house built adjacent to the canal that was used as a dwelling and church in an African-American neighborhood in Hancock.
126.43	White Rock Hiker-Biker Campsite	1960s-1970s	No association
Near 128.00	Pennsylvania Glass & Sand Corp. Ruins	Unknown	Unevaluated Two deteriorated concrete ruins, unknown identity
129.88	Leopard's Mill Hiker-Biker Campsite	1969	No association
Near 130.00	Pump House from Orchard	Unknown	No integrity No longer in original orchard setting
131.40	*Doyle Property - House NR 53-7A	Probable late 19 th century	No integrity
131.40 A-C	Doyle Property Shed Workshop Garage	Probable late 19 th century	No integrity Shed – ruin Workshop – remnants Garage - collapsed
133.60	Cacapon Junction Hiker-Biker Campsite	1960s-1970s	No association
136.21	Dunigan (Donegan), Property, House	1866, 1874	No integrity
136.21A	Dunigan (Donegan), Thomas, Property, Shed	1866	No integrity
136.21B	Clay Property, House	mid- to late 19 th century	No integrity
136.21C	Clay Property, Privy	probable 20 th century	No integrity

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Mile	Noncontributing Resource	Date	Reason/Clarification
139.00	Indigo Neck Hiker-Biker Campsite	1960s-1970s	No association
140.77	Fifteen Mile Creek Drive-In Camping Area & Boat Launch	1960s-1970s	No association
144.54	Devils Alley Hiker-Biker Campsite	1960s-1970s	No association
149.36	Stickpile Hill Hiker-Biker Campsite	1960s-1970s	No association
149.80	Kasecamp (Cooper) Property: Shed Cave	Post 1943 1970-1990	No association
150.40	Ruins at Mile 150.4	Unknown	No association Does not appear to be canal related
150.40	Root Cellar	Unknown	No association Does not appear to be canal related
151.24	*Railroad Trestle NR 60-6	c. 1905	No association Resource contributes to the Western Maryland Railway Right-of-Way, Milepost 126 to Milepost 160 National Register nomination listed in 1981 that is located inside the C&O Canal NHP Historic District.
154.14	Sorrel Ridge Hiker-Biker Campsite	1960s-1970s	No association
154.95	Towpath Boardwalk	1960s	No association This is a Mission 66 reconstructed stand-alone structure
156.20	Paw Paw Tunnel Drive-In Camping Area & Picnic Area	1960s-1970s	No association
156.51	*Railroad Bridge over the Canal NR 66-7	Early 1900	No association Resource contributes to the Western Maryland Railway Right-of-Way nomination, Milepost 126 to Milepost 160 National Register nomination listed in 1981 that is located inside the C&O Canal NHP Historic District.
156.89	Purslane Run Hiker-Biker Campsite	1960s-1970s	No association
161.60	Concrete Cave	1931	No association
162.10	Town Creek Hiker-Biker Campsite	1960s-1970s	No association
164.82	Potomac Forks Hiker-Biker Campsite	1960s-1970s	No association
166.62	Old Town Maintenance Yard Office Garage #s 1&2 Sheds #s 1&2	1960s	No association
166.70	Oldtown-Battie Mixon Picnic Site	1960s-1970s	No association
169.17	Pigmans Ferry Hiker-Biker Campsite	1960s-1970s	No association

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Mile	Noncontributing Resource	Date	Reason/Clarification
175.36	Irons Mountain Hiker-Biker Campsite	1960s-1970s	No association
173.37	Spring Gap Drive-In Camping Area, Picnic Area, & Boat Launch	1960s-1970s	No association
175.62	Pedestrian Bridge Abutments	c. 1979	No association
176.60	North Branch Picnic Area	1960s-1970s	No association
178.50	*Railroad Trestle NR 75-5	Pre 1920	No association Resource contributes to the Western Maryland Railway Right-of-Way nomination, Milepost 126 to Milepost 160 National Register nomination listed in 1981 that is located inside the C&O Canal NHP Historic District.
179.90	Evitts Creek Hiker-Biker Campsite	1960s-1970s	No association
182.22	*Railroad Trestle NR 75-11	Post 1900	No association Resource contributes to the Western Maryland Railway Right-of-Way nomination, Milepost 126 to Milepost 160 National Register nomination listed in 1981 that is located inside the C&O Canal NHP Historic District.
182.97	*Western Maryland Railway Bridge (No name in 1979 NR) NR 75-13	Post 1900	No association Resource contributes to the Western Maryland Railway Right-of-Way nomination, Milepost 126 to Milepost 160 National Register nomination listed in 1981 that is located inside the C&O Canal NHP Historic District.

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TABLE 3. RESOURCES EXCLUDED FROM THE INVENTORY

A resource was excluded from the inventory for one of three reasons:

1. **Nonextant:** Resource was either identified in the 1979 NR nomination as nonextant or has since been identified as nonextant.
2. **Reclassified:** 1979 NR nomination recorded the resource in error or the resource is now combined with another resource.
3. **No association:** Resource is not associated with the district's areas or periods of significance.

Mile	NR #	Resource	Reason/Clarification
0.35	0-6	Beginning of Towpath on Berm	Reclassified Entire towpath now recorded as one resource (mile 0.01-184.5)
9.97	14-4	Canal Overflow	Nonextant
10.67	14-7	Canal Overflow	Nonextant
13.45	15-3	Lockhouse	Nonextant Listed in 1979 as a 1900 wood replacement demolished by fire with no remains.
19.64	22-3A	Pennyfield House	Nonextant Demolished after 1979.
45.10	27-11	Tuscarora Feeder	Nonextant
49.70	28-7	Overflow	Nonextant
53.21	29-10	Canal Spillway	Nonextant
60.62	33-3	Lockhouse (Lock No. 33)	Nonextant Lockhouse was destroyed in the 1936 flood.
62.27	34-6	Dam No. 3 (The Government Dam)	Reclassified This dam was not built or operated by the canal company and it is outside the historic district boundary.
72.80	38-3	Knobe Feed Store – Ruin (Section House)	Nonextant
72.80A	38-3	Ferry House - Ruin	Nonextant Only part of stone foundation remains.
72.86	38-4	Canal Overflow	Nonextant
74.12	39-6	Timepost	Nonextant
76.76	39-10	Overflow	Nonextant
78.00	39-11	Overflow	Nonextant
79.41	40-3	Lockhouse, Lock No. 40	Nonextant Foundation recorded in 1979 is gone.
106.92	44-22	Shank House	Nonextant
107.20B	45-3	Feidt/Ellis Property – Barn (Carpenter House)	Nonextant
107.29	45-3	Feidt Property – Shed	Nonextant
107.30	45-2	Feidt Property House (Small House)	Nonextant
108.80	49-3	Section House	Nonextant
109.10	48-4E	Costlow Property – Wash House	Nonextant

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Mile	NR #	Resource	Reason/Clarification
124.59	No NR # assigned	U.S. Highway 522-Bridge Pier	No association Post-1936 bridge replacement of a flood-ruined bridge ½ mile down the canal.
130.70	53-5	Leopard's Cement Mill	Nonextant Barely anything remained of the brick foundation in 1979.
151.20	60-5	Busey Cabin	Nonextant
153.12	61-3	Lockhouse – Lock 61 – Foundation	Nonextant Little more than a depression in the ground.
153.92	None	Location of Dam #7 - Never Built	Nonextant NR identified as site originally intended for Dam #7 that was never built.
154.60	64-3	Lockhouse - Lock 64 2/3 – Ruins	Nonextant LCS states that it is not clear whether the remains at this site are for this lockhouse. Site is just a scattering of stones.
154.70	66-3	Lockhouse, Lock #66	Reclassified NR noted this as a site for a lockhouse, but no lockhouse ever existed here. This lock was served by the lockhouse at Lock 64 2/3 above.
166.55C	70-4	Moore Property	Nonextant Gone are the barn, shed, corncrib, and smokehouse identified in the 1979 NR.
175.47	74-3	Lockhouse, Lock #74	Nonextant Lockhouse burned to ground in 1976 and nothing remains.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

Transportation

Engineering

Commerce

Military

Archeology: Prehistoric

Archeology: Historic – Non-Aboriginal

Architecture

Recreation

Conservation

Agriculture

Industry

Community Planning & Development

Ethnic Heritage: Black

Period of Significance

9000 BCE-1500 CE

1828-1924, C&O Canal built and operated

1938-1942, New National Park Service Initiatives & Civilian Conservation Corps Program

1964-1965, Mission 66

Significant Dates

1828: Construction of canal begins

1924: C&O Canal Company ceased navigation

1938: U.S. government acquisition of C&O Canal and New Deal Era work begins

1954: Justice William O. Douglas Hike

1965: Mission 66 Program

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Paleoindian

Archaic

Woodlands

Architect/Builder: Below are the canal's design engineers. See Appendix C for a comprehensive list of the canal's Engineers and Contractors.

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Design Engineers: John James Albert, James Geddees, William Rich Hutton, Charles Fenton
Mercer, Nathan S. Roberts, Benjamin Wright, Alfred Cruger, Charles B. Fisk, John Martineau,
Ellwood Morris, Thomas Purcell, and Charles Ellet, Jr.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Chesapeake and Ohio Canal National Historic Park Historic District is significant for its important associations with the history of transportation and engineering in the United States. In addition, the district reflects significant trends in local and statewide architectural, commercial, military, agricultural, industrial, community development, conservation, ethnic heritage, and recreational history. The district also contains several individually listed archeological sites of statewide and local significance that demonstrate important research potential for prehistoric and historic periods. As an extensive linear park, the district is uniquely situated geographically and culturally to provide archeological information on PaleoIndian and Early Archaic occupations, Early and Middle Woodland deposits, Late Woodland studies, frontier settlers and squatters, canal period resources, and Civil War sites. The following statements of significance address the historic significance of above-ground resources followed by the archeological significance of the below-ground resources. This section ends with a note regarding Criterion Consideration E for Reconstructed Properties.

Historic Significance

National Significance

The C&O Canal, built between 1828 and 1850, represents a pivotal phase in the first half of America's 19th century transportation revolution in which engineered waterways played a crucial role in the economic development of the young nation. The canal is one of the best-preserved of those built in the United States during the great boom of canal construction from 1820 to 1840. Its prism and towpath, lift locks, aqueducts and lockhouses all reflect the primary and basic elements of 19th century flat-water canals; while structures associated with its water system, such as dams and wasteweirs, illustrate the height of 19th century engineering methods used to control the flow and depth of water in the canal prism.

The C&O Canal National Historical Park Historic District also incorporates an important piece of the National Historic Landmark-listed Washington Aqueduct system. Built between 1853 and 1880, the Aqueduct continues to provide public water to the city of Washington, D.C. and surrounding localities. The Great Falls intake area is now part of the C&O Canal National

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Historical Park. Resources located at Great Falls, Maryland including the original Control Gate House and Gatekeeper's House, represent a highly important period of development in 19th century American waterworks in which public water systems were introduced as part of basic municipal services.

National Register criteria, areas of significance, and historic contexts related to the district's national significance include:

- Criterion A, Transportation – America's canal building era of 1790 to 1860
- Criterion C, Engineering – 19th century canal engineering in America

Statewide Significance

The canal played an important role as a major mid-to-late-19th century commercial artery in the Potomac River Valley and Western Maryland that spurred economic growth and commercial development regionally. From 1830, when the first 22 miles of the canal opened, to 1889 when a flood ended the canal company era of commerce in the Potomac Valley, river towns, canal communities, industry, and agriculture along its path and surrounding region benefited from the canal's expeditious trade route to shipping points on the tidewater. A variety of industrial sites, farmsteads, and dwellings illustrate activity that both supported and profited from the canal. The canal is also significant for its role during the Civil War as a Union transport, supply, and defensive line along the north/south border. For the Union army, the canal supplied coal and moved men and material between Washington, Harpers Ferry and other points in the valley. For the Confederate government, the canal was a focal point for destruction. Resources reflecting this aspect are the canal itself, civil war entrenchments, a fort, and a cave in which local residents hid during military actions. Prior to the war, the canal played an important role as a transportation route and destination point along the Underground Railroad. Fugitive slaves fled to the canal as a destination point for employment and a route to the free state of Pennsylvania. The canal towpath is particularly important to this history. Lastly, resources alongside the canal reflect regional architectural influences. The lockhouses are significant as the most complete collection of lockhouse architecture in Maryland illustrating both the early 1820s to 1830s form of lockhouses dictated by canal company specifications, and the less substantial post-1840s lockhouses that reflect the financial hardships the company faced in its final years of construction. Other architecturally important resources are the district's collection of mid-19th to

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early 20th century regional vernacular architecture exhibited by its domestic, agricultural, and commercial buildings. Related criteria, areas of significance, and areas of statewide history are:

- Criterion A, Commerce – Economic development in the Potomac Valley, 1828-1889
- Criterion A, Military – Maryland and the border in the Civil War, 1861-1866
- Criterion A, Ethnic Heritage – Underground Railroad in Maryland, 1830s-1860
- Criterion C, Architecture – Vernacular architecture in western and mid-Maryland, late 18th to early 20th century

After the C&O closed in 1924, the federal government acquired the property in 1938 as a Depression-era work relief project. As part of this project, resources in the Great Falls area are associated with the NPS and the Civilian Conservation Corps program in employing out-of-work youth from 1938 to 1942 to create a national recreation infrastructure during the 1930s; and the expansion of the NPS and national trends in the documentation and interpretation of national historical parks in the 1930s. Three buildings constructed by the CCC at Great Falls and the restoration of two lockhouses reflect this significance. Related criteria, areas of significance, and areas of statewide history are:

- Criterion A, Conservation & Recreation – New Deal Era and NPS Initiatives, 1938-1942

Local Significance

Resources alongside the canal represent the area's settlement patterns and the agricultural, local trade, and commercial activity that the canal encouraged and stimulated. Farm-related resources represent the predominantly agricultural nature of the region that the canal passed through and which supported the canal. Commercial resources exemplify the area's early industrial history and the type of business that operated adjacent to the canal for shipping and water power. Travel routes and bridges reflect the transportation industry fostered by both the canal and its competing railroad interests. Domestic resources represent pre-canal communities that adapted to the waterway's presence and contributed to life on the waterway, and post-canal communities that became focal points of local trade and grew dependent on the canal. Lastly, the Carderock Pavilion and Comfort Stations are important for their association with the National Capital Region's implementation of the NPS's Mission 66 program that re-envisioned national parks and aimed to make parks accessible and enjoyable to the growing number of Americans traveling to parks. The Mission 66 resources at Carderock are also significant local examples of Park

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Service Modern design that the NPS adopted during the Mission 66. Related criteria, areas of significance, and areas of national history are:

- Criterion A, Agriculture – Farming in western and mid-Maryland, late 18th to early 20th century 1828-1880
- Criterion A, Industry & Commerce – Extraction, milling, and processing, in Georgetown and western and mid-Maryland, late 18th to early 20th century
- Criterion A, Transportation – 19th century trends in transportation development
- Criterion A, Community Development – Settlement and growth in western and mid-Maryland, mid-18th to early 20th century
- Criterion A, Recreation – NPS Mission 66 Planning in the Mid-Atlantic region, 1965-1966
- Criterion C, Architecture - NPS Modern Architecture in the National Capital Region, 1956-1966

Archeological Significance

Under Criterion D the district is significant as a property that has yielded, or may be likely to yield, important information spanning from the Early Archaic period of prehistory through the historical 20th century. Surveys and excavations conducted throughout the district have revealed archeological deposits with the demonstrated and potential ability to address substantive research issues within the identified areas of significance for the park as well as ancillary research issues important to regional pre- and post-contact period contexts. The C&O Canal National Historical Park Historic District was established in a landscape that had been inhabited for thousands of years and is unique because the park extends 184.5 miles along the Potomac River crossing several different geographic regions. The district's location and extent allows for the study of overlapping cultures between the regions and over time. The Potomac has also acted as a natural preserver. With each flood event, sediment has been deposited over archeological sites, thus perfectly preserving the stratigraphy of the sites. Embedded in the landscape is a rich archeological record of human occupation that includes American Indian villages and camps, mines, farms, rural dwellings, cemeteries, military fortifications, and many canal-related sites. Collectively, the known and potential sites offer researchers and scholars a rare opportunity to study over 11,000 years of human adaptation to a riverine environment that cuts through three major physiographic provinces for a distance of 184.5 miles.

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Prehistoric Archeological Significance

The 20 prehistoric archeological sites described in Section 7 are significant at the regional [i.e. state] level, under Criterion D, because they “have yielded and may be likely to yield, information important” to a better understanding of the region’s prehistoric chronology, environmental change in the region, and subsistence and settlement patterns. One of the stratified sites contains 10,000 years of human occupation, including the only deeply buried archeological deposit radiocarbon dated to the Early Archaic Period in the park. Other sites preserve evidence of the Early Woodland Period in the upper Potomac Valley, about which very little is known. Still others may unravel the confusing array of archeological cultures found in the upper Potomac around the beginning of the Late Woodland Period.

Historic Archeological Significance

The 30 historic archeological sites described in Section 7 are significant at the local and/or state level under Criterion D because they have potential to provide researchers a better understanding of the region’s settlement, canal construction, Civil War activity, and 18th and 19th century industrial and commercial development patterns of the region. Five sites unravel the complex history of the early Western Maryland frontier period. Two Civil War earthworks are rare remnants of military activity in the area. Multiple sites relate to the canal construction period and commerce along the canal. These sites offer researchers and scholars an opportunity to study rural life on the upper Potomac in the 1790 to 1850 period, canal infrastructure and commerce, Civil War activity along the canal, and 19th century daily life for those living and working on the canal.

Note Regarding Criterion Consideration E: Reconstructed Properties

Although the district contains reconstructed properties, the majority of its historic fabric remains original to the period of significance. Reconstructed properties are a part of the nature of canals made necessary throughout a canal’s history because of recurring flood damage and periodic maintenance. NPS reconstructions on the C&O Canal have generally been done using historic documents and physical investigations so that they accurately reflect the historic design and construction methods. Thus, the district does not need to meet Criteria Consideration E for a reconstructed property.

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

PART 1: A COMMERCIAL WATERWAY, 1828-1924

CRITERION A: TRANSPORTATION AND A 19TH CENTURY WATERWAY IN THE POTOMAC VALLEY AND WESTERN MARYLAND, 1828-1850

Built between 1828 and 1850, the Chesapeake and Ohio Canal represents one of the nation's most ambitious industrial experiments of the 1790 to 1860 era of canal-building. As part of a national quest to join the eastern port cities with the western territories beyond the Appalachian Mountains, federal and state governments financed this 184.5-mile canal that eventually linked the Potomac River tidewater in the District of Columbia, to Cumberland in Western Maryland. Its history reflects the development of the new nation, the growth of the American economy, and an important chapter in the transportation history of the Potomac Valley and Western Maryland. The canal, intact with its prism, towpath, aqueducts, lockhouses, and water system remains a major monument of the internal improvements movement; a vital development period in American history. As such, the canal is nationally significant. The remaining resources that were built by the canal company as part of the engineered waterway and its operation reflect this important national trend.

A Pioneering Prelude to the C&O Canal

The C&O Canal had its origins in America's pioneering waterways. Between 1790 and 1820, several short canals were built by distinguished political and social leaders.¹⁷ Following the American Revolution, nationalist arguments for internal transportation improvements led the nation's desire to improve access to and promote settlement in the interior territories. Canals could market agricultural produce and raw materials, improve communications between the settled coastal regions and the new territories, and provide military routes for troop movement and supplies. In addition, hauling goods by water was substantially cheaper than land transportation, and, as an added economic benefit, water from canals could power factories and

¹⁷ Ronald E. Shaw, *Canals for a Nation: The Canal Era in the United States, 1790-1860* (Lexington: University Press of Kentucky, 1990), 3.

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mills. Canals had already been proven in Europe and most importantly in England.¹⁸ Among the country's leaders promoting canal improvements was George Washington who planned to develop the Potomac River as the eastern component of the "great gateway to the West,"¹⁹ a route that would conquer the physical barrier posed by the Allegheny Mountains and join the western territories with the Atlantic port cities.

18th Century Settlement in the Potomac Valley²⁰

From his first-hand knowledge of the region's topography, Washington knew that the falls and the rapids of the Potomac were a potential source for early industrial water power; that the surrounding hills and mountains were rich with marketable iron ore and timber; and that the fertile valley and bottomlands could be successfully cultivated. Agricultural pursuits had been long established on the river. By the 1730s, a steady stream of settlers became a sweeping migration through what is now called the Cumberland Valley in Maryland to the Shenandoah Valley in Virginia. Land speculation followed. Daniel Dulaney, Maryland's attorney general, and frontiersman Thomas Cresap, surveyor and agent for Lord Baltimore's western Maryland territory, leased or sold land to the first settlers. Homesteads were established at points along the river where creeks and streams flowed into the Potomac and at river crossings.

Large-scale tract subdivision continued throughout the colonial era. All along the Potomac, the relatively open bottomlands found on either side of the river crossings and near the mouths of the feeder streams were thus plowed, while additional fields in the upland forests were cleared. When old fields no longer produced, they became pasture and the newer lands were fenced with rail enclosures. In this way, farmsteads of a few hundred acres or less were carved from the larger land holdings.

In the post-revolutionary period, the significant settlements along the upper river valley from the Monocacy River to Cumberland numbered between twelve and fourteen. These ranged from Antietam Forge, to Jacques' near Licking Creek, to Shellhorn's beyond Oldtown. Beyond Williamsport, established in 1787, these settlements resided near the old 1768 road, which

¹⁸ Robert J. Kapsch, *Canals* (New York: W. W. Norton & Company, 2004), 10.

¹⁹ Shaw, *Canals for a Nation*, 98.

²⁰ This section is based in large part on the research and analysis found in National Park Service, "Farming Along the Chesapeake and Ohio Canal, 1828-1971: A Study of Agricultural Sites in the C&O Canal National Historical Park," by Perry Carpenter Wheelock, special report on file at the Chesapeake and Ohio Canal National Historical Park, Hagerstown, MD, 2000, 10-18, passim. Sections of this text are reused here.

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followed the river through Hancock and Oldtown to Cumberland. Some settlements, such as Hancock and Oldtown, were also ferry crossings. Settlements usually contained a tavern or way station, an early example being Shellhorn's Tavern established in 1795 (Foundation Ruins, mile 170.00A). South of Hancock, the town of Millstone grew as a stage coach stop on the future National Road, a federally funded route built between 1811 and 1834. The canal company would eventually purchase the property for the canal's construction and residents leased land from the company. Counted among the town's buildings were a tavern, flour mill, store and school (Millstone Townsite, Ruin Nos. 1-12 (1810-1850), mile 119.03).

Below Williamsport, the old north/south routes at the Potomac crossings defined the pattern of settlement well into the 19th century. The land between the routes remained lightly settled and relatively inaccessible, as no east/west shoreline road existed to connect the crossings that were located opposite Opequon Creek, Harpers Ferry (1761), Swearingen's Ferry (started 1765 near Shepherdstown), and at the mouth of Antietam Creek. Washington County farmers in the eastern region of the Cumberland Valley used these local roads to take their grain to mills for processing and then for shipping by wagon to markets in Baltimore. The sporadic settlements in southern Frederick County, between the Monocacy and the Harpers Ferry crossing, followed this same pattern. John Quincy Adams, as late as 1834, described the country along the Potomac shoreline below Harpers Ferry as "generally beautiful, sometimes wild, and in other parts variously cultivated, but seemingly little inhabited."²¹ To process their harvest, farmers situated along the Potomac in the southern part of Frederick and Washington counties thus had to haul their grains to mills located some distance away from the river, an otherwise logical shipping route.

Beyond the grain, flour, and grist mills existing alongside the farms and towns of the valley were other industrial enterprises. Examples include furnaces that burned iron ore deposits to reduce or molten iron, and lime kilns that burned limestone to produce lime for fertilizing or building stone for construction. In the town of Antietam, a village grew up around the site of the Antietam Iron Works, an extensive iron-working operation that, besides a period of disuse during the 1880s, operated between 1765 and 1891 (Antietam Iron Works – Ruins, unknown date, mile 69.25A). A surveyor of the Potomac Canal Company organized in 1785 and a predecessor to the C&O Canal Company identified "two forges, one woolen mill, one powder mill, twelve merchant flour mills, eleven saw mills, one paper mill, and one hemp mill" along the Antietam

²¹ Quoted in National Park Service, "Farming Along the Chesapeake and Ohio Canal," 17.

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Creek.²² Area entrepreneurs would support the creation of the Potomac Company to improve navigation along the Potomac River and provide “access to the western lands along the upper Potomac and Ohio Rivers.” As early as 1754, two furnace owners, including the owner of Frederick Forge that later became part of the Antietam Iron Works, worked with George Washington on such plans.²³

The Potomac Company, incorporated in 1785 with George Washington as its first president, built a system of river improvements on the Virginia side of the Potomac including canals around the major falls and sluices besides rapids. For a while, trade between Washington County and Georgetown flourished. However, little physical change came to the river valley during the early 19th century. The lackluster economy of the region encouraged few new ventures. After construction at Little Falls, Great Falls, and Harpers Ferry, the plan to build additional skirting canals was, for the most part, abandoned after 1815 due to lack of funds. While the Potomac River may have been a logical shipping route, periodic floods, low water levels in summer, and rocky shoals above the fall line made transporting goods on the river an impractical, even risky, venture. To be successful a canal had to be built separate from the river and would require federal financial assistance.

A National System of Roads and Canals

The question of whether the federal government should fund canal and road-building projects was strenuously debated in the early 19th century. Some argued such improvements would contribute to the growth of the American economy and thus to its security, while others challenged the constitutionality of funding projects that primarily benefited a single state or region. A step toward resolving the debate appeared when promoters of the Chesapeake and Delaware Canal (a canal between the Chesapeake and Delaware bays) campaigned for federal aid. John Quincy Adams, who opposed financing the canal, called upon Thomas Jefferson’s secretary of the treasury, Albert Gallatin, to identify which road and canal routes would merit federal assistance. Gallatin’s 1808 *Report on Roads and Canals* formed a blueprint for a

²² National Park Service, “Historic Resource Study: Ferry Hill Plantation,” prepared by Max L. Grivno for the Chesapeake & Ohio Canal National Historical Park, Hagerstown, Maryland, August 2007, 12.

²³ Frances C. Robb, Teresa S. Moyer, Paula S. Reed, and Edith B. Wallace, “Millers and Mechanics: A History of Industry in Mid-Maryland,” ed. Dean Herrin and Barbara Powell (Frederick, MD: Catoctin Center for Regional Studies, 2011), 20.

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national system of roads and canals. The system became, according to today's Federal Highway Administration, the framework for subsequent national policies.²⁴

Gallatin believed government financing of transportation projects transcended local needs. "No other single operation within the power of Government," Gallatin stated, "can more effectually tend to strengthen and perpetuate that union which secures external independence, domestic peace, and internal liberty." His plan for a national system of roads and canals along the Atlantic coastline and over the Alleghenies failed to get Congressional support beyond funding the National Road. Thereafter, the War of 1812 usurped surplus monies that could have otherwise funded new infrastructure.²⁵

Nonetheless, Gallatin's plan would come to fruition in an unexpected way. New York State independently took the lead with a highly ambitious 363-mile waterway between the Hudson River at Albany and Lake Erie at Buffalo. The monumental Erie Canal, built between 1817 and 1825, linked the lands of the west to the Port of New York and "profoundly changed the political economy of the nation."²⁶ Based on its success, a great era of canal building ensued as "Erie fever inflamed men's imaginations and loosed the strings of their pocketbooks."²⁷ States and cities from the Northeast to the South, and into the Midwest, fearful of the economic consequences of being bypassed by new commercial routes, became promoters of their own canal schemes.

Individuals keen on reinvigorating George Washington's vision of a transportation route to the new territories of the Ohio Valley through the Potomac River Valley and across the mountains to the Ohio River seized upon the ensuing canal building frenzy. As canal scholar Ronald E. Shaw notes: "Gallatin's report of 1808 had stated that the route merited national assistance, and the movement for the new...canal was invigorated by the nationalism of the period after the War of

²⁴ Shaw, *Canals for a Nation*, 23; Federal Highway Administration, "Celebrating the 50th Anniversary of the Eisenhower Interstate Highway System," <http://www.fhwa.dot.gov/interstate/artgallery/text.htm>.

²⁵ Federal Highway Administration, "Celebrating the 50th Anniversary." The National Road (U.S. 40), the first federally funded road in U.S. history, connected Cumberland, Maryland, to the Ohio River. It was built between 1811 and 1834 and turned over to the states for control.

²⁶ Robert Fishman, "1808-1908-2008: National Planning for America," paper commissioned by the Regional Plan Association in 2007, available at BLUEPRINT AMERICA: The Next American System, Public Broadcast System, <http://www.pbs.org/wnet/blueprintamerica/reports/the-next-american-system/op-ed-1808-%e2%80%93-1908-%e2%80%93-2008-national-planning-for-america/885/>.

²⁷ George Rogers Taylor, *The Transportation Revolution, 1815-1860* (1951; repr., Harper Torchbooks: New York, 1968), 43.

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1812.”²⁸ The movement within the Potomac River Valley began with residents of Loudoun County, Virginia, who successfully appealed to other counties for a general convention. On November 5, 1823, canal proponents convened the Chesapeake and Ohio Canal Convention in Washington. Representatives from multiple counties in Virginia, Maryland, and Pennsylvania along with others such as Albert Gallatin of Pennsylvania, the governor of Maryland, U.S. Representative Charles F. Mercer of Virginia, and Francis Scott Key made plans to organize public opinion and to petition Congress for the canal.²⁹ As described by engineer and scholar Robert J. Kapsch: “It was to be the supreme example of canal technology and efficiency, bigger and better than any canal yet built.... Above all it was to be a national canal, uniting the national capital with the western territories.”³⁰ Their efforts culminated on March 3, 1825, when President Monroe, on the last day of his term, signed the act confirming the charter of the Chesapeake and Ohio Canal Company.³¹

The Cost Proposal, 1826-1828

Thereafter, the Army Corps of Engineers, formed through the General Survey Act of 1824, surveyed a canal route along the river. This act had been the result of a second lesser-known *Report on Roads and Canals prepared by* Secretary of War John C. Calhoun in 1819. Calhoun realized that individual states would need federal help to fund and build an interconnecting national system of canals and railroads. To this end, he proposed that the Army Corps of Engineers be involved in developing and supervising construction of internal improvements as needed. While a first step in pointing the way to federal government sponsorship of roads and canals, this act was later repealed in 1838.³²

On October 23, 1826, the Army Corps of Engineers informed President Adams that it would cost \$22,275,428 to build the entire canal, a figure far exceeding expectations. After alarmed investors and politicians pressured the President for another survey, he appointed former Erie

²⁸ Shaw, *Canals for a Nation*, 4.

²⁹ Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal* (Fort Washington, PA: Eastern National, reprint 2005, originally published Baltimore: Johns Hopkins Press, 1946), 52-53.

³⁰ Kapsch, *Canals*, 37, 232.

³¹ Sanderlin, *The Great National Project*, 49.

³² Shaw, *Canals for a Nation*, 200-01; Texas State Historical Association, “Gulf Intracoastal Waterway,” *The Handbook of Texas Online*, <http://www.tshaonline.org/handbook/online/articles/rrg04>. The use of civil engineers in a time when few existed as provided for in this act, was an important aspect of the act in the early history of American civil engineering. Karen Gray, Headquarters Library Volunteer, C&O Canal National Historical Park, e-mail notes to author, May 21, 2013.

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Canal engineers, James Geddes and Nathan Roberts to the task. To the relief of many, the Geddes-Roberts survey estimated the cost to build the canal as far as Cumberland at \$4.5 million compared to the \$8,177,081 quoted by the Board Engineers for just this eastern section of the canal.³³ As for whether the *Army had over-engineered the project*, officers wrote: “*We were planning a work for the nation and it did not belong to us to curtail the cost in order to derive from the capital a greater interest...to the detriment of durability and conveyancy.*”³⁴

With an acceptable estimate in hand, the states of Maryland, Virginia, and Pennsylvania chartered the Chesapeake and Ohio Canal Company to build a navigable canal connecting the tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania. The canal company began operations in 1828 with a subscribed capital of about \$3.6 million. Of this sum, the federal government and the city of Washington both subscribed \$1 million each. Maryland subscribed \$500,000 and Georgetown and Alexandria in the District of Columbia subscribed \$250,000 each. Individual subscriptions came to \$607,400.³⁵ On July 4, 1828, a unique coincidence unfolded. That day, as President Adams turned the first spade full of earth at Little Falls, Maryland, for the C&O Canal, men in Baltimore drove the first “spike” for the Baltimore & Ohio Railroad. In the dawn of the railroad age, the rail line would link Baltimore with the west, and in so doing would permanently impact the C&O Canal’s fortunes.

³³ Sanderlin, *Great National Project*, 55-56, n. 40; C&O Canal Association, “Pre-Construction Surveys for the C&O Canal,” <http://www.candocanal.org/articles/construction.html>; U.S. Army Corps of Engineers, “Historical Vignette 070 – Early 19th Century Corps of Engineers Plans of the C&O Canal,” <http://www.usace.army.mil/About/History/HistoricalVignettes/CivilEngineering/070COCanal.aspx>.”

³⁴ U.S. Army Corps of Engineers, “Historical Vignette 070.” The Army referred to Geddes and Roberts as “gentlemen craftsmen, much admired but ignorant of formal engineering theory.” Ibid.

³⁵ Sanderlin, *Great National Project*, 57, n. 46, 47.

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Building the Canal: Three Years and 22 Miles

From the start, the canal company faced almost insurmountable obstacles in obtaining land and materials. Numerous landowners resisted the company's efforts to purchase the right-of-way. As a result, land costs rapidly escalated and court settlements depleted the company's funds. Suitable quality construction materials including lime, stone, and cement needed for the canal's masonry works were often scarce. Sandstone quarries which had operated in the Seneca vicinity since 1774 (Loading and Retaining Walls at Seneca Quarries (1830-1850), mile 23.10) supplied stone for a number of the canal's locks. Additional masonry became available with the discovery of limestone during the canal's construction in 1837 and the establishment in 1838 of the Shafer Cement Mill Property (Round Top Cement Mill, mile 127.40) near Hancock.³⁶

Besides escalating land costs and scarce building materials, the rural Potomac Valley's labor market lacked the vast numbers of men needed to perform arduous tasks. "At work," states historian Peter Way, "the canaller was a digging, clawing, tunnelling lock-building machine—a pumping and pulling piston." Fitting this bill, and hired by the canal company, were Irish laborers who, by the 1830s, dominated canal construction in America. Also hired were skilled stonemasons and masons from both Europe and the United States to produce the special quality of stonework needed for the canal.³⁷ Lastly, a protracted legal controversy, started in 1828 between the canal company and the B&O Railroad over the right-of-way between Point of Rocks and Harpers Ferry, impeded construction of both the canal and the railroad.

In November 1830, more than two years after President Adams broke ground for the canal, the first twenty miles of the canal from Little Falls to Seneca opened to navigation and in 1831 the canal from Little Falls to Georgetown was completed and watered. In this section, engineers and contractors designed and built 23 lift locks, a tide lock, Guard Lock No. 2, Inlet Lock 2 (mile 22.12), Dam 2, (mile 22.22), 13 lockhouses, feeder canals at Rocky Run and Great Falls, and

³⁶ National Park Service, *Chesapeake and Ohio Canal: A Guide to Chesapeake and Ohio Canal National Historical Park, Handbook 142* (Washington, D.C.: U.S. Department of the Interior, 1991) 21. The Potomac Mill, across the Potomac River in Shepherdstown, and outside the historic district boundary, became the first to provide cement to the canal.

³⁷ National Park Service, "American Labor History Theme Study," National Register of Historic Places, Multiple Property Documentation Form prepared by Eric Arnesen, Alan Derickson, James Green, Walter Licht, Marjorie Murphy, and Susan Cianci Salvatore, (Washington, DC: Department of the Interior, January 2003), 79-80, quoting from Peter Way, *Common Labour: Workers and the Digging of North American Canals 1780-1860* (New York: Cambridge University Press, 1993), 143; Shaw, *Canals for a Nation*, 104; National Park Service, *Chesapeake and Ohio Canal*, 24.

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Rock Creek Basin (mile 0.01A). Besides the canal structures, a number of bridges were built. Of the five stone bridges built in 1830 in Georgetown, only one period bridge, the High Street Bridge (mile 0.68, Wisconsin Avenue Bridge) retains most of its original masonry work. The remaining four bridges—Green Street (mile 0.42 at 29th Street), Washington Street (mile 0.49A, 30th Street Bridge), Jefferson Street (mile 0.57), and Congress Street (mile 0.59, 31st Street)—were replaced with iron spans in 1867 though the stone abutments remain. Subsequently, the Green Street and Congress Street bridges were replaced with concrete spans in the early 1900s and 1924 respectively. Two wood footbridges built at Market Street (mile 0.84) and Potomac Street (mile 0.80) were replaced in 1870 and 1890 respectively with steel spans.

A Decade of Construction, 1832-1842

The battle between the C&O Canal and the B&O Railroad over the contested right-of-way at Point of Rocks came to an end in 1832. In January, the Maryland Court of Appeals confirmed the canal company's claim to the right-of-way. Thereafter, an 1833 Maryland Legislature Act stipulated that the "B&O shall not occupy the Maryland shore above Harpers Fy," thus banishing the railroad to the West Virginia side of the Potomac River.³⁸ With unrestricted construction possible in the summer of 1832 the canal board pressed to complete the waterway between Point of Rocks and Harpers Ferry, but significant problems lay ahead. The canal company was running short on time and money. The five years the charter allowed to complete the first 100 miles would expire in 1833, and the company's financial resources were nearing depletion.³⁹ Any chance of further aid from the U.S. government had disappeared with the 1828 election of Andrew Jackson and a shift away from federal support of public works. Overall, increased costs of labor, materials, and land during the inflationary period of the later 1820s and 1830s caused construction expenses to rise sharply and far exceed the original estimates. The state of Maryland came to the rescue of the financially troubled company more than once. In the mid-1830s, after purchasing over \$5 million more in stock, Maryland became the canal's majority stockholder.⁴⁰

³⁸ Maryland Legislature Act, Chapter 291, passed Mar. 22, 1833, "An act to provide for the continuation of the Baltimore and Ohio Rail Road to Harper's Ferry, and for other purposes." The act forced the C&O and the B&O to either compromise on a route or receive no further state assistance. The companies executed the compromise on May 7 to 9, 1833. Contributed by Gray, emails to author, May 22 and June 24, 2014.

³⁹ National Park Service, *Chesapeake and Ohio Canal*, 28.

⁴⁰ Sanderlin, *Great National Project*, 138.

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In 1832, the C&O Canal extended its waterway, known as the Washington Branch, to the Washington City Canal, a 2¼-mile waterway the city had built to connect the Potomac and Anacostia Rivers. Opened in November 1815, the city canal operated poorly and became derelict. The city expressed interest in restoring its canal after the C&O Canal began operating in 1830. To connect with the city canal, the C&O canal company built its branch to a city-built basin at Tiber Creek and in 1837 constructed a lockhouse at Tidelock B. Unfortunately, the city once again failed to reap great benefits from its waterway route and trading on the canal virtually ended after 1855. On August 15, 1876, the C&O canal company leased the lockhouse where it remains today at 17th Street and Constitution Avenue.⁴¹

In August 1832, another unexpected misfortune hit the canal line. Asiatic cholera struck the area between Harpers Ferry and Williamsport, killing many laborers and leading others to panic and flee. By the time the outbreak waned in early winter, westward progress on the waterway had almost come to a halt.⁴² In 1833 the canal reached Harpers Ferry, and in 1834, two years after the court battle with the railroad ended, about 100 miles of canal were completed, and 85 miles remained to reach Cumberland. Ronald E. Shaw elegantly describes the rugged terrain the canal passed through, noting the need for three major aqueducts to cross the Seneca, Monocacy, and Antietam Creeks:

From tidewater to Georgetown, the canal passed the pioneer works of the Potomac Company at Little Falls and Great Falls, where the river flowed beneath high bluffs in a wild, rocky terrain. At Great Falls seven locks were clustered in a little more than a mile near the point where the impressive Cabin John Bridge would be built between 1859 and 1863. Just above the locks the first aqueduct was built at Seneca River, and in 1831 it became the first terminus of the canal. Two years later, the canal crossed the Monocacy River on the beautiful Monocacy Aqueduct and then was crowded by the high banks of the Potomac at Point of Rock, forty-eight miles above Georgetown. At Harper's Ferry the canal passed beneath the high cliffs where the Potomac and the Shenandoah rivers break through the Blue Ridge. Above Harper's Ferry, the canal crossed Antietam Creek on an aqueduct and used a short slackwater navigation behind a river dam to reach Williamsport in 1834.⁴³

⁴¹ Ibid., chap 8., 177-179, n. 57; National Park Service, "Historic Structures Report: The Lockhouses," prepared by Harlan D. Unrau (Denver Service Center, May 1978), 15, 25.

⁴² National Park Service, *Chesapeake and Ohio Canal*, 28-9.

⁴³ Shaw, *Canals for a Nation*, 104. There are actually six lift locks at Great Falls. Shaw may have confused this area with the "Seven Locks" in the Cabin John area. Gray, email notes to author, May 21, 2013.

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After reaching the 100-mile point, more construction delays came from labor unrest among the predominantly Irish workers. In addition to performing backbreaking tasks, they faced irregular earnings, dangerous work in extreme weather conditions, dishonest management, and unsanitary makeshift work camps. Between 1834 and 1840, the canal company experienced at least ten substantial disturbances and virtually constant labor unrest requiring intervention by the state militia five times and federal troops once. Such disturbances were common among canal workers overall. "Workers rioted and struck virtually everywhere canals were dug," Way writes, "with a regularity that made the industry perhaps the most significant source of collective action among labourers in this period."⁴⁴

Beyond labor, the company dealt with the extreme frustrations of building the canal through a mountain. In 1836, engineers who confronted the Potomac's Paw Paw Bends decided to tunnel through a mountain to avoid five additional miles along a meandering cliff-lined river route. The resulting 3,118-foot Paw Paw Tunnel (mile 155.70) is recognized as the canal's greatest engineering achievement. Scheduled to be completed in two years, a lack of funds and subsequent abandoned contracts delayed completion until 1848 and construction costs exceeded the tunnel's budget by 300 percent.⁴⁵

In April 1839 the waterway extended 135 miles from Washington as far as Dam No. 6 above Hancock.⁴⁶ In a decade of construction, contractors built a number of resources including 9 lift locks and 20 lockhouses. Tide Lock B was in operation along with Guard Lock Nos. 3 through 6, and river locks at Edward's Ferry (Goose Creek River Lock, mile 30.64), Shenandoah (mile 60.62), and Shepherdstown (mile 72.65). Aqueducts conveyed boats over creeks at Seneca, Monocacy, Catoctin, Antietam, Conococheague, Licking Creek, and Tonoloway. Dam Nos. 4 to 6 (miles 84.40, 106.70, and 134.06 respectively), all of the canal's eight stop gates, the Tuscarora Feeder (mile 45.10, nonexistent), and Broad Run Trunk (mile 31.94) had all been completed.

Construction Delays, 1842-1847

Construction had come to a halt by the summer of 1842 and did not resume until late 1845 when minimal construction began once more and for the next five years progressed slowly and

⁴⁴ National Park Service, "American Labor History Theme Study," 79-81. Canal construction required a larger number of workers than almost any other economic enterprise in the early Republic. *Ibid.*, 79.

⁴⁵ National Park Service, *Chesapeake and Ohio Canal*, 29.

⁴⁶ Gray, email to author, May 21, 2013.

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inconsistently.⁴⁷ The canal company had missed the 12-year charter-imposed time limit to complete the canal's eastern section. A foreboding realization set in as the B&O reached Cumberland in 1842. "The frontier had moved far to the west," explains historian Walter Sanderlin, "and other established transportation lines were carrying the trade of the Ohio valley. Almost all hope for the construction of the western section had been abandoned." The company had also depleted its immediate resources. Financially, by 1842, the state of Maryland had expended over \$10,000,000 to build the canal, and as a result, had taken over sole control of the company's affairs from the federal government and the District cities.⁴⁸ An act of 1844 raised money for the canal, almost \$2 million in new bonds, and also waived states liens.⁴⁹

Completion to Cumberland, 1848-1850

With funding in hand in April 1848, the company's board contemplated the remaining work. Between Dam No. 6 and Cumberland, the company needed to continue or start "16 locks, 1 dam, 3 aqueducts, 23 culverts, 10 waste weirs, 8 road bridges and ferries, 17 lockhouses and 2 stop gates." Facing pressure to finish, the board expedited construction and reduced costs, directing that one lockhouse be built "at as low a rate as practicable," and Locks 68 to 71 be built on the composite plan (built with more than one material). Other substitute construction materials could be used as approved, and in some cases, structures were completely excluded.⁵⁰ Amongst the completed resources were Lock Nos. 54, 56, 58, 59-66, 67-71; lockhouses; aqueducts at Sideling Hill, Fifteen Mile, Town Creek, and Evitts Creek; and Dam 8. Canal basins were created below Wills Creek at Cumberland where wharves and warehouses would be built to facilitate canal trade.

On October 10, 1850, boats could pass the canal's entire length from Cumberland to Georgetown. To Cumberland the waterway had cost slightly more than \$11 million, making it one of the most expensive canals built.⁵¹ Seventy-four lift locks raised the level of the canal from tidewater at Georgetown to 605 feet at Cumberland, 184.5 miles away. On November 27, 1850, the board of directors ordered the short obelisk monument commemorating the completion

⁴⁷ Gray, email to Ahna Wilson, May 8, 2014.

⁴⁸ National Park Service, *Chesapeake and Ohio Canal*, 29. This amount included incidental expenses.

⁴⁹ Shaw, *Canals for a Nation*, 107.

⁵⁰ National Park Service, "Historic Resource Study: Chesapeake and Ohio Canal," prepared by Harlan D. Unrau, special report on file at the Chesapeake & Ohio Canal National Historical Park, Hagerstown, MD, August 2007, 222, 223.

⁵¹ The canal cost \$60,000 a mile, two to three times that of most canals. Taylor, *Transportation Revolution*, 53.

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of the canal that stands today in Georgetown (mile 0.68A). Even so, the C&O Canal Company did not completely relinquish its dream to build westward to the Ohio, a plan that directly impacted canal policy until at least 1876.⁵²

⁵² Sanderlin, *Great National Project*, 167.

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CRITERION C: ENGINEERING AN ARTIFICIAL WATERWAY, 1828-1850⁵³

The C&O Canal, entirely contained within the historic district, survives as the longest contiguous prism of any navigable canal built in America in the first half of the 19th century. The magnitude of its engineering achievement is demonstrated by its 184.5-mile length along with 74 lift locks that accommodate a rise of 605 feet, 11 stone aqueducts spanning major Potomac tributaries, 7 dams that supply water to the canal, hundreds of culverts carrying roads and streams beneath the canal, and a 3,118-foot hand-dug tunnel carrying the canal through a large shale rock formation. Under the area of Engineering, the canal is nationally significant for its initial period of construction (1826-1850) and for the addition of the Georgetown Incline Plane in 1876. Resources built by the canal company as part of the engineered waterway operation illustrate a well preserved example of American 19th century canal-building technology. (For detailed information on the canal's resources, see the 1979 NR nomination.)

Canal historian Ronald Shaw describes canals as “audacious achievements of engineering and construction, often in nearly impossible terrain.”⁵⁴ The C&O Canal is no exception to this statement. The changing landscape through which the river passes posed a variety of problems for its builders. On the river's broad floodplain between White's Ferry and Seneca, construction was relatively easy. But for much of its length the river flowed through a narrow steep-walled valley, especially in the gaps at Harpers Ferry and Point of Rocks, where workers had to blast out rock to create a ledge for the canal. At Great Falls and Mather Gorge, the canal ran along a cliff at a dizzying height above the river.

C&O Canal builders had to overcome a 605-foot change in elevation over the 184.5 miles between the canal's termini at tidewater in Georgetown to the base of the Allegheny Mountains at Cumberland. Some 160 functioning culverts testify to the myriad of streams, drainages, or roads that passed under the canal. Twelve aqueducts (including the wooden Broad Run Trunk, mile 31.94) carried the canal over rivers and streams that were too big for culverts to handle. All such negotiations of terrain and obstacles by canal boats had to be accomplished by level sections of water—hence the term “flatwater route.” In effect, the canal is a linear succession of level ponds of varying lengths built step-like in tiers across the landscape.

⁵³ This section is primarily excerpted from National Park Service, *Chesapeake and Ohio Canal*, Part 2; and supplemented with review comments from Gray, e-mail message to author, May 21, 2013.

⁵⁴ Shaw, *Canal for a Nation*, preface.

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The canal was carefully designed to maintain a 2-3-mph current—reducing water resistance—and a depth of 6 feet. To sustain these conditions over 185 miles through widely varying terrain required a finely coordinated hydraulic system. A series of feeder dams (multiple dams and inlet locks) impounded the river water to supply the canal, while the guard locks controlled the amount of water entering the system. Water backing up at lift locks was routed around them through bypass flumes. When the flumes were inadequate, lockkeepers could drain excess water to the river through wasteweirs. If heavy flooding threatened the canal, stop gates and guard locks could divert the water back to the river. In the event of a break in the canal embankment, the stop gate above it could be closed to confine the loss of water to that section.

The C&O Canal used 74 lift locks to step boats up from Georgetown to Cumberland. Each lock lifted the boats an average of 8 feet. Because the land is sometimes level and sometimes falls off sharply, the distance between locks varies widely: 14 miles separate locks 50 and 51, while the six locks at Great Falls span less than a mile. Whatever the distance, the canal had to be absolutely level between the locks. Water in the canal did not flow downward like a river, some sections of which flow rapidly and others more slowly. Rather it maintained a slow flow, except at the inlets and when released from a lock or falling from the downstream end of bypass flumes.

In three places where the Potomac has cut only the narrowest of passages through the mountains or hills, not enough space existed to place the canal. Such situations gave rise to two slackwater navigations (known as Big and Little Slackwater) and the Paw Paw Tunnel (mile 155.70). At slackwater navigations, boatmen had to take their boats out of the quiet canal and into the Potomac River where slackwater pools were created behind dams for a distance before locking back in where the canal continued upstream or downstream. At the Paw Paw Bends area between Hancock and Cumberland the canal's engineers opted to tunnel 3,118 feet through a ridge rather than follow tortuous river meanders that would entail some 5 additional miles of canal construction but gain less than a mile of westward progress. As Kapsch assesses: "The Paw Paw Tunnel represents several engineering accomplishments. First is the boring of the tunnel itself. Second is the construction of the brick liner within the tunnel, as much as seven courses thick and containing millions of bricks. Third is the excavation through rock of the open cuts at both ends of the tunnel."⁵⁵

⁵⁵ Kapsch, *Canals*, 282.

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The C&O's stone aqueducts carried the canal across major tributaries that drain into the river along the canal's route. The Monocacy Aqueduct (mile 42.19) is the largest of the eleven aqueducts erected along the C&O Canal. Historians often described it "as one of the finest canal features in the United States."⁵⁶ The Catoctin Aqueduct (mile 51.53), which collapsed in 1972, was restored in 2011. The 110-foot Tonoloway Creek Aqueduct (mile 122.92) and the 110-foot Sideling Hill Creek Aqueduct (mile 136.56) are unusual for being asymmetrical.

One of the most hailed resources of the canal, the Georgetown Incline Plane, was completed in 1876 to eliminate long backups at the four Georgetown locks for boats heading to the river. The structure, destroyed in the 1889 flood and today a ruin (mile 2.26), expediently transferred boats from the canal to the Potomac River above Georgetown and was the most sophisticated piece of engineering on the canal. Recognition of this engineering achievement extended to Europe where the incline, together with the caissons for the Brooklyn Bridge tower piers, represented the best of American engineering at the Paris Exposition of 1878.⁵⁷

⁵⁶ National Park Service, "Chesapeake & Ohio Canal: Monocacy Aqueduct,"
<http://www.nps.gov/choh/historyculture/themonocacyaqueduct.htm>.

⁵⁷ Harold Skramstad, "The Georgetown Incline," *Technology & Culture* Vol. 10, No. 4 (Oct. 1969), pp. 549-560. C&O Canal Association, "The Georgetown Canal Incline: Its Ups and Downs," *Articles - C&O Canal Association*, www.candocanal.org/articles/incline.html. Skramstad relates how European engineers were very interested in the design of the incline. Because canal transportation was still a major means of commercial transportation in Europe, much attention was paid to the engineering solution applied at the C&O Canal. Technical journals there published articles and plans, including the influential engineering journal *Zeitschrift für Bauwesen*. The Georgetown Incline was also discussed in M. Joseph Hirsch's classic work on inclines, *Notice sur les éleveurs et plans inclinés pour canaux*, published in Paris in 1881.

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CRITERION C: ARCHITECTURE ALONG THE CANAL, 1828-1940

A majority of the resources along the canal that date from the mid-18th to mid-20th centuries reflect vernacular architecture prevalent in the region. In form and material, these resources convey the economic and cultural history of the waterway and the surrounding Potomac Valley. Lockhouses reflect regional vernacular house forms and local materials adapted to a standardized plan and also exemplify the type and quality of dwellings built during the construction of the canal. Twenty-six of the original 74 lockhouses built on the C&O Canal between 1829 and 1870 are extant making them significant as one of the largest collections of this building type in the nation. In addition, 18 lockhouses built from 1829 to the 1830s outstandingly represent the early form of lockhouses.⁵⁸ Other resources prevalent along the canal represent local 19th century traditional housing and farmstead architecture of the mid-Maryland region as well as farm-related buildings associated with early 20th century farming practices.

Lockhouses

According to scholar and engineer Robert J. Kapsch, the design of lockhouses most likely originated on the pioneering Erie Canal. Engineers who had worked on the Erie then took the lockhouse design south to other canals where local and regional building types dictated their form.⁵⁹ Kapsch describes the early form of a lockhouse as:

a modest one-and-a-half-story symmetrical masonry block facing the lock. These lockhouses were usually built to a standard design, with a centrally located entrance, a central chimney, and small windows. There is no particular operational reason for a lockhouse's standard design, except perhaps for windows in gables, which gave a view of approaching boats up and down the canal. Most commonly, lockhouses were of wood-frame construction and reflected regional architectural influences.⁶⁰

⁵⁸ Major canals built in Maryland prior to the end of the canal building era in 1860 include the Susquehanna & Tidewater Canal and the Chesapeake & Delaware Canal. Only a lockhouse on the Susquehanna & Tidewater Canal is extant and listed on the National Register.

⁵⁹ Kapsch, *Canals*, 35, 124. Thomas Hahn, writing on the C&O's lockhouses, also speculates that the design may have been based on that used on the Erie Canal or from lockhouses built in Britain, and he concurs that the canal engineer most likely selected the design for each lockhouse based on the architecture of the area. Thomas Swiftwater Hahn, "The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers," vol. 3 (West Virginia University: Institute for the History of Technology & Industrial Archeology, 1996), 1.

⁶⁰ Kapsch, *Canals*, 124.

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Like the lockhouses on the Erie Canal, the C&O Canal lockhouses were built on a simple rectangular plan according to detailed specifications prepared by the canal company for the construction of its lockhouses in 1829 and 1836. Eighteen lockhouses dating from 1829 to the 1830s on the lower end of the canal reflect this early form. These symmetrical, 1½-story buildings of stone or brick are three bays wide and feature a full basement, side gable roofs with dormers, and either center or end chimneys.

The lockhouses of the 1848 and 1850 period show evidence of necessary economy as the financial condition of the canal company grew progressively worse. To cut costs the lockhouses toward the upper end of the canal were built of cheaper wood and log construction rather than masonry. This construction is seen in the 2-story, wood-frame Lockhouses #44 (1850, mile 99.32A) and #56 (1849-1850, mile 136.20). Two-story log buildings are represented by Lockhouses 72 (post 1850, mile 174.75) and 75 (1859, mile 175.61).⁶¹

Dwellings & Farmsteads

The district's collection of mid- to late 19th century dwellings and farmsteads reflects the vernacular style of the period preferred by the range of people and businesses along the canal. The modest wooden I-house is reflective of people working on the canal. The comparatively large scale two-story Section Houses built by the canal company for canal workers is another category of dwelling easily recognizable in the district. Two such houses (miles 62.44B and 156.16), built between 1840 and 1850, are frame, 3-bays wide, two-story, with a hipped roof.

With regard to domestic agricultural resources, Paula S. Reed's *Tillers of the Soil: A History of Agriculture in Mid-Maryland* states that "[f]armhouses from the eighteenth through the mid-twentieth century exhibit great variety in mid-Maryland, yet all are readily identifiable to the region."⁶² (The mid-Maryland region includes the counties of Frederick and Washington that border the canal.) Stone used in early period farmhouses is reflected in the Dellinger House (mid-18th century, mile 89.50A). Later traditional farmstead architecture includes brick farmhouses common from the 1820 to 1900 period such as the Christian Smith House (1835-1850, mile 62.50). It features the typical characteristics of 3-bays, side gables, a front porch, and

⁶¹ Two lockhouses, #7 and #9/10 are 1930s Civilian Conservation Corps restoration/rehab projects. Lockhouses 68, 70, and 71 are 2-story, wood-frame, early 20th century replacements.

⁶² Paula S. Reed, *Tillers of the Soil: A History of Agriculture in Mid-Maryland*, ed. Dean Herrin and Barbara Powell (Frederick, MD: Catoctin Center for Regional Studies, 2011), 78.

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the variation of an L-extension to the rear. Some of the district's farmhouses also retain ancillary buildings such as the John Blackford House (1800-1839, mile 72.77B) with its 1900 outbuilding, poultry house, privy, shed, stable and hog pen. The Blackford Property (mile 72.77) is another example of an outstanding grouping of outbuildings that date to 1900. Other late 19th century farm-related buildings reflecting the vernacular forms of the region and period include the Bussard Barn (1875, mile 69.33B), Adams Barn (mid-19th century, mile 70.02), Dellinger Barn (1850, mile 89.50B), Costlow Barn (ca. 1870, mile 109.10A), and the Moore House Fruit Cellar (1870, mile 166.56C).

Beginning in the early 20th century, resources in the district reflect a new phase of agricultural building activity. Gabrielle M. Lanier and Bernard L. Herman identify 1900 to 1940 as a third phase of farmstead architecture in the mid-Atlantic region, one largely influenced by the introduction of engine-powered machinery, rural electrification, and hygienic standards primarily associated with milk production.⁶³ Perry Carpenter Wheelock's study "Farming along the Chesapeake and Ohio Canal, 1828-1971," associates this third period with the continued heritage of agriculture in the Potomac River Valley.⁶⁴

With new farming practices, changes in the appearance and design of farm buildings took two directions. Small-scale farmers adapted existing buildings to modern practices and large-scale farmers expanded barns by adding buildings to them. In addition, farmers constructed new types and styles of farm buildings such as bank barns, crib barns, and wagon sheds. Silos became commonplace in the 1920s for grain and feed storage. Dairy barn design and the use of easily cleaned building materials reflect the critical issue of health and hygiene and the production of pasteurized milk in the 1920s.⁶⁵

Within the district, an example of the bank barn is the large 2-story Larkin Barn in Allegany County (mile 156.45). That barn is characterized by its concrete foundation, a metal gable roof, board-and-batten siding and a bank grade that allows drive-in access to its upper level. Another barn in the district illustrates the introduction of tractors over wagons. The 2-story Buckley Barn (mile 170.80) in Allegany County sits on poured concrete posts, has a metal roof, and features

⁶³ Gabrielle M. Lanier and Bernard L. Herman, *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes* (Baltimore: Johns Hopkins University Press, 1997), 179.

⁶⁴ New farming practices decreased the number of farms within Washington and Allegany counties and slightly increased those in Frederick County. Wheelock, "Farming along the Chesapeake and Ohio Canal," 29.

⁶⁵ Lanier, *Everyday Architecture*, 179, 220-21.

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seven bays. Its middle bay, which is larger than the flanking bays, functions as a drive-through opening.

Two dairy farms, the Chick Farm (mile 42.50) in Frederick County and the Stottlemeyer Farm (mile 69.20) in Washington County, depict early 20th century farm plans and buildings. Starting in the mid-1920s, the Chick family leased the Chick Farm when Frederick County led the state in wheat, hay, milk, and livestock production. Here Wheelock describes how “the layout and organization of the Chick farm illustrates, on a smaller scale, an emphasis on the same type of production.”⁶⁶ Along with its mid-19th century house, the property contains a dairy barn, milk house, wagon shed/corn crib and other small outbuildings. The Stottlemeyer Farm reflects another common farm plan whereby the residence (located outside the district) is across the road from the farm courtyard. “Farm planners,” Lanier and Herman describe, “commonly grouped these other buildings (wagon barns, corn cribs, workshops and hog houses) into secondary courtyards defined by their relationship to the barn rather than to the house.”⁶⁷ The farm’s collection of outbuildings includes a rusticated concrete block building, dairy barn, silo, garage, corn crib, a decorative well.

⁶⁶ Wheelock, “Farming Along the Chesapeake and Ohio Canal,” 115.

⁶⁷ Lanier, *Everyday Architecture*, 223-24.

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**CRITERION A: ANTEBELLUM COMMERCE, INDUSTRY, AGRICULTURE, &
COMMUNITY DEVELOPMENT ALONG THE CANAL, 1830-1860**

Stopping short of its intended terminus at the Allegheny Mountains,⁶⁸ the canal nonetheless became a vital mid-19th century regional transportation line in Western Maryland and the Potomac Valley where it spurred regional economic growth and commercial development. Throughout the canal's twenty-two year construction period, its arrival influenced the economies of a port city and turned canal-side towns into prosperous ports of call. Small towns along its banks in Western Maryland grew through trade opportunities and the revenue boatmen brought to the town merchants. Individuals such as farmers, coal mine owners and large industrial shippers could access cheap transportation to markets. Yet, even while communities, industry, and individuals flourished, the same could not be said for the canal itself. In its first full decade of operation between 1850 and 1860, the canal's revenues suffered from an inconsistent agricultural market, sporadic flooding, and the omnipresent B&O Railroad. The canal itself is significant at the state level in the areas of commerce and community development as a major stimulant to area economies.

The Construction Years, 1830-1850⁶⁹

From its starting point in Georgetown to its end point in Cumberland, the canal, sometimes in concert with the railroad, brought varying levels of economic development to towns located on its waterway. After the canal's first section opened in Georgetown, that city experienced a trade revival in wheat, flour, and other agricultural produce. Thereafter, during its decade of construction between 1832 and 1842, the canal passed through a number of communities. At Point of Rocks, the right-of-way battleground between the railroad and the canal, the local economy prospered both before the conflict resolution—when the town served as the western terminus for the railroad—and afterwards when the canal opened at Dam 3 north of Point of Rocks and served both transportation lines. The town's transportation-related economy declined when the canal continued on to Dam No. 4 and the railroad proceeded on to Harpers Ferry. Likewise, the economies of Brunswick and Knoxville received temporary boosts with the initial arrival of the canal and railroad.

⁶⁸ More precisely, the canal passes through many Allegheny ridges but stops before the Allegheny Front and the Allegheny Plateau. Gray, e-mail message to author, May 23, 2013.

⁶⁹ National Park Service, "Historic Resource Study," 664-75, passim.

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Thereafter, the canal reached the village of Sandy Hook and the towns of Harpers Ferry and Shepherdstown. Two canal-related factors enhanced the development of Sandy Hook which in 1830 had only two houses. Its location near the 1833 canal-built Shenandoah River Lock (Ruins, mile 60.62) made it possible for boats to transfer between the canal and the Potomac River. In addition, the company's selection of Sandy Hook as the location of its maintenance complex established the town as an employment center where a sizeable workforce to produced articles for use on the waterway. Sandy Hook's growth also hinged on the railroad's decision to locate an engine house, repair building and ticket office in the area (B&O RR Associated Ruins at Miles 59.83 and 59.90, Foundations). At Harpers Ferry, both the canal and railroad spurred growth when they arrived in 1833 and 1834 respectively. Both enhanced the town's status as an early trade depot at the mouth of the Shenandoah River. The dwelling by Lock 33 (mile 60.62A) benefited from both transportation modes when it became the lockkeeper's house and a store/saloon (Maryland Heights, Bldg. #80, mile 60.62). The canal continued on to Shepherdstown near Dam 4 (mile 84.40) in 1834, enriching that town's trade from the Potomac Mills (also known as Boteler's Cement Mill on the West Virginia side of the river) and flour mills.

In April 1835, the canal reached Williamsport, making it a bustling canal town. Because the B&O's track lay on the Virginia side of the river at this point, industries and surrounding farms on the Maryland side of the river shipped their products to Georgetown and Alexandria via the Williamsport Basin (mile 99.73). Here Williamsport connected Hagerstown to the Cumberland Valley. The same scenario was not repeated in Hancock when the canal arrived four years later and the railroad had already sped westward. Nonetheless, the town became a center for local trade into the 1880s and benefited from trade generated by both the nearby Round Top Cement Company (Shafter Cement Mines, mile 127.40) and canal-related businesses.

The last phase of canal construction between 1848 and 1850 gave rise to the town canal historian Walter Sanderlin described as "the greatest accomplishment of the Potomac Trade Route."⁷⁰ The canal's arrival in 1850 at Cumberland, Maryland, its western terminus, cemented that town's status as a major east-west commercial hub first established when the National Road (known then as the Cumberland Road) passed through in 1811 and then the railroad in 1842.

⁷⁰ Sanderlin, *Great National Project*, 166-67

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Cumberland's economy would be heavily influenced by trade from the surrounding coal mines and canal-related businesses in the community.

During its 22-year construction period the canal was heavily dependent on the agricultural production of the Potomac Valley for the trade goods that descended the waterway from Washington, Frederick, and Montgomery Counties. Other prominent goods included lumber, lime, stone and some coal. The trade reflected a region of middle-sized farms, the spread of industry within a landscape that remained largely rural, and the region's prominence in manufacturing, farming, and agricultural processing. Some mills built before the canal, took advantage of the fall of streams down the Potomac's bluffs. But the canal made it possible for mills and other industries to enter into long-distance trade. Using canal boats, products could be cheaply shipped down to Georgetown or Alexandria, loaded on ships, and sent to Baltimore or Europe. Remains of this history are evidenced at places along the canal such as the 1845 Brunswick Mill and Elevator Ruins (mile 54.95A), the Loading and Retaining Walls at Seneca Quarries (mile 23.10), the Loading and Retaining Walls at Mile 23.65, the 1834 Weverton [manufacturing] Ruins (mile 57.86), and the circa-1850 Granary and Wharf Ruins near Lock 25 (mile 30.78). The 1840 Noland's Ferry Bridge Piers (mile 44.58) reflects the desire by Virginia farmers to market their produce in Baltimore. Although not originally planned by the Canal Company, complaints by the farmers convinced the company to build a bridge to access the Ferry landing.⁷¹ Beyond agricultural and industrial enterprises, local retail businesses also benefited from a place on the canal. One example, the circa-1850 Jarboe's Store (ruins, mile 30.84D), opened at Lock 25 near Edwards Ferry and operated until 1906.

The First Decade, 1850-1860

Canal officials and Potomac Valley residents eagerly awaited the economic prosperity the long awaited canal would bring. However, their expectations fell short. Rains, navigation issues, and competition from the B&O Railroad produced an irregular rate of trade. Floods damaged dams, created obstructions, and washed out sections of canal. At times, rock slides in the deep cut below the Paw Paw Tunnel temporarily closed the canal. The B&O's competitive shipping rates, along with a canal boat shortage, produced coal shipments below expectations during the early

⁷¹ Shortly after the construction of the bridge, a rash of robberies caused the commercial disuse of this river crossing.

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1850s. Mid-1850s summer droughts devastated wheat, corn and grain production in the Potomac Valley.⁷²

In the first decade after the entire canal opened, the canal board tried to stimulate commerce in the Georgetown area. To improve shipping facilities, the canal company had reoriented the towpath between present day 34th and 37th Streets from the southern to the northern side of the canal. This freed up the lower bank for new unloading facilities such as basins, wharves and railway chutes that connected directly with the riverfront.⁷³ In late spring of 1856, the canal company built a new towpath bridge (Towpath Crossover Bridge Ramp, Ruin, mile 1.09) across the canal above the Alexandria Aqueduct (mile 1.07) over which the mules and drivers could pass from the upper to the lower towpath. The Alexandria Aqueduct (Abutments, mile 1.07), part of the seven-mile Alexandria Canal completed in 1843, became a major terminus of the C&O Canal. Many boats headed for Alexandria's wharfs for the city's deep-water port that could handle trans-Atlantic vessels unlike Georgetown wharfs that only served boats plying the coastal and tidal waters of the Eastern seaboard.⁷⁴

Despite improvements at Georgetown and access to deep-water ports, canal trade suffered on the eve of war. Canal closures in 1860, partially caused by flooding and repair work, made for an unprofitable year. The beginning of the canal season in March 1861 held only brief hopes as a destructive April flood damaged portions of the canal. As restoration efforts got underway, Virginia succeeded from the Union and canal company officials apprehensively faced the approaching conflict.⁷⁵

⁷² National Park Service, "Historic Resource Study," 464, 466, 467; National Park Service, "Farming Along the Chesapeake and Ohio Canal," 19. Farmed acreage in 1850, when the canal reached Cumberland, was 42 percent in Allegany County and 80 percent in both Frederick and Washington counties. Ibid.

⁷³ National Park Service, "Historic Resource Study," 469.

⁷⁴ Gray, e-mail message to author, May 21, 2013.

⁷⁵ National Park Service, "Historic Resource Study," 709.

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**CRITERION A – ETHNIC HERITAGE: A PATH TO FREEDOM ON THE C&O
CANAL, 1828-1860⁷⁶**

Between 1828 and 1860 the C&O Canal aided fugitive slaves seeking freedom as part of the Underground Railroad movement. Along the canal's northerly route, runaways could follow the towpath to Hancock in Western Maryland, where the canal came within three miles of Pennsylvania, a free state. Here established African-American border communities welcomed freedom seekers and served as way stations for those continuing north. In addition, runaway slaves posing as free could finance their escape by gaining employment on the labor intensive canal. The canal prism and towpath are significant at the state level for their association with the Underground Railroad as an effective anti-slavery device.

As a border state, Maryland was known as "the middle ground," with both slaves and a growing free black population. In 1790, Maryland's slave population accounted for one-third of the population but fell to one-sixth by 1850. Its free black population more than quadrupled between 1790 and 1810, making Maryland the state with the largest free black population in the country. The ratio of free to slave rose steadily until free blacks were as numerous as slaves by the time of the Civil War. This ratio developed as agriculture in Maryland changed from tobacco, an almost year round slave-labor intensive commodity, to cereal crops that needed a large work force just for harvest. Rather than maintaining a large slave labor force, owners found it more economically feasible to hire help during harvest time.⁷⁷

By southern standards, Maryland slave codes were considered moderate. Both free blacks and slaves could hire out their services. Slavery was abolished earlier in the District than Maryland when President Lincoln signed a law on April 16, 1862, that financially compensated slave owners in the District for their slaves. Because slaves in Maryland and the District lived in close relation to free blacks, the two groups had frequent contact with one another.⁷⁸ This fraternization helped spread the information and aid slaves needed to escape and when combined with Maryland's location next to Pennsylvania, made Maryland a harbor for highly secretive Underground Railroad activity.

⁷⁶ This section is based on the National Park Service, "Application to Nominate the Chesapeake and Ohio (C&O) Canal National Historic Park for the National Underground Railroad Network to Freedom," National Underground Railroad Network to Freedom, draft July 13, 2013. Sections of this documentation are reused here.

⁷⁷ Barbara Fields, *Slavery and Freedom on the Middle Ground: Maryland during the Nineteenth Century* (New Haven: Yale University Press, 1987), xii, 1, 5.

⁷⁸ Fields, *Slavery and Freedom*, 30.

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Slaves who worked on the canal were leased or hired out from their owners to contractors.⁷⁹ Thus, slave owners could receive payment for lending out their surplus slaves, while contractors usually paid less for slaves than they paid for free labor.⁸⁰ Hired-out slaves could come into “undesirable” association with free blacks and learn how to escape via the canal to Pennsylvania.

With a pass or written permission from their masters or a person of authority, slaves in Maryland were able to travel without their masters. Free blacks had to have “free papers” or legal documents that said they were free. Borrowing passes and free papers allowed many slaves the opportunity to escape. Frederick Douglass, an escaped slave from Maryland who became a famous abolitionist, describes this process:

It was the custom in the State of Maryland to require the free colored people to have what were called free papers. These instruments they were required to renew very often and by charging a fee for this writing, considerable sums from time to time were collected by the State. In these papers the name, age, color, height, and form of the freeman were described, together with any scars or other marks upon his person which could assist in his identification. This device in some measure defeated itself—since more than one man could be found to answer the same general description. Hence many slaves could escape by personating the owner of one set of papers; and this was often done as follows: A slave, nearly or sufficiently answering the description set forth in the papers, would borrow or hire them till by means of them he could escape to a free State, and then, by mail or otherwise, would return them to the owner.⁸¹

These passes or papers were sometimes mentioned in runaway slave advertisements in local newspapers that describe the canal as a possible destination and escape route for runaways:

- 1830 – William Forrester, “When last heard of he was shaping his course towards Washington, where he has a free sister, where he may now be, or perhaps lurking on the Rail Road or Canal.” *Washington Daily National Intelligencer*, 1830/05/22, ad by Wm. M. Bower (Near Upper Marlboro, Prince George’s County).
- 1833 and 1834 – Daniel Snowden, “Ran away from where he was at work on the canal, above Georgetown.... It is feared he has procured papers, and will attempt to pass to the

⁷⁹ Timothy R. Snyder, “The Chesapeake and Ohio Canal and the Underground Railroad,” C&O Canal Association, <http://www.candocanal.org/articles/civwr12.html>.

⁸⁰ Clement Eaton, “Slave-Hiring in the Upper South: A Step toward Freedom,” *The Mississippi Valley Historical Review* 46, No. 4 (1960), 663.

⁸¹ Frederick Douglass, “My Escape from Slavery,” *The Century Illustrated Magazine* 23, n.s. 1 (1881), 125-31.

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Northern States as free.” *Washington Daily National Intelligencer*, 1830/9/30 and 1834/12/12, ad by Elizabeth H. McPherson (Washington City).

- 1834 – Frank, “It is believed he has obtained a pass, and is working somewhere in the District, or on the Canal.” *Washington Daily National Intelligencer*, 1834/08/04, ad by J. L. Millard (Leonardtwn, MD).
- 1842 – Sandy, “If Sandy is not yet in the District of Columbia, I have some reason to believe he has made his way along up the canal line, and across to Pennsylvania.” *Washington Daily National Intelligencer*, 1842/02/24, ad by George Kerby (Broad Creek Prince George’s County MD).
- 1852 – Ben Julip, “We think he left for Cumberland, by way of the Canal.” *Washington Daily National Intelligencer*, 1852/04/20, ad by Elizabeth Plant (13th Street near C, Washington City).
- 1860 – Rufus Jackson, “I have every reason to believe that he is making his way off on a canal boat.” *Montgomery County Sentinel*, 1860/09/07, ad by Wm. H. Benson (Middlebrook, Montgomery County, MD).

A narrative published in *The Liberator* on January 10, 1840, by James Curry, a fugitive slave from North Carolina, recounts his escape to freedom and brief venture on the canal:

At Alexandria, I crossed the Potomac river, and came to Washington, where I made friends with a colored family, with whom I rested eight days. I then took the Montgomery road, but, wishing to escape Baltimore, I turned off, and it being cloudy, I lost my course, and fell back again upon the Potomac river, and travelled on the tow path of the canal from Friday night until Sunday morning, when I lay down and slept a little, and then, having no place to hide for the day, I determined to go on until I could find a place of safety.... I travelled on through Williamsport and Hagerstown, in Maryland, and, on the 19th day of July, about two hours before day, I crossed the line into Pennsylvania, with a heart full of gratitude to God, believing that I was indeed a free man, and that now, under the protection of law, there was ‘none who could molest me or make me afraid’.⁸²

Franklin Blackford owned Ferry Hill Plantation (mile 73.02) located along the Potomac River and C&O Canal and, with his slaves, operated the Blackford Ferry across the river. In his June

⁸² James Curry, “Narrative of James Curry, a Fugitive Slave,” originally published in *The Liberator*, Jan. 10, 1840, available online at “Documenting the American South,” University Library, University of North Carolina at Chapel Hill, 2003, <http://docsouth.unc.edu/neh/curry/menu.html>.

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3, 1839, diary entry, Mr. Blackford wrote of five runaways—a woman and child, two girls and a man—found on the canal just below the river lock. Following their arrest, the slaves were brought to Ferry Hill, hitched to a wagon, and taken to town to be committed to jail. On June 14, 1839, Blackford states that, “the owner of those runaways we took up the other day has left \$200 for us in Hagerstown.”⁸³

Overall, the canal’s role as a known place for fugitives to seek refuge and work reflects the era’s resistance against the institution of slavery. Maryland’s proximity to Pennsylvania promoted fugitive slave traffic to the state and the canal represents a northerly Underground Railroad route east of the Appalachian Mountains that tended to go directly north by land or water to Pennsylvania, New York, and the Boston area.⁸⁴ Unlike most Underground Railroad transportation routes that have been altered and improved over time, the relatively unaltered C&O Canal prism and towpath evoke an unspoiled route to freedom.

⁸³ Franklin Blackford, Diary, June 3, 1839, Headquarters, Chesapeake and Ohio Canal National Historical Park, Hagerstown, MD.

⁸⁴ National Park Service, “Underground Railroad Resources in the U.S. Theme Study” (Washington, DC: U.S. Department of the Interior, 2000), 22.

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**CRITERION A: MILITARY HISTORY: CIVIL WAR SUPPLY & DEFENSE ON THE
NORTH/SOUTH BORDER⁸⁵**

With its location on the border between the north and south, the canal played an essential role in supplying coal toward the Civil War effort, transporting troops, and serving as a line of defense. As such it became a focal point for both the Union army, that sought to protect it, and the Confederate government that sought to disrupt it. In his seminal work on wartime canal activities, Timothy Snyder surmises: “Officials at the highest level of the Confederate government and army planned operations to disable it, while Union political and military officials devised strategies to protect it.”⁸⁶ Amidst raids and repairs, the canal supplied precious coal and moved men and material between Washington, Harpers Ferry and other points in the valley. It was an established route of communication for the government and a natural defense line for Union troops. At times, when the Confederates disabled the B&O Railroad, the canal was the only transportation and supply link along the border.⁸⁷ The canal, its prism and towpath, and dams and aqueducts are significant at the state level. These resources reflect the role the canal played as an important logistical transport and supply line to the Union army, and as a strategic asset and defensive line.

Union generals McClellan, Burnside, Meade, and Sherman all used the canal to supply their armies, often while in pursuit or interception of Confederate forces. Columns of troops used the towpath as a military road and raiders used it to move quickly up and down the river. The nearby Potomac (Alexandria) Aqueduct (mile 1.09) in Georgetown also figured prominently in Union defense. Fears over Confederate invasion via the aqueduct led the federal army to seize it, cut off the water, and turn it into a double-track wagon-road whereupon it became a military supply route for Union troops who occupied northern Virginia. The bridge remained in the federal army’s possession for the duration of the war.

Confederate forces concentrated on damaging the canal to interrupt the Union’s supply route. After breaking the stem of the B&O Railroad, “Stonewall” Jackson’s raids on Dam Nos. 4 (mile 84.40) and 5 (mile 106.70) near Williamsport in December 1861, sought to completely sever the

⁸⁵ This section draws heavily from Timothy R. Snyder’s *Trembling in the Balance: The Chesapeake and Ohio Canal During the Civil War* (Boston: Blue Mustang Press, 2011), noted as a defining depiction of the role of the canal in the war. See 85, 88-89, 127, 204, 220-21, 245-47, 256.

⁸⁶ *Ibid.*, 256.

⁸⁷ Sanderlin, *Great National Project*, 220-21. During the Civil War the canal played an essential role in supplying coal needed to heat factories, produce iron, and propel the U.S. Navy’s fleet. Snyder, 254.

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Union army's sole connection with the coal mines. After three attacks, Jackson wrongfully thought he had succeeded, stating: "There is reason to believe that the recent break in Dam No. 5 will destroy any vestiges of hope that might have been entertained on supplying Washington with Cumberland coal by the Chesapeake and Ohio Canal."⁸⁸

During the Maryland Campaign of 1862, after Robert E. Lee's army crossed the Potomac, a news correspondent reported in September on the damage the Confederates inflicted on the canal:

The line of the Chesapeake and Ohio Canal for a distance of twelve miles, presents a scene of desolation.... Commencing five miles below Monocacy, continuing up a mile beyond the Point of Rocks, in crossing, they tapped the canal at five different places. Several flood-gates were hewn to pieces, and from the hights [sic] above large boulder of rocks were dislodged and thrown into the basin. An attempt was made to blow up the beautiful aqueduct at Monocacy, but it did not succeed. For the present, from 20 to 25 miles of the canal are rendered useless."⁸⁹

Actually the Confederates made two attempts to destroy the 516-foot long Monocacy Aqueduct. An officer blamed the failure on the "insufficiency of our tools and the extraordinary solidity and massiveness of the masonry."⁹⁰

In the summer of 1864, during the last Confederate excursions into the area, Major General Jubal Early prepared to leave the area, he directed parts of his command to damage the B&O Railroad and the C&O Canal between Harpers Ferry and Shepherdstown. The *Frederick Examiner* wrote: "The Rebel raiders and thieves seem to have made the Chesapeake and Ohio Canal the special object of their fury and wantonness in their late plundering excursion." During Early's raids, the Confederates badly damaged the Antietam Aqueduct and burned about eighty canal boats.⁹¹

Jeb Stuart, Jubal Early and John Mosby all raided the canal to seize or intercept boats to cripple the canal and significantly damage the waterway. Yet, the Confederates were never able to completely destroy the canal, no matter how hard they tried. As Snyder assessed, "Perhaps no

⁸⁸ Snyder, *Trembling in the Balance*, 85.

⁸⁹ *Ibid.*, 127.

⁹⁰ Catoctin Center for Regional Studies, "Crossroads of War: Maryland and the Border in the Civil War," "Fighting on the Border," <http://www.crossroadsofwar.org/discover-the-story/fighting-on-the-border/fighting-on-the-border/>.

⁹¹ Catoctin Center for Regional Studies, "Crossroads of War."

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greater testament to the canal's significance was that made by the political and military leaders of the Confederacy. Nearly every significant Confederate military figure in the east advocated or executed attacks against the canal.... Similarly, some of the most significant political and military leaders for the Union made efforts to protect, defend, and repair the canal.”⁹²

Along with canal infrastructure, two extant sites reflect military activities on the canal. The Civil War Entrenchments (mile 39.00), on a bluff overlooking the Potomac River may have been used to protect the Monocacy Aqueduct; and the stone Foundation Ruins at mile 62.8 may be related to Fort Duncan which was sited here during the war. Part of the fort's mission was to guard the traffic on both the B&O and the canal. [See PART 3 – Archeology for further discussion of archeological potential for Civil War sites.]

⁹² Snyder, *Trembling in the Balance*, 204, 247.

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**CRITERION A: POSTWAR COMMERCE, INDUSTRY, AGRICULTURE, &
COMMUNITY DEVELOPMENT ALONG THE CANAL, 1866-1924**

In the immediate postwar years, the C&O Canal emerged deteriorated and the canal company spent years repairing the substantial physical damage that the opposing armies had caused to its structures and the prism.⁹³ Repairs, along with frequent flooding and railroad competition, lowered profits. But the canal company's diligence in making repairs to the canal and a prosperous postwar coal market led to its heyday. Between 1870 and 1875, the canal flourished in a manner "hitherto unknown to the disaster-ridden canal."⁹⁴ Unprecedented profits reigned for five years, filling promoters with hopeful expectations. But as the B&O Railroad grew to dominate the lucrative coal trade and a nationwide economic depression set in, this period of prosperity began to falter and slowly decline in 1876. Finally in 1889, poor revenues and the canal company's inability to recover from a major flood put the canal into receivership for the next 35 years under the B&O. The railroad used the canal to primarily haul coal and keep control of its route from competing rail lines. The ability of boats from the canal to be taken by tug boats to any wharf on the river fronts of the Federal District or down the Potomac, including the Navy Yard and federal coal depot at Indian Head, continued to make the canal an important transportation route for the soft coal from the west up through WWI.⁹⁵

In its last two decades of operations, the canal company stimulated the growth and development of industries with its judicious distribution of water power and promoted commercial centers that developed as the focal points of local trade. Small businesses were established from the mere existence of the waterway and a new extractive industry emerged with the discovery of gold at Great Falls. Remaining sources associated with this era are significant at the local level for their association with the canal's impact as a regional transportation line that stimulated the growth and economic development of the Potomac Valley. The remains of granaries, warehouses,

⁹³ The poor condition of the canal was also due to the fact that the company was pushed to keep it open most of the winter, preventing them from doing the heavy maintenance and rebuilding that they would normally have done. Karen Gray, e-mail comments to author, May 23, 2013.

⁹⁴ Harland D. Unrau, "The C&O Canal During the Civil War: 1861-1865" (Denver: National Park Service, 1976), http://www.nps.gov/history/history/online_books/choh/canal_civil_war.pdf, 5.

⁹⁵ The railroads were slow to build branch lines to the river wharfs, a fact that contributed to the canal's residual importance even after it had ceased to be important in carrying other cargos than coal. Gray, email to Ahna Wilson, May 8, 2014.

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stores, wharves, mills along the canal's line are important at the local level for their association with industrial, agricultural, and commercial development spawned by the canal.

Postwar Canal Prospects, 1866-1869

From war's end until 1869, tonnage shipped over the canal rose measurably and actually doubled between 1865 and 1869. Corn shipments peaked in 1867 and 1869 proved to be the peak year for wheat shipments. One commodity that declined was the flour trade captured by the B&O Railroad during the war.⁹⁶ Grain producers relied on mills such as the Brunswick Mill and Elevator (mile 54.95) and the Cresap Mill (mile 167.51) to sell and ship their flour, while granaries stored wheat to be shipped on the canal in places such as the Granary Ruins at White's Ferry (mile 35.53) and the Trundle Granary Ruins adjacent to the Monocacy Turning Basin (mile 42.17).

Besides trade, another source of income for the canal was its water rights sales. Millers and manufacturers benefited from the canal both as a means of transportation and a water source to power industry. By 1866, the number of water-powered mills, foundries and textile operations that had located on the canal (primarily near Georgetown, Weverton, Williamsport, and Hancock) prompted the chief engineer to stop additional expansion to ensure an adequate water supply for navigation. Although the canal company never garnered large profits it had hoped for from its water rights sales, it was sometimes its sole source of income.⁹⁷ From Georgetown to Little Falls, fifteen mills held water leases with the canal company. Examples of industries using canal water power include the Wilkens Rogers Milling Co. (Water Intake Ruins – Wilkens Rogers Milling Co. (post-1900, mile 0.98) in Georgetown, the Potomac Refining Company (mile 65.10) three miles north of Harpers Ferry, the Miller Brothers Plaster Grinding Mill (mile 99.36) next to the canal basin in Williamsport, and the Rinehart Sumac Mill (mile 124.02) and Round Top Cement Company (Shafter Cement Mines, mile 127.40) near Hancock. Although most are in ruins, evidence remains along the canal of all these industrial uses.

⁹⁶ Ibid.; National Park Service, *Chesapeake and Ohio Canal*, 60.

⁹⁷ Sanderlin, *Great National Project*, 165; National Park Service, *Chesapeake and Ohio Canal*, 64. Initially the canal company's charter did not include the right to sell water and the changes over time always included some restrictions, especially until 1870s when the restriction was removed against selling water power for the manufacture of grain. See Sanderlin, 198-202. Gray, e-mail comments to author, May 23, 2013.

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The canal company also granted leases for warehouses and dry docks near locks, towns, and ferries for businesses associated with shipping granite, grain, ice, and coal.⁹⁸ To accommodate the growing trade on the canal, the canal board permitted the construction of stores along the canal if they met certain stipulations. Between 1866 and 1877, multiple new feed and grocery stores joined those already built bringing the total number of stores to at least 27. These businesses located next to locks at the towns of Williamsport, Oldtown, Edwards Ferry, and at Dam No. 6 (mile 134.06).⁹⁹

Other than sandstone, cement, and granite, a new extractive industry, gold, emerged in 1867 in the Great Falls area of the canal. It is speculated that an infantryman of the 71st Pennsylvania discovered gold there in the fall of 1861. Following his discharge, he returned with others to buy the farm where he had made the discovery. Between 1868 and 1869, 11 ounces of gold were extracted, and thereafter the work was abandoned.¹⁰⁰ This began a period of intermittent operation. Around 1900, the Maryland Gold Mining Company took over the mine, sinking two shafts. This mine closed in 1908 only to be reopened briefly by the Empress Gold Mining Company of Philadelphia in 1912. In the fall of 1917, the mine closed once again and in the spring of 1918 reopened. Development work between 1918 and 1921 mined some ore. In 1922, the mine closed and the entire property was sold. In 1934, after the price of gold rose to \$35 an ounce, the Maryland Mining Company organized in October 1935 and installed a new mill. This time more than 2,500 ounces of gold were recovered, valued at \$90,000. The mine closed in 1940. Vestiges of this enterprise are visible within the former mine properties. Visible resources include the concrete supports for the rebuilt water tower (Maryland Gold Mine Water Tank, mile 14.39A) and the assay office concrete foundation (Maryland Gold Mine, Assay Office Ruins, mile 14.39). Also, the Road Trace near Woodland Trail (mile 12.50) may be associated with the mining activity of the Great Falls area.

⁹⁸ National Park Service, *Historic Resource Study*, 683-700.

⁹⁹ *Ibid.*, 831.

¹⁰⁰ U.S. Geological Survey, "Geological Survey Bulletin 1286: Gold Veins Near Great Falls, Maryland," USGS, www.nps.gov/history/history/online_books/geology/publications/bul/1286/sec1.htm. Earlier accounts refer to the discovery being made by a member of a California volunteer regiment, but according to a record search, no such unit was in the Eastern Theater during the Civil War. However, the 71st Pennsylvania, informally referred to as the 1st Californian, was in the area.

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Canal Communities

In the last decades of the 19th century, the canal gave rise to new communities located directly along its length, such as those at Pennyfield Lock, Great Falls Tavern and Seneca Lock. At the height of the canal era, the Four Locks community became large enough to support 3 stores/warehouses, a school, post-office, and bakery. Most of the residents had some connection to the canal company. They included canal boat owners and operators, lock keepers, boat builders and repairers, mule tenders and store owners/operators. Even the farmers in the area were connected to the canal in that they supplied canal workers and their families with hay and corn and overwintered mules. This tight-knit community developed, grew and was sustained by the canal. With its demise came the decline of the community.¹⁰¹ Extant resources that reflect this canal community include the Samuel Prather Barn Ruins (1900-1920, mile 108.73), the Denton Jacques Warehouse and Store Ruins (1863, mile 108.82A), Four Locks School (mid-to-late-19th century, mile 108.40), the Louis Fernsner House Ruins (1872, mile 108.86), the W. T. Hassett and Brother Store Ruin (1865, mile 108.89A), the Henry and Ellen Meyers Root Cellar (1900-1910, mile 108.90), three house ruins and a shed on the John G. Stone Property, Foundation Ruins at Mile 109.90 (19th century), and Foundation Ruins at Mile 109.60 (Drennen/Snook House, probable 19th century).

Golden Years, 1870-1875

Between 1870 and 1875, the waterway experienced a heretofore unknown stable and highly prosperous period as the canal “reached the zenith of its prosperity and influence.” Five years of unprecedented financial profits brought innumerable benefits to the predominantly agricultural Potomac Valley.¹⁰² Keenly competitive freight rates proved a boon to regional industries, mining, and agriculture. The canal itself spurred development of new industries. But it was coal, during the canal’s peak years, that became its economic foundation and lifeline. Of the total 32 million tons of coal shipped between 1842 and 1877 (with the canal’s peak year in 1875) the canal shipped one-third and the railroad shipped the remaining two-thirds.¹⁰³ Examples of resources that reflect this heritage are the remains of a wharf retaining wall (mile 99.38) at the

¹⁰¹ National Park Service, “Cultural Landscapes Inventory: Four Locks,” Chesapeake and Ohio Canal National Historical Park, 2008, 21-22.

¹⁰² Sanderlin, *Great National Project*, 226, 229.

¹⁰³ National Park Service, *Chesapeake and Ohio Canal*, 64. In 1873, the peak year for Cumberland coal shipments, nearly 2.7 million tons went to market. *Ibid.*, 65.

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Steffey & Findlay coal yard in Williamsport where coal was loaded from canal boats onto railroad cars, and the prosperous Cushwa Warehouse (mile 99.70) next to the Cushwa Basin (mile 99.73) also in Williamsport. In 1876 the nationwide economic depression finally reached the canal and by decade's end the B&O Railroad had won the rivalry over coal transport.

The Decline of the Canal and B&O Receivership, 1889-1924: A New Era

"We are Again in the Midst of Trouble"¹⁰⁴

The financial strain the canal company faced was compounded by major floods in 1866 and 1877. Recurring floods over the history of the canal continually devastated revenues:

Most of the canal's shutdowns were caused in one way or another by water: too little water, frozen water, and worst of all, too much water. Repeated destruction of the canal by floods and consequent disruption of trade was a major reason for its commercial failure. What had made its site so attractive to planners was precisely what made the canal so vulnerable: proximity to the Potomac. Much of the river runs in a narrow bed with steep banks.... When heavy rains swelled the river, the canal bore the brunt of its force.¹⁰⁵

The damage caused by an unprecedented flood on June 1st and 2nd, 1889, placed the canal in receivership. An observer of the U.S. Signal Corps (predecessor to the Weather Bureau), reported: "The waters of the Potomac rose higher (June 2nd) than ever before known.... Serious, if not irreparable, damage was caused along the length of the Chesapeake and Ohio canal, which was rendered entirely unnavigable throughout its entire length."¹⁰⁶ Tumultuous flood waters wrought havoc on the valley as a whole, sweeping away or damaging mills, warehouses, feed stores, lockhouses, sheds, and all the B&O's buildings at Sandy Hook (B&O Associated Ruins at mile 59.83). "One fact was clear to all," writes Sanderlin, "the canal was a total wreck."¹⁰⁷

¹⁰⁴ This subtitle comes from National Park Service, "'We are Again in the Midst of Trouble': Flooding in the Potomac River and the Struggle for the Sustainability of the Chesapeake and Ohio Canal, 1828-1996," prepared by Donald R. Shaffer for the Chesapeake and Ohio Canal National Historical Park, July 1997. The quote originates in a letter from the canal's maintenance superintendent over his despair when a November 1847 flood wiped out repairs made to damages caused by a flood a month earlier. Shaffer, 17-18.

¹⁰⁵ National Park Service, *Chesapeake and Ohio Canal*, 58.

¹⁰⁶ Federal Emergency Management Agency, "Flood Insurance Study: District of Columbia, Washington, D.C.," revised September 27, 2010, www.npc.gov/DocumentDepot/Planning/flooding/DC_Flood_Insurance_Study_Pre-17th_Street_Levee.pdf.

¹⁰⁷ Sanderlin, *Great National Project*, 257, 259.

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Property values plummeted as the full extent of the flood damage became apparent. Industries in Georgetown were particularly hard hit, because of their dependence on the canal for their water power and their raw materials. Flour mills and lime kilns suffered the most, although none escaped. The Borden Mining Company closed its agency in Georgetown permanently. The Meredith and Winship wharves were wrecked and a large part of their stores washed away. Millers fumed over the loss of water power. At least three of the largest lime kilns went out of business, adding to the widespread unemployment and loss of purchasing power. Prices of canal-shipped goods, wood, coal, and lime especially, rose rapidly.¹⁰⁸

Unable to raise the \$300,000 needed for repairs the canal went into receivership controlled by the agency that held the largest part of the canal's debt: the B&O Railroad. Upon the transference of the canal's repair, maintenance, and operation to receivers and under the oversight of the bankruptcy court, its first historian, George Washington Ward, wrote: 'Such persistence deserved better results. Such heroic performance, even though attended almost uniformly with disaster, is unquestionably worthy of record upon the fair page of history.'¹⁰⁹ The B&O receivers chose to repair the waterway, rather than let it fall into competing hands. The canal could be operated in receivership, the bankruptcy court ruled, as long as it showed profits. Thus the canal went back into operation, albeit a greatly diminished one, mainly hauling coal for the B&O. The waterway's importance during receivership had changed. No longer significant for the trade it carried or its role as a transportation route, the emphasis now was the railroad's struggle for control of the route it occupied.¹¹⁰

While in receivership, the canal was remarkably free of major freshets. As one historian of the canal has observed, "The river that had behaved so unfavorably for the Chesapeake and Ohio

¹⁰⁸ Ibid., 259.

¹⁰⁹ Ward quoted in Shaw, *Canals for a Nation*, 107.

¹¹⁰ National Park Service, "We are Again in the Midst of Trouble," 54; Sanderlin, *Great National Project*, 272. According to C&O Headquarters Library Volunteer Karen Gray, the canal was never operated in legal terms by the B&O Railroad nor was the B&O directly responsible for the canal legally, nor did the C&O Canal Co. cease to be a legal entity until the sale of the canal in 1938. The B&O as a legal entity was always in the background and powerful because the court had given its representatives a majority (thus control) of the receivership. The exact nature of the C&O Transportation Co. to the B&O is, however, not clear, and the B&O's own bankruptcy in 1896 muddies the waters further. After 1905, the Canal Transportation Company (CTC) seems to have owned or operated most of the coal boats, but it is unclear whether there were other coal companies or coal boat owners who had the CTC operate their boats. According to federal documents, 10 boats built for hauling coal for the federal government in 1918 were operated by the CTC but owned by the federal government. Also it appears that there a small number of apparently privately-owned boats carried grain and other cargo on the canal. Gray, email to Ahna Wilson, May 8, 2014.

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Canal Company, smiled upon the Baltimore and Ohio Railroad.” The B&O’s good fortune abruptly ended in 1924. Long overdue floods hit the Potomac Valley in March and May of 1924, leaving behind “a magnificent wreck.”¹¹¹ The receivers sought permission from the court to suspend navigation on the canal, which occurred after May 14, 1824. The court however insisted that the canal was not abandoned (which would have required foreclosure and sale under the canal’s charter). The receivers did repair the lower five miles from the river inlet at Lock 5 to Georgetown, where factories paid rent for receiving canal water. Otherwise, the canal bed and masonry structures were left to decay and navigation never resumed on the remaining 180 miles of canal.¹¹² The 1924 flood had put the canal out of business for good, ending the era of canal commerce in the Potomac Valley. A state of disrepair reigned over the canal until it was purchased by the federal government in 1938.

¹¹¹ National Park Service, “We are Again in the Midst of Trouble,” 55-56; Sanderlin, *Great National Project*, 277. From its beginning in 1828, to its end as an operating canal in 1924, forty-two significant floods had touched the canal. National Park Service, “*Historic Resource Study*,” floods are listed on 275.

¹¹² According to Karen Gray, the canal was not truly “obsolete” (even though unprofitable) until the end of WWI due to its usefulness in delivering coal to wharfs in the District and at Indian Head, and some limited use in delivering grain to the mills in Georgetown. At that time, the canal’s obsolescence became a reality due to the decline in the mining of coal in Maryland and of its use for steam engines and in homes and businesses in the federal district, along with the increased access to supplies of coal by a greatly-expanded rail network. Gray, email to Ahna Wilson, May 8, 2014.

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**CRITERIA A & C: ENGINEERING & PUBLIC WORKS: THE WASHINGTON
AQUEDUCT AT GREAT FALLS, 1853-1939**

The C&O Canal NHP Historic District includes resources in the Great Falls area that are associated with the Washington Aqueduct, a system built to supply water to the District of Columbia. Designated a National Historic Landmark (NHL) in 1973, with a period of significance of 1853 to 1880, the aqueduct represents a highly important period of development in American waterworks and marks the U.S. Army Corps of Engineers' entry into the field of public works. It is also significant for its design by the important 19th century architect and engineer Montgomery C. Meigs. Furthermore, the aqueduct is important for its architectural significance of the above-ground resources designed by Meigs that illustrate the influence of architectural design in 19th century engineering projects. At the local level, the Aqueduct is significant for its contributions to the physical development of the District of Columbia which influenced patterns of residential development throughout the city.

Subsequent documentation in 1995 identified additional contributing resources and a larger NR-eligible historic district that encompasses all the NHL resources and expanded the end of the period of significance from 1880 to 1939. The Great Falls area contains several buildings and structures associated with the first phase of construction of the Aqueduct. These include the 1869 Washington Aqueduct Control Gate House (the original intake structure, mile 14.37), the beginning section of the subterranean conduit, the 1875 Gate Keeper's House (mile 14.38), and an 1853-1877 Engineer's Marker (mile 14.31A). In addition, the area contains two Mile Markers (miles 14.31 and 14.40A) associated with a 1915 road widening to the Control Gate House, later Corps of Engineers developments, and an 1855 headstone as contributing to the larger NR eligible historic district.¹¹³

¹¹³ The Gate Keepers House and the Engineer's Marker may also be eligible for NHL designation.

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The Construction of the Washington Aqueduct (1853-1867)¹¹⁴

After the canal was completed in 1850, a new major engineering project—the planning and building of the Washington Aqueduct—began at Great Falls. During the 18th and 19th centuries, District of Columbia residents procured water from springs, wells, or cisterns scattered throughout the region. But by 1850, the city’s rise in population had rendered these sources insufficient and a more reliable supply of water became necessary. In 1850 and 1852, Congress authorized funding for surveys. In 1853, Lieutenant Montgomery C. Meigs of the United States Army Corps of Engineers submitted a plan to Congress for a water supply system. Meigs was a highly influential architect and engineer, particularly in the Washington area. In addition to the aqueduct, he was involved in several major projects in Washington, including the expansion of the U.S. Capitol between 1853 and 1859 and the design and construction of the Pension Building (now the National Building Museum) in 1881. Meigs concluded that Great Falls would be the most logical choice along the Potomac River to begin construction of Washington’s water supply system due to its ample water supply, as well as its geographic relationship to the city. With Congressional approval in March 1853, plans quickly moved forward for building a dam and intake building (or control gate house) at Great Falls and a brick or stone conduit between Great Falls and Georgetown.

The C&O Canal played an important role in building the water system, providing Meigs with initial access to Great Falls and subsequently delivering materials for construction. Building the system required a variety of materials, including brick, sand, cement, cast iron pipe and a myriad of valves and fittings. Typically a schooner delivered these items to the Washington Aqueduct Wharf at 27th Street in Georgetown, built specifically to accommodate supply deliveries during construction of the Aqueduct. From there, boats transported materials via the canal to the required construction sites. The canal also facilitated deliveries originating north of the site. These included sandstone quarried at Seneca, Maryland, nine miles north of Great Falls, the same sandstone that had been quarried for building the canal’s engineering features.

¹¹⁴ This section is based in large part on the research and analysis found in the draft National Historic Landmark Nomination revision, “Washington Aqueduct,” prepared for the U.S. Corps of Engineers by Eliza E. Burden and Hugh B. McAloon of Goodwin Associates, December 1995, located in Maryland Historical Trust Library and available online at http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017800/017880/pdf/msa_se5_17880.pdf. Sections of this documentation are reused here.

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During the early nineteenth century, the Corps of Engineers was the only Federal organization with trained engineers. For this reason, between 1824, when the Rivers and Harbors Act was passed, and the Civil War, the Corps became increasingly involved in civil works projects. The Washington Aqueduct exemplifies the military influence on the civil sector of antebellum America, a pattern that continued as the need for civil engineers became recognized more widely after the Civil War.

Construction of the Aqueduct began under Meigs' supervision in November 1853, however, a lack of funds, difficulty in obtaining land, political disputes, and delays caused by the Civil War, extended construction for nearly 11 years. Washington's new water system was in full service by July 1864.

Located 15 feet southwest of the Washington Aqueduct Control Gate House (mile 14.37) is the Washington Aqueduct Engineer Marker, W.A.E. XIII (mile 14.31).¹¹⁵ The marker is a feature associated with the construction and operation of the Washington Aqueduct. The Washington Aqueduct Gate Keeper's House (mile 14.38), a two-story sandstone building designed in the Second Empire style with a slate-covered mansard roof was completed in 1875 as a residence for the gate keeper in charge of the aqueduct intake works. Concrete Mile Markers, DC 10 M and DC 09 M (miles 14.31 and 14.40A), located 20 feet north of the Great Falls Tavern, date from ca. 1915 and are associated with surface improvements and road widening of Conduit Road (now MacArthur Boulevard) along a right-of-way purchased by the federal government in 1871-1873. The road provides access to the conduit that lies below. The association between the cemetery and the aqueduct is based on the largest stone marker. The Headstone (mile 14.40) indicates that the deceased (Matthew Rayner) was a "stone cutter" who died at age 25 in 1855. The date of death, the deceased's profession, and the cemetery's location indicate that the cemetery is related to the construction of the Washington Aqueduct. The Rayner headstone is a contributing feature as it dates from the historic construction period and derives its significance for its association with historic events.

¹¹⁵ W.A.E. is thought to mean Washington Aqueduct Engineer. The marker was most likely installed between 1853, when construction began on the control building, and 1877, when the building was completed.

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PART 2: A RECREATIONAL AMENITY, 1938-1965

CRITERION A: NEW DEAL ERA RECREATION & CONSERVATION FROM SENECA TO GEORGETOWN: THE CCC PROGRAM, NEW NPS INITIATIVES, & A RECREATIONAL WATERWAY, 1938-1950s In 1828 the federal government invested \$1 million in what was then intended to be the “national canal.” A century later, in the midst of the Great Depression, President Franklin D. Roosevelt approved the \$2 million purchase and recreational development of the abandoned C&O Canal as an unemployment relief measure. From 1938 to 1942, the NPS administered the Civilian Conservation Corps program to employ out-of-work youth to create a national recreation infrastructure in the region. This work-relief program reflects the 1930s expansion of the NPS and its use of new initiatives in the fields of history, historic preservation, and historical park development and interpretation. Its implementation would alter the canal’s cultural use and set in motion its conservation as a recreational and historical area. Remaining resources associated with this era are significant at the state level for their association with the NPS and the CCC work relief program to create a national recreation infrastructure during the 1930s. Three buildings at Great Falls built by the CCC for visitor amenities represent the shift to recreational use. Two CCC-restored lockhouses (nos. 7 & 10) reflect NPS’s new historic preservation aspect, and the footings of a swing bridge that provided access between the CCC camp and the canal is the last vestige of the otherwise temporary CCC campsites.

Acquiring an “Ancient Waterway” in the New Deal Era¹¹⁶

In 1934, President Franklin D. Roosevelt, a strong supporter of public works and relief programs, wrote Secretary of the Interior and Public Works Administrator Harold Ickes about the canal: “[I]t occurs to me that if the government could buy it for a parkway and waterway for recreational purposes and develop it at low cost over a period of years, it might be something well worth while.” Parkway, as a source of recreational driving, were then very popular, and plans existed to extend the George Washington Memorial Parkway up both sides of the Potomac River to connect with a proposed Appalachian Parkway extension of Skyline Drive.¹¹⁷

¹¹⁶ The term “ancient waterway” is taken from a McMillan Commission report as quoted in Mackintosh, *C & O Canal*, 5.

¹¹⁷ Barry Mackintosh, *C & O Canal: The Making of a Park* (Washington, D.C.: National Park Service, 1991), 10, 11. It was the President’s wife, Eleanor Roosevelt, who suggested the idea to him after she received a letter from the consumer’s counsel of the Agricultural Adjustment Administration with his personal opinion that the canal

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FDR's concept of the canal and a parkway had even earlier origins. In March 1901, the United States Senate formed the Senate Park Commission, more commonly known as the McMillan Commission, to create a unified vision for the development of Washington and its park system. Its members included four of the nation's most illustrious design professionals: architects Daniel H. Burnham and Charles McKim, landscape architect Frederick Law Olmsted, Jr., and sculptor Augustus Saint-Gaudens. Their recommendation to build a "Potomac Drive" roadway along both sides of the Potomac to the Great Falls area included the canal as a recreational amenity which, in actuality, it had already become. In its report to the U.S. Congress, the Commission wrote:

The canal has a charm of its own, as, half disclosed and half revealed, it winds among the trees; and not the least part of this charm, so desirable to be preserved is the slow, old-fashioned movement of the boats and of the people on and near this ancient waterway. Already the canal is used, aside from the navigation of commerce, by pleasure seekers in canoes, and by excursion parties in various craft.... The preservation and continuance of the canal in its original character will thus add elements of gayety [sic] and life to a scene much to be enjoyed by the passers-by on the neighboring and upper roadways.¹¹⁸

The Great Falls Tavern (mile 14.30), now a visitor's center at Lock 20, was originally built in 1829 as a lockhouse. In 1831 the canal company, convinced that this was the proper location for a tavern and inn, proceeded to authorize the money for its construction and for the lockkeeper to also be the innkeeper. From the mid- to late 1800s, the building not only served overnighting canal boatmen, but also became a popular destination point for locals and a "favorite haunt" for congressmen and high officials.¹¹⁹ Great Falls' long-standing recreational history is also evidenced in a trolley line that operated between 1912 and 1921. Run by the Washington and Great Falls Railway & Power Company, the trolley carried Washington area residents to the canal and falls for recreational day use between 1912 and 1921. The trolley tracks were pulled up in 1926 (WA & Great Falls Railway & Power Co., Terminus Loop, mile 14.17C).

had recreational potential if so developed by the government. Ibid., 9-10.

¹¹⁸ Quoted in Mackintosh, *C & O Canal*, 5.

¹¹⁹ National Park Service, *Chesapeake and Ohio Canal: A Guide to Chesapeake and Ohio Canal National Historical Park, Handbook 142* (Washington, DC: U.S. Department of Interior, 1991), 88; National Park Service, "Great Falls Tavern: Cultural Landscape Report," prepared primarily by Saylor Moss and Ginger Howell (Washington, DC: U.S. Department of the Interior), 5-6.

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The Potomac Drive plan languished until Congress revived it in December 1928. On May 29, 1930, President Herbert C. Hoover signed a bill authorizing \$9 million to purchase a portion of the C&O Canal from Georgetown to Point of Rocks and additional funds to build both the George Washington Memorial Parkway and a bridge over the Potomac to link the Maryland and Virginia segments of the parkway road. But the early Depression meant decreased federal spending and the plan fell through. Ironically, almost a decade later, two Depression-era New Deal programs, the Public Works Administration (PWA) and the Civilian Conservation Corps (CCC), revived the project.¹²⁰

New Deal emergency relief programs provided a massive infusion of personnel and funds that allowed the NPS to embark on an ambitious program of improvements at many of its historical parks.¹²¹ Under New Deal legislation, Roosevelt had authority to acquire real property through the PWA for any project that could provide immediate employment, and he had created the CCC as an ambitious program of unemployment relief aimed at the millions of unemployed young men under the age of twenty-five.¹²² Great potential existed at the canal for CCC work in cleaning and landscaping the canal and rebuilding locks and bridges.

Frederick Delano, the President's uncle and chairman of the National Capital Park and Planning Commission (NCP&PC), the agency charged with acquiring federal parkland in the area, supported acquiring the canal for its recreational value. NCP&PC's director wrote Delano saying that the canal "should be preserved as a recreational waterway of great scenic and historical value for the full distance between Washington and the Monocacy and perhaps to Point of Rocks." Indeed it would be "an ideal work relief project of almost boundless proportions."¹²³ Following legal issues over the B&O's title to the canal in 1936, and a declining economy in 1937, the government acquired the canal through the NCP&PC on September 28, 1938. It was now part of the NCP&PC and its development and management fell to the NPS which moved swiftly to put available CCC companies to work.

¹²⁰ Ibid., 6, 8.

¹²¹ National Park Service, "Civilian Conservation Corps Activities in the National Capital Region of the National Park Service," HABS DC-858, prepared by Lisa Pfueller Davidson and James A. Jacobs (Washington, DC: U.S. Department of Interior, 2005), 7.

¹²² The act authorized the PWA "to prepare a comprehensive public works program, to include the 'construction, repair, and improvement of public highways and park ways, public buildings, and any publicly owned instrumentalities and facilities.'" Mackintosh, *C & O Canal*, 9.

¹²³ Ibid., 11-12.

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NPS Expansion in the 1930s

The availability of emergency funding and relief labor also coincided with a major expansion of the NPS's responsibilities. Executive Order No. 6166, issued June 10, 1933, transferred all of the national military parks, battlefield sites, and national monuments administered by the War Department or the Department of Agriculture to the NPS. This transfer included the National Capital Parks in the Washington, D.C. region, thus expanding NPS responsibilities into metropolitan urban parks.¹²⁴

At the same time, the NPS also became more involved in the development of historical areas. In turn, this development created a need for the agency to define the relationship between park development and research. Such studies were "necessary if the high professional standards of the Service were to be followed in the historical areas."¹²⁵ On June 20, 1938, an NPS-approved policy statement acknowledged the necessity of understanding historical and archeological research with regard to the preservation and interpretation of historic sites. Within this framework the Branch of Historic Sites and Buildings "could provide technical research assistance to the administrative officers in charge of historic sites and to the branches directly concerned with planning and development."¹²⁶ In their 1983 assessment of the administrative history of the NPS in the 1930s, historians Harland D. Unrau and G. Frank Williss specifically pointed to the outline of the C&O Canal's historical research program prepared by Ronald F. Lee, Chief, Branch of Historic Sites and Buildings, on July 21, 1938, as an example of an historical park program where research was tied closely to park development. The outline illustrates a "historical research program that would meet the needs of the preservation, restoration, interpretation, planning, and development for the canal."¹²⁷

The New Deal C&O Canal Project: 1938-1942¹²⁸

The New Deal C&O Canal project came on the heels of the 1930s NPS expansion period, integrating the agency's new direction towards development of urban recreational amenities.

¹²⁴ National Park Service, "Civilian Conservation Corps Activities," 8, 9.

¹²⁵ Harlan D. Unrau and G. Frank Williss, *Administrative History: Expansion of the National Park Service in the 1930s* (Denver: National Park Service, Denver Service Center, 1983), Chap. 5, Section O. "Historical and Archeological Research," http://www.cr.nps.gov/history/online_books/unrau-williss/adhi5.htm

¹²⁶ Ibid.

¹²⁷ Ibid.

¹²⁸ Kathrine Hicks, intern with the Catocin Center for Regional Studies, contributed to this section on the CCC.

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The C&O was among the first of American canals converted into recreational parks. Although the manual labor done by the CCC enrollees at the C&O Canal was similar to other CCC camps, it had the “noteworthy combination of historic preservation and recreational development.”¹²⁹

This approach may have been used earlier at the Illinois and Michigan Canal in 1933, where the CCC repaired aqueducts and restored locks, lock gates, and a locktender’s house.¹³⁰ The goal of the CCC work program at the C&O Canal (officially known as Federal Project 712) was to rehabilitate 22 miles of the canal from Georgetown to Seneca, Maryland, for recreational use. Here city dwellers in close proximity to Washington, D.C. would have access to hiking and canoeing opportunities.

The CCC established two camps midway within the project area. Camp NP-1-MD near Cabin John, Maryland, housed CCC Company 325 between June 18, 1938, and April 1, 1942. One-half mile downstream near Carderock, Maryland, where the present-day Carderock Pavilion now stands, Camp NP-2-MD housed CCC Company 333 from October 5, 1938, through November 15, 1941. These locations placed the camps between the canal and the river nearest the densest concentration of locks and lockhouses. None of the typical temporary buildings installed at CCC camps exist today.¹³¹

These camps were two of three African-American camps in the National Capitol Region. Although not officially sanctioned, the CCC operated under a policy of racial segregation, both in its hiring and its operations. Under this policy, the CCC in July 1935 reported that only 10 percent of its workers would be African Americans. They would reside with white workers, but in separate-but-equal facilities. However, after local residents filed complaints, the CCC became fully segregated with all-black camps supervised by white managers. This racial segregation policy remained for the duration of the C&O Canal project.¹³²

¹²⁹ National Park Service, “Civilian Conservation Corps Activities,” 66. Besides the addition of the C&O Canal (September 23, 1938) within the National Capitol Region were Catocin Mountain Park (October 13, 1936) and Prince William Forest Park (November 14, 1936). *Ibid.*, 9.

¹³⁰ Illinois Department of Natural Resources, “Civilian Conservation Corps,” <http://dnr.state.il.us/lands/landmgt/parks/i&m/east/access/ccc.htm>.

¹³¹ Angela Sirna, “From Canal Boats to Canoes: The Transformation of the C&O Canal, 1938-1942” (Master’s thesis, West Virginia University, 2011), 67-68; National Park Service, “Civilian Conservation Corps,” <http://www.nps.gov/choh/historyculture/civilianconservationcorpseccc.htm>. The buildings included a Mess Hall, barracks for the enlisted, Recreation Hall, Education Building, the NPS office and communication center, living quarters for officers and NPS personnel, garages, a repair shop, a blacksmith shop, and a storehouse. Sirna, 69.

¹³² Patti Kuhn and John Bedell, “Prince William Forest Park District,” National Register of Historic Places Registration Form (Washington, D.C.: National Park Service, 2009), 91; Sirna, “From Canal Boats to Canoes,” 63-66, 69. The third African-American camp existed in Gettysburg, PA.

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Besides the CCC, two other New Deal programs provided funds and support for the C&O project: the Historic American Buildings Survey (HABS) and the PWA. Architects in the HABS program researched and documented structures and buildings along the canal. The PWA skilled labor force, mainly stone masons, repaired masonry on locks and other structures.¹³³ Private contractors paid with PWA funds, did more complex aspects of the project, often working in tandem with CCC enrollees. A HABS study of the CCC in the National Capitol Region notes how “[t]his combined effort often makes distinguishing the exact work of the CCC from other participants difficult.”¹³⁴

The NPS focused its work in the Great Falls vicinity, a highly populated tourist area. In the canal’s early days, the lockhouse for Lock 19 had been expanded and converted into a tavern. With “its nostalgic appeal, landmark potential, and proximity to a prime recreation zone,” NPS decided to convert the Great Falls Tavern (mile 14.30) into a welcome center, an activity similar to that undertaken in a number of other National Capital Parks.¹³⁵ Project planning began in 1938 to rehabilitate the tavern, reconstruct walls, paths, and dikes; create new tourist areas complete with sewage systems, parking lots, concession stands and rental kiosks; and to repair several structures damaged by floods in 1924 and 1936.¹³⁶

First, the two CCC camps concentrated on turning the canal prism and towpath into a recreational waterway and trail. CCC enrollees most likely assisted contractors Corson and Gruman of Washington, D.C., who had been awarded work for “the construction of concrete retaining walls, spillways, culvert, stone walls, trestle and other work.”¹³⁷ Work undertaken to rebuild the bypass flumes at Locks 15 (mile 13.45) and 16 (mile 13.63) illustrates an example of rehabilitation rather than restoration. Here the replacement of the original earth and log construction with stacked logs improved efficiency while maintaining a historic appearance.

¹³³ Sirna, “From Canal Boats to Canoes,” 36. Two HABS workers, T. Sutton Jett and Rogers W. Young, were given the titles “Associate Research Technician” and assigned to a specific CCC camp to direct, plan, and supervise projects when work began a year later. These surveys at the C&O Canal help reveal how the first generation of HABS architects and photographers operated. *Ibid.*, 37, 40-41.

¹³⁴ National Park Service, “Civilian Conservation Corps Activities,” 67.

¹³⁵ Sirna, “From Canal Boats to Canoes,” 48; National Park Service, “Civilian Conservation Corps Activities,” 92. Concern over some work amongst resident hiking societies produced the “first organization representing public interest in the canal,” called the Civic C&O Committee. *Ibid.*

¹³⁶ National Park Service, “Great Falls Tavern: Cultural Landscape Report,” prepared primarily by Saylor Moss and Ginger Howell (Washington, D.C.: U.S. Department of the Interior: 2009), 20.

¹³⁷ National Park Service, “Civilian Conservation Corps Activities,” 67.

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Above Lock 16, workers poured concrete over the original masonry core to repair the flood-damaged stop gate (mile 13.75).¹³⁸

Secondly, CCC work focused on both existing and new buildings. At this point, the NPS had to consider whether to demolish lockhouses at Locks 5 (non-extant), 7 (mile 7.00), and 10 (mile 8.77) to make way for new buildings. In its assessment, the NPS Branch of Plans and Designs wrote: "They are so much an integral part of the waterway and so completely assimilated to their surrounding by reason of decades of weather that there can be no valid accusation that they compete with the natural beauties of the area or with the primary responsibility of providing a waterway affording active recreation." NPS chose to preserve the building exteriors as "accessories in the landscape." The interiors would be gutted for new plumbing, electricity, and heating to bring the building up to modern living conditions for use as homes for lock operators or as concession stands for tourists.¹³⁹

Between 1941 and 1942, the CCC began work on the Great Falls Tavern area. Just east of the tavern, the CCC built three modest buildings: a pump house (mile 14.29), boiler house (mile 14.27), and public restroom (mile 14.28). In addition, the CCC built a frame engineers garage (mile 14.35) with "six stalls, a repair shop, bulk storage, and an office for the U.S. Army Corps of Engineers. This construction also included a 440-square-yard service court and a 16' access road."¹⁴⁰

By February 1940, all twenty-three locks from Georgetown to the inlet at Violettes Lock (Lock 23, mile 22.12) were operational and on August 9, water began flowing from Seneca to Lock 5. Eight days later the canal officially opened to the public for canoeing, hiking, and biking.¹⁴¹ Between 1938 and 1942, the two CCC camps expended 158,700 man hours on the C&O project. Angela Sirna, in her 2011 thesis on the transformation of the C&O Canal, summarizes the work the enrollees completed on just the canal prism and towpath:

CCC enrollees cleared 200 acres of vegetation from the canal bed. Then they excavated 50,700 cubic yards of earth from the canal prism, and helped restore 22 miles of towpath. They hand placed 9,835 square yards of stone rip rap for bank protection, dry masonry

¹³⁸ Sirna, "From Canal Boats to Canoes," 45-47.

¹³⁹ Ibid., 47-48, 50, 51. New dormer windows were also added to the lockhouses.

¹⁴⁰ National Park Service, "Civilian Conservation Corps Activities," 92.

¹⁴¹ Mackintosh, *C & O Canal*, 4, 6.

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walls for bypass flumes adjacent to locks, and along the towpath at Widewater. These projects alone formed the core of the canal's rehabilitation and transformation into a recreation entity.¹⁴²

After the U.S. entered World War II, the CCC vacated the canal and relinquished their camps to troops sent to protect the Washington Aqueduct, the capital city's source of fresh water, located near the Great Falls Tavern. That same year, a flood ravaged the canal and destroyed much of the CCC's work. Only the section below Little Falls Dam (mile 5.64) was repaired by the Army Corps of Engineers which also repaired Lock 5 to supply emergency water in case of bombings. Troops remained stationed at the canal, which was then closed to the public, for the duration of the war.¹⁴³

This and later floods have compromised the physical remains of the CCC work along the canal. In addition, only traces of CCC Camps NP-1-MD and NP-2-MD remain extant. The footings of a swing bridge over the canal built for access to Camp NP-1-MD and a well cap at Camp NP-1-MD, and some of Camp NP-2-MD's original clearing at the Carderock Recreational Area survive.¹⁴⁴ However the documented work and development completed by the CCC at the Great Falls visitor's area along the C & O Canal remains almost entirely intact and is among the sites in the National Capital Region where the CCC-era structures retain a high degree of integrity.

Lastly, the NPS specifically recognized the potential usefulness of converting canals into recreational routes within a historic setting in a study published in 1941 as a result of the 1936 Park, Parkway, and Recreational Area Study Act. In this act, Congress had authorized the NPS to comprehensively study the nation's public parks, parkways, and recreational area programs.¹⁴⁵ *A Study of the Park and Recreation Problem of the United States* identified the C&O Canal, as a type (one of six) of special recreational use—"Routes of Water Travel"—important to a comprehensive State and Federal recreational system:

The commercial usefulness of the canals, constructed by the hundreds of miles before and at the time of the advent of the railroad, has now almost completely disappeared;

¹⁴² Sirna, "From Canal Boats to Canoes," 71.

¹⁴³ Mackintosh, *C & O Canal*, 46, National Park Service, *Cultural Landscapes Inventory: Great Falls Tavern*, (Washington, D.C.: U.S. Department of the Interior, 2004), 46.

¹⁴⁴ National Park Service, "Civilian Conservation Corps Activities," 92.

¹⁴⁵ See Linda Flint McClelland, *Building the National Parks: Historic Landscape Design and Construction*, (Baltimore: Johns Hopkins University Press, 1998), 422-23.

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recognition of their potential usefulness as recreational routes has barely begun. Development of facilities for recreational use of the Illinois and Michigan Canal in Illinois was started with the beginning of the Civilian Conservation Corps in 1933. Similar development of the old Chesapeake & Ohio Canal along the Potomac above the Nation's Capital is now well under way. These two examples of long-neglected assets lying close to very large populations may be expected to point the way to similar undertakings elsewhere. The canals, offering excellent recreational experiences both to the walker and the canoeist, possess in addition unusual historical interest; they are reminders of a picturesque and often exciting phase in the history of American transportation; in many places, the canals and their appurtenances, such as the lock tenders' houses along the Chesapeake & Ohio Canal, possess unusual charm that adds enjoyment to their use.¹⁴⁶

To Drive or To Walk?: The Parkway Dilemma and the 1954 Hike

The recreational and historical aspects of the C&O Canal came to the fore once again when the question of what to do with the canal above Seneca became an issue. The question arose after a 1946 flood undid much of the NPS Depression-era work in the section below Seneca. A bill signed into law by Congress on June 10, 1948, ordered the NPS and the Bureau of Public Roads to conduct a joint survey and report on the feasibility of the canal as a parkway route. In 1948, Congress began to consider a feasibility study for building a scenic parkway along the old canal from Great Falls to Cumberland. Meanwhile, in Great Falls itself, the tavern was in poor condition and, after a fire in 1948, the structure was almost razed. Instead, the NPS decided to rehabilitate it. In 1951 the building reopened to the public as a museum and visitor center, with NPS offices located on the second floor. In the 1950s, NPS constructed a concession building (mile 14.40) just north of Carroll Creek. In addition, NPS built a large parking lot north of the entry road and the Corps of Engineers constructed two one-story brick ranch houses (non-contributing resources) on the hillside near the Washington Aqueduct Gate Keeper's House (mile 14.38). The changes NPS made in the 1950s completed the transformation of the Great Falls Tavern area from a commercial and industrial landscape to one devoted primarily to recreation. The gold mines had closed in the 1940s. Only the Washington Aqueduct works and dam remained as Great Falls non-recreational elements.¹⁴⁷

¹⁴⁶ "A Study of the Park and Recreation Problem of the United States" in Larry M. Dilsaver, ed., *America's National Park System: The Critical Documents* (Lanham, MD: Rowman & Littlefield Publishers, 1994), Chap. 3, http://www.nps.gov/history/history/online_books/anps/anps_3i.htm.

¹⁴⁷ National Park Service, "Cultural Landscapes Inventory: Great Falls Tavern" (Washington, D.C.: U.S. Department of the Interior, 2004), 46-47.

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In 1953, the president of the Audubon Society of the District of Columbia and nature writer for the *Washington Post* expressed his dissension to a parkway proposal, countering that the canal should be restored for recreational use. As other advocates joined in, including the National Parks Association and Frederick Law Olmsted, Jr., the *Washington Post* took the opposite view and endorsed the parkway concept.¹⁴⁸ The tide turned when the *Post* printed a letter from Supreme Court Justice William O. Douglas on January 19, 1954, inviting the newspaper's editor to accompany him on a hike, and describing the natural sanctuary as "not yet marred by the roar of wheels and the sound of horns.... The stretch of 185 miles of country from Washington to Cumberland, Maryland, is one of the most fascinating and picturesque in the Nation."¹⁴⁹ *Post* editors accepted the invitation and Douglas along with participants representing The Wilderness Society, the National Parks Association, Potomac Appalachian Trail Club, D.C. Audubon Society, U.S. Geological Society, CBS radio news, and canal historian and history professor Walter Sanderlin hiked the length of the canal in 1954 to point out the canal's historic and natural values as a place to walk and escape from roads and vehicles.¹⁵⁰

The hike began on March 20 at Lock 72, about ten miles below Cumberland, avoiding the "unsightly and odoriferous" canal remnant at its terminus. In late March 1954, on the last evening of the historic hike, Justice Douglas organized a committee to draft plans and make recommendations for land use for an expanded canal park.¹⁵¹ This ad hoc committee evolved into the C&O Canal Association in 1957, and canal clubs supporting park legislation formed along the upper river section of the canal. Under Douglas's leadership these and other organizations became an effective voice for the establishment of a natural and historical national park.

By the time the hike ended, Douglas and other conservationists had made their point nationally known. As historian Barry Mackintosh writes in his work on the making of the C&O Canal Park: "Associated press accounts, network radio and television news broadcasts, movie

¹⁴⁸ Mackintosh, *C & O Canal*, 65-67

¹⁴⁹ National Park Service, "Chesapeake & Ohio Canal National Historical Park, District of Columbia/Maryland. General Plan," prepared by John G. Parsons (Washington, DC: Department of the Interior, January 30, 1976), 4. In anticipation of a parkway, Lockhouse 5 was razed, and a section of the new road, now known as the Clara Barton Parkway, was built. National Park Service, "Cultural Landscapes Inventory: Pennyfield Lock," (Washington, DC: U.S. Department of Interior, 2005), 68.

¹⁵⁰ Mackintosh, *C & O Canal*, 69.

¹⁵¹ *Ibid.*, 70.

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newsreels, and illustrated stories in *Time* and *Life* magazines informed readers across the nation of the canal, the event, and the controversy.”¹⁵² The NPS abandoned the parkway proposal and instead formulated a plan to create a park by enlarging the meager C&O Canal lands already owned, restoring and stabilizing canal structures, preserving and interpreting its historic and natural features, and providing other park facilities. By 1958, hikers could walk the canal from Georgetown to Cumberland without making flood damage detours.

That same year, work had begun on building the Maryland side of the George Washington Memorial Parkway (today’s Clara Barton Parkway) from Georgetown to Great Falls. Various delays postponed the parkway’s completion. The canal and towpath remained intact; however construction demolished the 1853 lockhouse at Lock 5 in 1957. Careful and judicious planning spared the lockhouse at Lock 7, the oldest one on the canal.

In 1956, after more debates and studies over extending the parkway beyond Great Falls, NPS made the decision to pursue National Historical Park designation, making it a unit of the National Park System, along with building an associated parkway west of Hancock. The park would begin where the Parkway ended at Great Falls and extend to the Cumberland vicinity. Beginning in 1957, several efforts to pass a bill in Congress authorizing the designation failed. Finally, in January 1961, President Eisenhower proclaimed the C&O Canal between Seneca and Cumberland, a national monument, with the same desired effect of making this portion of the canal a unit of the National Park System. Regrettably, the national monument designation included no development or funding for additional lands critically needed for park protection and development. Advocates’ efforts to obtain National Historical Park designation would continue for another decade.

¹⁵² Ibid., 70, 71.

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**CRITERION A: RECREATION AND THE NPS MISSION 66 PROGRAM AT
CARDEROCK, 1964-1965¹⁵³**

In the early post-war period, the NPS initiated a centrally planned, system-wide overhaul of the national parks known as Mission 66. The goal was to reinvigorate the parks that were being dramatically impacted by a boom in visitation. The program re-envisioned national parks and aimed to make them accessible and enjoyable to the growing number of Americans traveling to the parks. The C&O Canal's Carderock Picnic Area is significant at the local level in the area of Recreation for its association with the National Capital Region's implementation of the Mission 66 program. The picnic area reflects the program's goal of creating day-use areas featuring picnic facilities and adequate parking. In addition, the Carderock Pavilion (mile 10.42) and two comfort stations (mile 10.42) convey the Park Service modern architectural aesthetic used by NPS planners and designers in the Mission 66 program. NPS adopted tenets of Modernist design in order to achieve efficiency and economical construction.

The Mission 66 Program

In 1956, NPS Director Conrad Wirth (served 1951-1964) conceived of a ten-year program of upgrades across the country. He named the program "Mission 66," and in 1956 convinced Congress to fund the multi-million dollar initiative. It was, as Ethan Carr writes in *Mission 66: Modernism and the National Park Dilemma*, "intended to modernize, enlarge, and even reinvent the park system" by the agency's fiftieth anniversary of the legislation establishing the NPS in 1966.¹⁵⁴

Wirth recognized that NPS faced the fundamental post-war challenge, of, in Carr's words, "facilitating visits by ever larger numbers of people traveling in cars while avoiding the impairment of park landscapes and 'values'."¹⁵⁵ Furthermore, Carr cited "traffic jams, long lines outside bathrooms, overflowing parking lots, and no available accommodations or campgrounds"

¹⁵³ This section is based in large part on the research and analysis found in National Park Service, "Mission 66-Era Visitor Centers, Administration Buildings, and Public Use Areas in the National Capital Region of the National Park Service," National Register of Historic Places Multiple Property Documentation Form, 100 percent draft, prepared by Judith Robinson & Associates under contract to NPS, NCR (Washington, DC: National Park Service, October 1, 2012). Sections of this text are reused here.

¹⁵⁴ Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst: University of Massachusetts Press, 2007), 3.

¹⁵⁵ *Ibid.*, 127-28.

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as consistent problems in the post-war parks. The increase in automobile travel contributed greatly to this situation. Ninety-nine percent of park visitors in 1950 arrived via automobile – and found a road system inadequate to the vehicle flow and a shortage of parking at main attractions, as well as a lack of supervision in addressing the overflow.¹⁵⁶

The solution chosen by the National Park Service to address this challenge required a fundamental change from earlier park development models that had been based on the concentration of overnight visitors and park personnel near park attractions. Expanding this concept to account for the increased numbers of visitors would have encroached mightily on park resources, as well as increasing the scale of park development to a point where it threatened to overwhelm those resources. To address these concerns, Wirth and his planners moved NPS from an overnight to a day-use model of park visitation, the goal of which was to remove hotels, administrative buildings, and camping facilities from the parks or to relocate them to less sensitive areas. Efficient movement of visitors through the park on a daily basis would reduce overall development in the parks, but it would require a transportation infrastructure capable of bearing the increased traffic including an increased number of parking facilities.¹⁵⁷

To implement this plan, NPS turned to the architecture, landscape architecture, and planning principles of Modernism, which addressed the same challenges faced by NPS in the design of the emerging suburbs and the redesign of cities throughout the post-war United States. An advantage of Modernism that attracted all manner of builders was its economical construction. The use of prefabricated structural elements, steel, concrete, and glass – all mass-produced and therefore less expensive than the hand-produced elements of earlier architectures – made construction more economical and less time-consuming. What attracted NPS to Modernism, “was the increased functionality and efficiency that could be achieved through modernist design, materials, and building technologies.”¹⁵⁸ This new initiative was a departure from the rustic park architecture of the 1920s and 1930s, one aimed at producing “sturdy, low-maintenance, permanent structures that could serve the modern-day needs of the traveling public on a large scale.”¹⁵⁹

¹⁵⁶ Carr, *Mission 66*, 127-28, 4-7.

¹⁵⁷ Ibid., 127-28.

¹⁵⁸ Ibid., 137-42.

¹⁵⁹ McClelland, *Building the National Parks*, 464.

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Carderock Picnic Area

Beyond accommodating automobiles, National Capital Parks considered increasing the number of picnic facilities an urgent need to be addressed with Mission 66 funding. Planners envisioned George Washington Memorial Parkway as appropriate for such development. One area designated for picnicking had already been partially developed for that purpose by the CCC enrollees at what was then known as the Carderock Recreation Area and at Great Falls. With its access to miles of hiking, the Potomac River, the C&O Canal, and scenic motoring along the George Washington Memorial Parkway (then under construction; now known as Clara Barton Parkway), Carderock provided an ideal setting for Mission 66 programming. The National Capital Park Design and Construction Office prepared plans to develop two separate picnic areas (A and B) as early as the summer of 1958. In total, the planned development included five parking areas for 420 cars, four picnic shelter-comfort station structures, and two other picnic shelters. To reach the picnic areas, an interchange and access road would be built from the adjacent George Washington Memorial Parkway beginning in 1959.¹⁶⁰

Delays in constructing the access road from the parkway stretched into 1963. Perhaps due to these delays, plans for the most substantial feature in what had been designated Picnic Area A in the 1958 general development plan—a picnic shelter/fireplace structure—were not approved until May 5, 1964. NPS awarded a contract that same month to William F. Klingensmith of Germantown, Maryland, to construct a shelter building. Now known as Carderock Pavilion, it was completed the following year. The pavilion consists of a small, covered area with a fireplace and a larger attached shelter. Vertical laminated wood columns support a shed roof over the structure, with the roof slightly higher over the larger portion of the pavilion. The fireplace, faced with corrugated steel, is located in the split-block end wall of the smaller area,

¹⁶⁰ National Capital Parks Division of Design and Construction, "General Development Plan, Carderock Recreation Area, George Washington Memorial Parkway," drawing no. 851_82270, August 13, 1958, National Capital Region land records drawings database; Barry Mackintosh, "George Washington Memorial Parkway Administrative History," U.S. Department of the Interior, National Park Service, Washington, D.C., 1996, 77. At this time, Carderock Recreation Area was administered by the George Washington Memorial Parkway. Today the park is administered by the C&O Canal. The adjacent parkway, which stretches from Canal Road in the District of Columbia to MacArthur Boulevard at Carderock Recreation Area was renamed the Clara Barton Parkway in 1989, in part to avoid confusion with the George Washington Memorial Parkway in Virginia.

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which includes block concrete seating. A painted plywood panel and wood bench border the north end of the shelter area.¹⁶¹ The pavilion remains substantially as it was completed in 1965.

“Picnic Area B” was not developed, and the area including Carderock Pavilion does not adhere entirely to the 1958 plan. That scheme shows two T-shaped comfort station-picnic shelter structures—perhaps envisioned as similar to those built at Hains Point, Rock Creek Park, and Fort Dupont Park just prior to Mission 66. Carderock Pavilion is the only picnic shelter currently standing in this area, and the nearby concrete masonry Carderock Comfort Stations East and West are of the standard Mission 66 design found elsewhere in the National Capital Region. The developed area now consists of four separate parking lots, with picnic tables located among the trees near each one.

As a representative example of Mission 66 planning and design, the Carderock Picnic Area is distinct among the park’s developed areas. Its pavilion, comfort stations, and layout reflect the program’s emphasis on modern design and low maintenance construction. The parking and roadway plan portrays efforts to integrate circulation patterns within the area. Overall, the design concentrates and increases daytime automotive tourism to the park, a strategy NPS planners used to “minimize the impairment of the landscape, the danger of fire, and the cost of providing water and sanitation.”¹⁶²

Planning for a National Historical Park

After the 1956 decision to abandon the canal parkway idea, NPS considered how it would develop the canal property above Seneca. Under debate was whether the canal would become an integral part of a Potomac River development plan. Under this plan, the U.S. Army Corps of Engineers proposed constructing dams to augment the metropolitan water supply. Park advocates opposed to the river plan thought a dam or dams could inundate the canal. Supporters, including dam and public power advocates were concerned that the park could interfere with what they deemed essential river projects.¹⁶³

¹⁶¹ “Contract and Specification for Construction of a Shelter Building at Carderock Recreational Area, Montgomery County, Maryland,” accession 79-69A3047, box 6, Washington National Records Center, Suitland, Maryland; National Capital Parks, Division of Design and Construction, “Shelter Building, Carderock Recreation Area, George Washington Memorial Parkway,” drawing no. 860_82577, May 6, 1964, National Capital Region land records drawings database.

¹⁶² McClelland, *Building the National Parks*, 466, 468.

¹⁶³ Mackintosh, *C&O Canal*, 92.

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As debate over the river plan continued through the 1960s, changes took place along the canal. Lockhouses were rehabilitated at Locks 6 and 10, Lockhouse 13 was demolished (for construction of the Capital Beltway), and three frame lockhouses were destroyed by fire at Locks 16, 74, and 54. Repairs were made to the Paw Paw Tunnel. In the Great Falls area, the government condemned the 338-acre tract associated with the Maryland Gold Mine and placed it under park management. To promote active recreational activity NPS inaugurated a hiker-biker campground system, developed campgrounds, and installed boat ramps at various locations along the canal.¹⁶⁴

Finally in 1970, Congress acted to establish the Chesapeake and Ohio Canal National Historical Park. On January 8, 1971, President Nixon signed the bill into law. Public Law 91-664 combined the Chesapeake and Ohio Canal National Monument and the lower portion of the canal from Seneca to Rock Creek into the Chesapeake and Ohio National Historical Park to “preserve and interpret the historic and scenic features of the Chesapeake and Ohio Canal, and to develop the potential of the canal for public recreation, including such restoration as may be needed.”¹⁶⁵ Included in the boundary were the original 5,257 acres of canal lands between Seneca and Rock Creek and the Chesapeake and Ohio Canal National Monument. With the \$20.4 million authorized in the bill for land acquisition NPS acquired land between the river and the canal and some inland acreage to widen the canal’s narrow right-of-way and create a viable park.¹⁶⁶

Five years after becoming a national historical park, NPS reached a milestone in cultural resource planning when it approved the Chesapeake & Ohio Canal National Historical Park General Plan. The plan’s three cultural resource management goals are to 1) “preserve the atmosphere of past times and enduring natural beauty and safeguard historic remains and natural features,” 2) “impart to visitors an understanding and appreciation of an historic way of life blended into the natural setting of the Potomac valley,” and 3) “develop the potential of the park’s recreation resources for safe yet stimulating enjoyment by the visitors within limits compatible with the other two management objectives.”¹⁶⁷ The plan remains viable to this day.

¹⁶⁴ Mackintosh, *C&O Canal*, 106-07, 155, 159.

¹⁶⁵ *Ibid.*, 101.

¹⁶⁶ *Ibid.*, 97, 102, 113. The bill also authorized \$17 million for development. *Ibid.*, 101.

¹⁶⁷ *Ibid.*, 124-25.

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PART 3: ARCHEOLOGY

The archeological significance statements are based on the research, analysis, and recommendations found in the nine-volume *Archeological Identification and Evaluation Study of C&O Canal National Historical Park* conducted by The Louis Berger Group, Inc. for the National Park Service. The nine volumes are listed here. Portions of the text have been reused in this nomination.

Fiedel, Stuart, John Bedell and Charles LeeDecker

2005 *Cohongorooto: The Potomac Above the Falls: Archeological Identification and Evaluation Study of Chesapeake & Ohio Canal National Historical Park, Rock Creek to Sandy Hook (Mile Markers 0 to 59) Volumes I-III*, The Louis Berger Group, Inc., Washington, DC.

Bedell, John, Charles LeeDecker, Stuart Fiedel, and Jason Shellenhamer

2009 *Through the Great Valley and into the Mountains Beyond: Archeological Identification and Evaluation Study of Chesapeake & Ohio Canal National Historical Park, Sandy Hook to Hancock (Mile Markers 59 to 123) Volumes I-III*, The Louis Berger Group, Inc., Washington, DC.

Bedell, John, Jason Shellenhamer and Charles LeeDecker

2011 *River and Mountain, War and Peace: Archeological Identification and Evaluation Study of Chesapeake & Ohio Canal National Historical Park, Hancock to Cumberland (Mile Markers 123 to 184) Volumes I-III*, The Louis Berger Group, Inc., Washington, DC.

Summary of Significance

The 20 prehistoric archeological sites described in Section 7 are significant at the regional [i.e. state] level, under Criterion D, because they “have yielded and may be likely to yield, information important” to a better understanding of the region’s prehistoric chronology, environmental change, and subsistence and settlement patterns. One of the stratified sites contains 10,000 years of human occupation, including the only deeply buried archeological deposit radiocarbon dated to the Early Archaic Period in the park. Other sites preserve evidence of the Early Woodland Period in the upper Potomac Valley, about which very little is known. Still others have the potential to aid in unraveling the confusing array of archeological cultures found in the upper Potomac around the beginning of the Late Woodland Period. Further study of

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the extant collections from sites occupied by the makers of Keyser Cordmarked pottery, as well as the sites themselves, may resolve questions concerning their origins and their apparent disappearance from the Potomac Valley around AD 1550. Collectively, these sites offer researchers and scholars a rare opportunity to study over 11,000 years of human adaptation to a riverine environment that cuts through three major physiographic provinces for a distance of 184.5 miles.

The 30 historic archeological sites identified in Section 7 are significant at the local and/or state level under Criterion D because of they offer important opportunities to better understand the region's settlement, canal construction, Civil War activity, and 18th and 19th century industrial and commercial development patterns in the region. Five sites unravel the complex history of the early Western Maryland frontier period. Two Civil War earthworks are rare remnants of military activity in the area. Multiple sites relate to the canal construction period and commerce along the canal. These sites offer researchers and scholars an opportunity to study rural life on the upper Potomac in the 1790 to 1850 period, canal infrastructure and commerce, Civil War activity along the canal, and 19th century daily life for those living and working on the canal.

Narrative Statement of Significance

CRITERION D: PREHISTORIC ARCHEOLOGY: CHRONOLOGY, ENVIRONMENTAL CHANGE, AND SUBSISTENCE & SETTLEMENT PATTERNS, 9000 BCE-1500 BCE

Prehistoric Context: Chronology and Environmental Change

For an archeological resource to be considered of value in terms of its research potential, it must first be placed in time. Most research issues concern change over time, often over centuries and millennia. Environmental change is linked to chronology because placing an archeological site into a known chronological framework also places it into one or more models of climatic reconstruction. If a site contains datable artifact assemblages from sealed contexts, it almost certainly preserves categories of data (e.g. pollen spores, depositional evidence in the form of paleosols or lack thereof, phytoliths, carbonized plant remains and, depending on soil acidity, animal bones) that directly inform models of climatic stability or change. Stratified sites with

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multiple, buried, cultural components separated by alluvial sediments, are of utmost importance to addressing issues of regional chronology and environmental change.

The sterling example of a deeply stratified site in the park is the Tuscarora Creek Site (18FR798), with an Early Archaic layer 7 to 8 feet below existing grade. A radiocarbon date of 8330 to 8620 cal BC makes this the oldest, dated prehistoric component in the piedmont Potomac Valley. It is also the only deeply buried deposit dating to the Early Archaic Period presently known for the entire C&O Canal National Historical Park. Upper layers dating to the Late Archaic, Early Woodland, and Late Woodland periods were also defined.

Other very important stratified sites include the Seven Springs Site (18AG259) and the 999 Levee Site (18AG262). Both of these sites contain buried strata dating to the Early and Middle Woodland periods, which are not well known for the upper Potomac Valley. Indeed, the Berger archeologists concluded their National Register recommendation regarding the 999 Levee Site by stating "Of all the sites identified during this study, this may be the one where limited additional excavation would produce the most new data about the prehistoric past."

In addition to the three sites mentioned above, the following sites with stratified components all "have yielded or are likely to yield information important" to refining the regional prehistoric chronology and our understanding of environmental change during the Archaic and Woodland stages: Cabin Branch/Chisel Branch Site (18MO584), Broad Run Site (1MO572), Monocacy Site (18FR100), Stine Farm Site (18WA42), Florry Ravine Site (18WA519), McCoy's Ferry Site (18WA523), Ernstville 4 Site (18WA529), and the Frog Run Site (18AG19).

Some of the research questions which these sites have the potential to address are:

- Can the northward expansion of the Late Archaic Savannah River complex be correlated with the dramatic climate change at about 4200 cal BP, resulting in a two-century mega drought in the mid-continent and a cold episode in the North Atlantic?
- Can the western boundary of the Savannah River complex be ascertained using data from the C&O Canal National Historical Park?

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- Clear evidence of Early Woodland occupation was found in stratified deposits in the upper Potomac Valley at the Frog Run Site (18AG19), the Seven Springs Run Site (18AG259) and the 999 Levee Site (18AG262). The pottery found in these deposits is thick, cordmarked, and tempered with crushed chert, shale, or a mix of the two. A different sort of pottery, resembling Accokeek ware, was recovered in 1976 from the lower levels of the 999 Levee Site, suggesting that two different ceramic traditions were present along the upper Potomac in that period. The Accokeek pottery points to the east; the pottery tempered with crushed dark rock is quite different from anything found in the Piedmont or Coastal Plain and points to the Ohio Valley. Are the Early Woodland sites in the upper Potomac more closely influenced by or affiliated with Ohio Valley cultures or those of the Middle Atlantic?
- The upper horizon of the Frog Run Site (18AG19) consisted of a thick, early Late Woodland midden, dated to AD 1050 to 1150, which is stratified. Pottery mainly tempered with crushed dark rock was found in the upper part and limestone tempered pottery found in the lower. Which of several archeological cultures are the people who lived at this site most related to: Clemson Island, Page, Buck Garden, or the people who lived at the Paw Paw Village Site (18AG144)?

Prehistoric Context: Adaptation, Subsistence, and Settlement

Adaptation refers to the ways in which a human group accommodates itself to the natural and social world. It is a set of decisions and/or solutions that enable a group to achieve a certain degree of “fitness” to a particular environment. A core component of an adaptive system is subsistence or the means for procuring sufficient foodstuffs (both plant and animal) to sustain the group and the associated social/political organization and technology to acquire and process it. As subsistence is linked to adaptation, so settlement is linked to subsistence. Settlement refers to the organization of dwelling places and related specialized sites for procuring resources across the landscape, including defense, trade, and other potential needs. Settlement must be discussed within the context of subsistence—it is a dialogue about the placement of sites in regard to resources directly or indirectly used for purposes of subsistence. In turn, adaptation, subsistence, and settlement are linked to chronology and environmental change. What is available for consumption in the plant and animal world is affected by climatic change, both seasonally and through time.

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Looking at the C&O Canal National Historical Park in its entirety, evidence collected during Berger's nine-year study shows that the pattern of prehistoric settlement is somewhat different along the upper segment than lower down. [REDACTED]

[REDACTED]

[REDACTED] Instead, settlement was concentrated where the river valley was broad, with wide areas of level terraces. The main areas of prehistoric settlement along the upper segment are the wide terraces, such as those around Oldtown (the Moore Tract) and Mexico Farms.

The most promising settlement pattern and subsistence data relates to the Late Woodland Period and specifically sites of the Luray Complex or Phase, which are characterized by shell-tempered, Keyser Cordmarked pottery. The palisaded, mid-fifteenth-century Moore Village Site (18AG43) and the AD 1490-1560 West and East Village sites at Shawnee Old Fields (18AG20) represent year-round, horticultural villages. On the other hand, the Spring Dell Road Site (18WA515), ca. AD 1400, [REDACTED] *so it* may represent a Luray Complex hamlet or seasonal camp that was revisited over many seasons. The only Luray Complex sites that have been professionally investigated are permanent villages, such as the Moore Village Site, so archeologists have little idea what would be found at a smaller site such as this one. The place of non-village sites in the seasonal round of these people has never been investigated, and the Spring Dell Road Site would be an excellent place to do so. Similarly, the Moore Lower Terrace Site (18AG260) seems to be a large Woodland camp, with people of the Luray Complex being the last occupants. Like the Spring Dell Road Site, this site is important partly because it is not a major village site.

The Luray Complex sites discussed above, as well as the following sites, "have yielded or may be likely to yield, information important" to understanding regional changes in subsistence and settlement patterns over time: Paw Paw Village Site (18AG144), Fletchers Boathouse Site (51NW13); Dorsey VI Site (18AG168), Antietam Coke Yard Site (18WA62c), Summit Hall Turf Farm/Beshers Site (18MO06), and the Patton Turf Farm/Bull Site (18MO10). With the exception of the Summit Hall and Patton Turf Farm sites, all the others have yielded evidence of

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sub-plowzone features with the potential for the preservation of datable charcoal and plant and animal remains, among other possibilities. Summit Hall and Patton Turf Farm sites are remarkable for their size and the diversity and quantity of exposed artifacts. Such extensive artifact scatters are suggestive of repeated visits over time and the importance of these two places in the seasonal round and settlement pattern of different archeological cultures over several thousand years.

Examples of research questions which these sites have the potential to address include:

- With the exception of early Middle Archaic Period bifurcate-base points, such as St. Albans, LeCroy, and Kanawha, Middle Archaic peoples seem to have left few traces of their presence in the park. Is this due to archeologists' inability to recognize temporally diagnostic projectile points attributable to this time period or are there other reasons for the apparent lack of Middle Archaic sites?
- The site inventory for the park includes many more Late Archaic than Early Woodland Period sites (as do most site inventories for the Middle Atlantic region). Was there a major population decline in this period, or is there some other explanation for the apparent drop in site density?
- Where did the Luray Complex originate? The main diagnostic artifact for the Luray Complex is shell-tempered Keyser Cordmarked pottery, which is very similar to Monongahela pottery of western Pennsylvania. However, it has been asserted that there is a crucial difference between the two types of pottery – the manner in which the cordage was twisted. Monongahela cordage has a final Z twist, whereas Keyser cordage has a final S twist. Due to this difference, some researchers have argued that there was an ethnic distinction between the makers of the two pottery types. However, in some Keyser ceramic collections, Z twist is also well represented. For this reason, it has been hypothesized that the Luray Complex is an offshoot of the Monongahela archeological culture. Perhaps a detailed, comparative analysis of the Keyser ceramic collections and their contexts from sites in C&O Canal National Historical Park might resolve the question.

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- The most recent radiocarbon dates from the two Luray Complex villages at the Shawnee Old Fields Site fall in the range of AD 1490 to 1560 and no European trade goods were found in association. Therefore, existing evidence indicates that the makers of Keyser pottery disappeared from the Potomac Valley around the mid-1500s. Is this an accurate interpretation and, if so, what prompted their “disappearance”?

**CRITERION D: HISTORIC ARCHEOLOGY: SETTLEMENT, CANAL
CONSTRUCTION, CIVIL WAR ACTIVITY, AND INDUSTRIAL &
COMMERCIAL DEVELOPMENT PATTERNS, 18th CENTURY-1940**

Historic Context: 18th Century Settlement in the Potomac Valley

Although the 18th century is better documented than earlier periods, many questions remain about the settlers’ lives in this region, including the importance of ethnic affiliation and the type and degree of social change effected by new technologies and ideas (Bedell 2001; Fischer 1989). Based on previous experience in the region, Berger archeologists anticipated a scarcity of evidence of early 18th century frontier settlers. Two major factors are probably responsible. First, the river’s erosional regime has changed in the past 250 years due to deforestation and agricultural use as well as climate change at the end of the Little Ice Age. Second, early settlers mainly used wood, leather, textile, and iron, all perishable material. Ceramics found in the soil form a minor part of the typical inventory. A possible mid-18th century tenant residence near Ernstville (18WA529), and a significant tenant farm *identified and tested near Spring Dell Road* (18WA515) will probably yield too few artifacts to be especially helpful in learning about frontier life. However, features that must be recorded in the field—such as storage pits, trash pits, post holes and moulds, stone piers or foundations, and cellars—provide an even richer source of information for understanding and interpreting the lifeways of squatters, settlers, tenants, and early farmers. Findings from the Spring Dell Road Site indicate that life for its residents was very similar to what it would have been in eastern Maryland.

Three other important sites are the Hickman Cemetery (18MO627), Cresap’s Fort (18AG09), and Harkins/Boxwell Tenancy (18AG276). Hickman Cemetery is a very rare vestige of mid-18th century farming along the Potomac. Cresap’s Fort is almost certainly the residence of Thomas Cresap, an important figure on Maryland’s frontier. A substantial collection of artifacts dating to the 1740 to 1770 period include architectural material indicating the presence of a house with

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stone foundations and glass windows. The Berger archeologists concluded that the site is important at the state level for the information it contains about frontier life in western Maryland as well as its associations with Thomas Cresap and the French and Indian War. The Harkins/Boxwell Tenancy Site, a late 18th to mid-19th century farm site near Paw Paw, is one of few western Maryland sites known from this period. Its extensive and rich midden deposit make it ideal for studying the diet, style of dining, and consumer habits of a rural tenant family while the remains of the house could reveal much about the structure. This site contains important information about rural life on the upper Potomac in the 1790 to 1850 period.

Research questions of interest for historic sites in this period include:

- What can be learned about the lives of frontier families?
- What are the distinguishing artifact types and patterns, in this region, of early farms?
- Is the transition from an early frontier period to an era of stable farming visible in the archeological record? When did this happen? What are the main differences between sites of the early and later periods? Are the sites of the two periods in different locations (e.g., on floodplains vs. bluffs)?
- What was the structure identified in the 19th century as the remains of Thomas Cresap's blockhouse and how old is it?

Historic Context: Civil War on the North/South Border

During the Civil War the Potomac River served as the boundary between the Union and Confederacy and saw a great deal of military activity. Fortifications were built, armies crossed and camped, skirmishes were fought, and farms were burned. A series of maps (Donn 1865) detail the topography, vegetation, and settlement patterns of the canal margins at the end of the war. An extant earthwork near Dufiefs Basin, the previously identified Civil War Signal Station Site (18MO580) (Hahn 1997:50), was mapped, but a surface survey and a shovel test yielded no period artifacts. Similarly, a metal detector survey across the Civil War Earthworks Site (18MO628) on the bluff overlooking Whites Ford revealed no military artifacts. It is possible that these sites have been thoroughly worked by relic-hunters; however, total artifact recovery is seldom achieved, either by relic-hunters or professional archaeologists (Potter et al. 2000:13-14). Although unimpressive architecturally and apparently lacking artifactual deposits, these sites are rare remnants of the many Civil War actions in the area. Future, more intensive surveys of these sites may yield evidence of the Civil War activity along the C&O Canal.

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Historic Context: Building and Operating the Canal, 1828-1940

Much is already known about sites related to the canal's operation and an archeological survey usually achieves little when used at known historic sites other than a site's most basic information: location, approximate size, approximate date, and basic use. Archeological excavation of these sites might reveal a great deal that simple shovel testing will not provide. Learning more about known historic sites generally requires large-scale unit excavations or other time-consuming methods. For example, shovel testing around lockhouses and small private houses along the middle segment of the canal has produced artifacts and located some fairly rich yard deposits. These findings suggest that more extensive excavations of these sites might produce interesting data about the lives of lock keepers, their families, and their neighbors. The Edwards Ferry Site (18MO476) and the Great Falls Tavern Site (18MO585) contain the rather mundane artifact deposits associated with standing structures and ruins that contribute to the larger, regionally important story of the canal's operational period in the mid-19th century.

Throughout the Berger nine-year study, the topic of archeology canal construction made the canal workers' camp a sought-after site type. Even though previous reports suggest a peak canal construction period from 1925 to 1830 northwest of the Monocacy Aqueduct, no traces of any workers' shanty towns were identified, and no documents uncovered specific locational data regarding their whereabouts. The only evidence of canal construction documented archeologically is the limestone debris *just north of the Williamsport Floodplain (Mouth of the Conococheague Creek)* Archeological Site (18WA14) that represents the dressing of stone for the aqueduct, and the brick kilns and workshop foundations at the Paw Paw Supervisor's House (18AG255). A handful of artifacts inconclusively represent the presence of shanties at the mouth of Antietam Creek. The inability to find large camps that must have been associated with Dams 4 and 5 suggests that the camps were sometimes set up a considerable distance from the canal, outside park property. The failure to conclusively document even one camp suggests that shanties were of flimsy construction, built of scraps of wood and other salvaged material, and the workers had few possessions that would survive in the ground. This historical datum also points to the rather surprising inference that the camps were kept relatively clean. Most human settlement generates trash and it should be possible to find some trace of a camp inhabited by a hundred people for six months. But if trash was carefully collected and disposed of in privy pits or other defined spots, the site would be much harder to find.

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Archeological sites closely associated with the construction, operation of the C&O Canal are eligible for listing as contributing resources to the C&O Canal Historic District. For the upper segment these sites are the Paw Paw Tunnel Complex (18AG221), Lock Keeper's House at Lock 72 (18AG222), Culvert 237 (18AG225), Lock Keeper's House at Lock 57 (18AG247), the Lock 33 Complex (18WA474), the Lock 35 Dry Dock (18WA475), Lock 38 (18WA486), Lockhouse 44 (18WA477), and the Paw Paw Supervisor's House (18AG255). The yard of the Paw Paw Supervisor's House contains an archeological record of canal construction in the form of brick camps and a workshop structure. Domestic deposits are probably present at all of the lock keepers house.

A research question these sites have the potential to address is:

- What can archeology reveal about life along the canal in the 19th century?

Historic Context: Industry and Commerce along the Canal

In the 19th century many industries prospered along the canal, from boat builders in Cumberland to flour mills in Georgetown. Iron mines located around Pleasantville and Dargan as did a gold mine at Great Falls, quarries at Seneca, a coal yard and tanneries at Williamsport, a foundry, a manganese refinery, a sand mine, and several mills. The archeological record of all this activity is seen in the form of massive stone foundations, pits gouged into the face of the bluffs, and standing buildings. Nineteenth century commerce sites include the Miller Brothers Lumber Yard (18WA480), the Cushwa Warehouse (18WA479), the Williamsport Power Station (18WA481), the Lime Shed (18WA478), and the boat yard at West Terminus Guard Lock Complex (Site 18AG226).

Evidence of industry revealed during archeological surveys included more foundations, tools, and a vast slag heap at the Antietam Furnace. The town of Antietam, at the confluence of Antietam Creek and the Potomac River, has been the site of extensive iron working facilities during most of the century following 1765. The Antietam Furnace (18WA27), individually listed in 1975 in the National Register under Criteria C and D, is an example of an important early iron furnace and industrial village that was nominated principally as an archeological site, on which no complete above-ground buildings exist. Although the furnace itself is on private land, significant remains of the operation, including mill foundations, are in the park. These

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remains have not been excavated or mapped in detail. Archival sources indicate that iron production began here around 1765, expanded in the early 19th century, and continued until 1880. The Antietam Coke Yard Site (18WA62c) contains historic artifacts associated with either the Antietam Furnace, a canal workers' camp dating to 1835, or with Civil War soldiers. More extensive excavations under a plowzone sealed by a dense slag deposit would likely produce both pre-Civil War historic material and a large number of prehistoric artifacts.

A research question these sites have the potential to address is:

- What can archeology reveal about 19th century trade and business along the canal?

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Appendix A: A Chronology of the Chesapeake and Ohio Canal¹⁶⁸

1784 to 1802	Largely through the influence of George Washington in October 1784, the Virginia Assembly passed an act incorporating the Potomac Company, and in November 1784, the Maryland Assembly affirmed the charter. The purpose of the company was to open the Potomac River to navigation. From 1785 to 1802, the company proceeded with construction of canals around the falls of the Potomac, completing the locks at Great Falls on the Virginia side in 1802.
1824 to 1825	The Chesapeake and Ohio Canal Company was incorporated by the Virginia Act of January 27, 1824, and validated by the Maryland and Pennsylvania legislatures and the Congress of the United States on January 31, 1825, February 9, 1826, and March 3, 1825, respectively.
1828	C&O Canal construction began just outside the District of Columbia boundary.
1831	C&O Canal open for trade from Georgetown, D.C., to Seneca, Maryland.
1834	C&O Canal opened to a point 26 miles above Harpers Ferry.
1839	C&O Canal opened to Hancock (total of 134 miles).
1850	C&O Canal construction completed to terminus at Cumberland, Maryland.
1850 to 1924	Canal in operation but troubled by labor and financial problems. Five major floods (in 1852, 1877, 1886, 1889, 1924) in addition to frequent smaller floods, caused great damage to the canal.
1889	Following the 1889 flood, the C&O Canal Company went bankrupt and the canal reopens in September 1891 under the B&O Railroad as receivers.
1924	C&O Canal Company ceased navigational operation of the canal.
1938	U.S. Government purchased C&O Canal Company for \$2 million.
1938 to 1940	Civilian Conservation Corps repaired 22 miles from Great Falls to Seneca at a cost of \$98,000.
1941	Lower rewatered 22 miles of the canal administratively designated as the Chesapeake and Ohio Canal Recreational Waterway.
1948	Pursuant to Public Law 618, 80th Congress, a reconnaissance study was initiated to determine the advisability of constructing a parkway along the route of the Chesapeake and Ohio Canal. The report on the joint survey and study by the Bureau of Public Roads and the National Park Service was completed in 1950.
1953	Public Law 184 (August 1, 1953) gives the Secretary of the Interior authority to grant easements for rights-of-way through, over, and under the Chesapeake and Ohio Canal.
1961	Presidential Proclamation 3391 proclaims the lands between Seneca and Cumberland a national monument giving this portion of the canal status as a unit of the National Park System.
1971	Public Law 91-664 (January 8, 1971) combines the Chesapeake and Ohio Canal National Monument, and the canal property from Seneca down to Rock Creek, as the Chesapeake and Ohio Canal National Historical Park.

¹⁶⁸ Partially taken from Parsons, "Chesapeake & Ohio Canal National Historical Park," 59.

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Appendix B: Glossary of Canal-Related Terms¹⁶⁹

Aqueduct: A bridge for carrying a canal over an intersecting watercourse or valley.

Berm: A horizontal space about one to two feet wide and located about one foot above the water surface on the side slope of the canal. This space protects the upper part of the interior side slope of the canal. Also called a bench.

Bypass Flume: A flume near surface level around the berm side of a lock to provide water to the canal levels below the lock and to pass excess water so as to avoid flooding the canal level upstream of the lock.

Composite Locks: Locks constructed of timber and dry stone.

Culvert: A covered channel or pipe for carrying a water course or road under a canal.

Dam: A permanent obstacle to the passage of water built across a river for the purpose of impounding water.

Deep Cut: An excavation of great depth.

Guard Lock: The lock between an entrance basin and the canal, harbor, or river, which forms a communication between them.

Inclined Plane: A railroad projecting into the canal designed to carry canal boats over elevations by means of a cradle mounted on wheels, hoisted onto the flat surface, and powered by steam engines, horse power, water-powered turbines, and/or weight of ascending and descending boats.

Level: That portion of a canal between two locks.

Lift: The difference of level between the surface of the water above and below a lock.

Lining: The layer of clay applied along the bottom and up the sloping sides of canals to prevent the water from escaping.

Lock: A small basin built of wood or masonry (or both) consisting of two parallel walls far enough apart to admit a canal boat and terminated on either end by lock gates.

¹⁶⁹ Majority of definitions taken directly from Kapsch, *Canals*, 299-302, and secondarily from Thomas Swiftwater Hahn and Emory L. Kemp, *Canal Terminology of the United States* (West Virginia University Press: Institute for the History of Technology and Industrial Archeology, 1999).

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Lock Chamber: The basin portion of the lock, with lock gates on either end.

Lock Gate. The gates on either end of a lock.

Lockhouse: Residence of the lock keeper and his family.

Mole: A massive structure of masonry or large stones placed in the water to act as a pier.

Planking: Wood lining of the sides and bottom of a canal, canal lock, and timber crib dams.

Slack-Water navigation: A method of improving navigation on a river in which a series of dams with locks are built to provide for the passage of boats. Also called lock and dam navigation.

Sluice: A navigable channel blasted out of a river or cleared by moving stone.

Stop Lock: A lock designed to prevent water from entering a select reach of the canal, usually by lowering stop planks.

Tide Lock: A connecting lock located between an entrance basin and a canal, harbor, or river.

Timber Crib Dams: Dams constructed of logs in rectilinear shapes with large rocks placed on the inside; sometimes sheathed with planking.

Waster Weir: A cut constructed through the side of a canal for channeling off any surplus water.

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Appendix C: Engineers and Contractors

The names in this appendix are obtained from Harlan D. Unrau, "Historic Resource Study: Chesapeake & Ohio Canal (Hagerstown, MD: U.S. Dept. of Interior, National Park Service, Chesapeake & Ohio Canal National Historical Park), 255-71.

Engineers appointed on the first division of the canal

Thomas Purcell, Charles D. Ward, Peter Von Smith, Randolph Coyle, Daniel Van Slyke, Herman Boye, James Mears, Jr.; W. M. C. Fairfax; William Beckwith; R. J. Bowie; Thomas H. DeWitt; Erastus Hurd; Charles B. Fisk; L. G. Davis; Alfred Cruger; Charles Ellet; and William Wallack

Contractors for 34 sections between Little Falls and Seneca Falls

The term "sections" refers to the ½-mile sections awarded to contractors.

A. B. Hovey & Co., Daniel Bussard, John W. Baker, Wathen and Underwood, Clark & Clements, W. W. Fenlon & Co., George Ketchum, Thomas B. Tripp, Parmenies Asams, Luke Hitchcock, Henry Smith, Daniel Renner, Joesph H. Bradley, James C. Lackland, Thomas Crown, John Farquharson & Co., William Scott, Arnold T. Winsor, Callen & Clements, James O'Reilly, Washburn, Gustin & Bond; Rubin Bracket & Co.; and H. W. Campbell

Contractors for sections between Seneca Falls and Point of Rocks and for masonry work between Little Falls and Point of Rocks

Knapp & Co., Crown & Lanham, Thomas Crown, Plater & Helm, Higgins & Owens, J. Costigan, Garey Hickman, T. Gatton & Co., H. W. Campbell, T. H. McCubbin, W. A. Nichols & Co., Bennett & Brackett, Brackett & Hovey, W. W. Fenlon & Co., Hale & Nichols, Kavanaugh & Knox, J. & J. Maynard, Patrick Donnell, McIntosh & Co., Richard Cromwell, Darrow & Whitmore, McIntosh & Bennett, A. H. Millerd, R. Brackett & Co., T. McIntosh & Co., J. Hurd & Co., Donley & Co., Waler B. Kemp, Kenny & Roberts, Holdsworth & Isherwood, Lafferty & Boland, and Amos Johnson

Contractors for work on canal between Rock Creek and Little Falls

Issac McCord & Co., John Baker, B. J. Forrest & Co., Hewes, Lewis & Hewes, and B. S. Forrest & Co.

Contractors for lockhouses

Thomas & Munroe, Richards & Kavanaugh, M. Kavanaugh & Co., J. W. Maynard, Wines, Bracker & Wines; and Holdsworth & Isherwood

Contractors for relet locks

A. Knapp & Co., Fenlon & Bosteder, F. C. Clopper, and Holdsworth & Isherwood

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Contractors for sections from Point of Rocks to Harpers Ferry

Williams & Dawes, Kemp G. Carter, Fred Bryan, Hawley & Campbell, O'Neill & Lanaghan, Ennis, Grimes & Ennis; Bers & Hyde; Zach & Siatton; Watkins & Gatton; Lemuel Offutt; T. S. & G. M. Watkins; Stephen Sands; Offutt & Stone; Judson C. Pumphoy; L. F. & J. Pumphrey; Pat McLaughlin; Andrew Clements; James Collan; T. & S. McCoy; Bernard Collins; H. A. & J. Stewart; and Henry Smith

Contractors for sections nos. 113-117 (Dams Nos. 3-4)

John Noonan, J. & B. Gorman, William Harte, Samuel Miller, Morris & Nurray, James & Fresh, Sullivan & Mahorney, Sherlock & Gene, Dolan & Harford, William Pollock, Tenning Dodge, William Eldridge & Co., Stephan Sands, Z. & E. M. Gatton, Gatton & Watkins, Simon Dwyer, Seale & Curran, Charles H. McCann, Frank, Hubbard & Co., J. P. & J. Dougherty, Joshua Jamison, Josephus Beall, Gatton & Watkins, A. & T. N. Clements, G. M. & R. W. Watkins, John Stocksdale, Enos Childs, Offutt & Maccubbins, Seale & Curran, Gorman, Conolly & [incomplete name], Kennedy & O'Neill, and Thomas Heunessey

List of masonry structures and difficult sections between Dam No. 5 and the Cacapon River let for Contract

Richard Holdsworth, Robert Brown, W. Morrow, I. C. Lissig, Daniel K. Cahoon, John Seale, David Lyles, Thomas M. McCubbin, Michael McMahon, Lee Montgomery, Anthony Loftus, John Gorman, John Lambie, James J. McElhery, James Lonergan, Michael Smith, R. M. Watkins, Robert Brown, Patrick McGinley, James Lonergan, R. W. Watkins, Samuel S. Piddle, James Ryan, Daniel C. Cahoon, Bernard Gorman, James Ryan, E. H. Fielding, William Brown, and John Lambie

Contractors for sections between Dam No. 5 and the Cacapon River

George Young, P. Driskell, John Moore, G. S. Marsh, G. M. Watkins, John Moore, Lee Montgomery, Jonah Hood, P. McGirk, M. Mulhollon, W. Story, S. Nichols, G. Magruder, W. Blakely, G. W. Higgins, E. M. Gatton, Patrick Crowley, T. Gealey, J. O. Hearn, J. Hynes, and Henry Smith

Contractors for 54 sections and 4 locks between Dam No. 6 and Cumberland

John O'Neill, George D. Jorman, John Begans, John Kirkwood, Martin Phelan, J. Ferguson, Zenus Barnum, Peter Bargey, Joseph Miller, George Grier, Harvey Hackley, Robert L. Patterson, R. H. Bangs, Bernard O'Fiel, John Waldron, George Murray, Patrick McEvoy, E. M. Gatton, George Grier, Henry McCurdy, Thomas M. McCubbin, John Dougherty, Simon Nicholls, Robert McCoy, George G. Johnson, Casper Dull, E. Y. Bright, Nahum Starr, Wells Hatch, George W. Henry, Isiah Frost, Anson Bangs, R. Worthington, W. P. Sterritt, George Grier, George W. Johnson, George G. Johnson, Dennis Dougherty, Patrick Driskell, Patrick Hagan, Simon Nicholls, Clark Burnham, Charles Murray, and H. Devie

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Contractors for masonry work between Dam No. 6 and Cumberland

Frederick Pratt, George G. Johnson, John Cameron, W. C. Steedman, Edward H. Fielding,
Michael Byrne, William Pratt, G. W. Henry

Contractors for aqueduct No. 9 and 17 sections

John O. Hearn, Enos Childs, Patrick Gormly, S. A. Leckey, McLean Moore, J. S. Thompson,
Selah Chamberlain, Patrick Hagan, Wells Hatch, Patrick Crowley, J. Dilley, J. Harris, George
Hoblitzell, William Story, L. Gatton, and Edward Doyle

Contractors for Locks Nos. 57-67 and Culverts Nos. 204, 210, 219-220, 225, and 229

James Wherry, Michael Byrne, J. Lobdell, C. B. Ford, John Reiley, Everitt & Dilley, and G. W.
Henry

Subcontractors for sections between Dam No. 6 and Cumberland

Ignatius Renner, William Whitman, Thomas Bell, Ritner & Co., Henry Gallagher, Buel & Watt,
McCullough & Day, Thomas Sims, John Eggert, John Kelley, Andrew McMahon, Dr.
Fitzpatrick, Everitt & Dilley, John Eggert, Fraser & Co., John Waldron, W. W. Buel & Co., John
McManus, John McQuard, and Sterritt & Humber

Contractors for culverts between Dam No. 6 and Cumberland

Moyal, Randal & Co., Ritner & Co., Henry Gallagher, R. Sims & Co., Sterritt & Co., and Bruce
& Haughey

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Chesapeake and Ohio Canal National
Historical Park Historic District

DC; Allegany, Frederick,
Montgomery, and
Washington, Maryland

Name of Property

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Cheasapeake and Ohio Canal National
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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property 20,526

Use either the UTM system or latitude/longitude coordinates

Cheasapeake and Ohio Canal National
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Latitude/Longitude Coordinates

Datum if other than WGS84: NAD 1983

(enter coordinates to 6 decimal places)

	Latitude	Longitude		Latitude	Longitude		Latitude	Longitude
1)	39.648117	-78.763962	34)	39.628965	-78.264745	67)	39.405347	-77.739003
2)	39.622711	-78.772034	35)	39.674637	-78.232892	68)	39.386983	-77.733136
3)	39.627423	-78.748031	36)	39.697907	-78.178379	69)	39.382924	-77.745648
4)	39.624186	-78.737672	37)	39.683538	-78.103737	70)	39.355337	-77.740865
5)	39.614163	-78.732444	38)	39.671381	-78.078903	71)	39.340673	-77.757276
6)	39.600608	-78.746234	39)	39.653137	-78.050095	72)	39.323652	-77.725476
7)	39.597104	-78.766373	40)	39.605363	-78.004986	73)	39.329462	-77.677554
8)	39.587937	-78.757016	41)	39.603669	-77.977756	74)	39.307047	-77.611230
9)	39.587205	-78.733085	42)	39.619183	-77.944292	75)	39.309764	-77.563072
10)	39.577792	-78.731196	43)	39.620309	-77.934214	76)	39.274640	-77.544288
11)	39.544752	-78.676108	44)	39.605902	-77.919365	77)	39.261567	-77.518756
12)	39.538410	-78.640141	45)	39.601148	-77.882477	78)	39.253852	-77.488066
13)	39.541397	-78.617634	46)	39.612954	-77.889039	79)	39.223130	-77.451735
14)	39.537182	-78.589679	47)	39.616830	-77.885896	80)	39.212697	-77.463782
15)	39.523246	-78.548425	48)	39.605649	-77.831893	81)	39.190439	-77.471625
16)	39.525739	-78.522035	49)	39.585033	-77.827631	82)	39.166822	-77.514611
17)	39.520236	-78.475953	50)	39.564493	-77.835990	83)	39.125857	-77.514039
18)	39.539100	-78.460295	51)	39.557860	-77.884461	84)	39.116408	-77.484764
19)	39.579888	-78.460229	52)	39.539583	-77.863542	85)	39.083706	-77.453941
20)	39.589177	-78.456216	53)	39.516284	-77.861351	86)	39.073020	-77.414276
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23)	39.591937	-78.404764	56)	39.517402	-77.823234	89)	39.058508	-77.300364
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26)	39.625099	-78.427697	59)	39.500953	-77.779303	92)	38.998050	-77.248612
27)	39.624729	-78.419030	60)	39.498813	-77.766912	93)	38.983375	-77.236459
28)	39.610268	-78.375602	61)	39.491916	-77.764257	94)	38.971214	-77.194419
29)	39.624348	-78.386231	62)	39.477005	-77.796614	95)	38.972189	-77.169074
30)	39.629780	-78.381698	63)	39.463455	-77.776029	96)	38.969516	-77.145041
31)	39.641693	-78.354713	64)	39.443924	-77.783789	97)	38.914004	-77.098196
32)	39.638619	-78.332012	65)	39.437767	-77.800535	98)	38.906095	-77.085660
33)	39.623487	-78.288999	66)	39.425965	-77.753331	99)	38.904038	-77.056759

Chesapeake and Ohio Canal National
Historical Park Historic District

DC; Allegany, Frederick,
Montgomery, and
Washington, Maryland

Name of Property

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The National Register boundary encompasses 20,526 acres that comprise the congressionally authorized boundary of the Chesapeake and Ohio Canal National Historical Park as established between 1961 and 1980. Lands included within the boundary are those that are both owned in fee simple by the Federal Government and the State of Maryland and lands that are privately owned upon which the Federal Government holds scenic and historic preservation easements. The included area is shown on the attached "Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary" Maps 1-29.

Boundary Justification (Explain why the boundaries were selected.)

In accordance with NPS-28: *Cultural Resource Management Guideline*, Appendix Q, the NPS is responsible for evaluating the entire area contained within the authorized boundaries of historical units within the National Park System. The current authorized boundary of the Chesapeake and Ohio NHP contains 20,526 acres. When originally nominated to the National Register in 1979, the historic district encompassed 20,239 acres. The park's acreage has changed through a series of acquisitions that totaled approximately 287 acres, including one large tract and several small tracts. However a portion of the 287-acre difference is credited to map discrepancies discovered since 1979. The district boundary encompasses historically and culturally significant lands and resources associated with the canal proper, and with its related industrial and commercial enterprises, along with domestic and agricultural settlements that formed as a result of the canal and its operations. Approximately 4 percent of the total land area within the district is privately or state owned land. While these private and state owned lands have not been 100 percent surveyed, most of this land is likely to yield additional historic or prehistoric resources and plays an important role in maintaining the historic setting of the canal.

Cheasapeake and Ohio Canal National
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11. Form Prepared By

name/title: Susan Cianci Salvatore, Independent Consultant; Stephen Potter, Regional
Archaeologist

organization: National Capital Region, National Park Service

organization contact: Dean Herrin, Regional Historian, National Capital Region

street & number: 1100 Ohio Drive, SW

city or town: Washington state: DC zip code: 20242

e-mail: Dean_Herrin@nps.gov

telephone: 202-619-7279

Date: September 11, 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Chesapeake and Ohio Canal National Historical Park
City or Vicinity: Washington, District of Columbia; Allegany, Frederick, Montgomery, and Washington counties
State: District of Columbia and Maryland
Photographer: Susan Cianci Salvatore
Date Photographed: December 2012 to February 2013, November 2013
Number of Photographs: 44

Description of Photograph(s) and number, include description of view indicating direction of camera. Description includes LCS number in parenthesis as it appears on the resource map.

Cheasapeake and Ohio Canal National
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Photo #1
Mile 0.42A (Map 1). View W to Lock 2 (12660) in Georgetown

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Photo #2

Mile 0.59-0.61, 0.84 (Map 1). View W along canal and towpath in Georgetown. Ten-foot high Retaining Wall (46624) to the right and steel truss Frederick Street Bridge (red in color, 12672) in background.



Photo #3

Mile 0.68 (Map 1). View W to High Street Bridge (Wisconsin Avenue Bridge, 12667) in Georgetown

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Photo #4

Mile 1.07 (Map 1). View W to Alexandria Aqueduct Abutments (12994) in Georgetown



Photo #5

Mile 3.13 (Map 1). View NE to Abner Cloud House (17207), Georgetown, DC

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Photo #6

Mile 3.21 (Map 1). View E to Fletcher's Road Culvert (12679) in District of Columbia



Photo #7

Mile 10.42 (Map 3). View N to Carderock Pavilion (Mission 66, no LCS #) in Bethesda, MD

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Photo #8 - Mile 13.45, 13.45A (Map 3). View N to Lock 15 (12721) shows Seneca red sandstone construction (1830), wooden cribs (1939-1942), and concrete wall (1975); and Bypass Flume – Lock 15 (12722) south of Great Falls, MD



Photo #9
Mile 13.75 (Map 3). View S to Stop Gate (12723) between Locks 16 and 17, with rebuilt bridge and winch house south of Great Falls, MD

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Photo #10 - Mile 14.27, 14.28, 14.29 (Map 3). View NE to Civilian Conservation Corps Buildings: Boiler House (46620), Comfort Station (46622), and Pump House (46621) at Great Falls, MD



Photo #11- Mile 14.30B (Map 3). View NE to Great Falls Tavern (elevation facing the canal and the Potomac River, 00148)

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Photo #12 - Mile 14.38, 14.35 (Map 3). View E to Washington Aqueduct Gate Keeper's House with CCC-built Engineer's Garage (no LCS#) in background and a non-contributing 1956 engineer's house to the right at Great Falls, MD



Photo #13 - Mile 14.39A, 14.39 (Map 3). View SW of Maryland Gold Mine Water Tank (47750) and Assay Office Ruins (47551) at Great Falls, MD

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Photo #14

Mile 19.63, 19.64 (Map 4). View SE to Lock 22 (Pennyfield, 12741) and Lockhouse (12866)
near Potomac, MD

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Photo #15

Mile 22.81 (Map 5). View E from Seneca Aqueduct (12751) of typical dry canal prism and towpath with Potomac River to the right near Seneca, MD



Photo #16

Mile 22.81, 22.81A, 22.80B, 22.80A (Map 5). View NE along towpath to Seneca Aqueduct (12751) on right, wasteweir (46623) in middle, West House (45781) to the left, and Lockhouse (12867) at Lock 24 in distance near Seneca, MD

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Photo #17

Mile 42.17, 42.17A (Map 8). View S to Trundle Granary Ruins (49992) to the left and overgrown Monocacy Boat Basin (49993) to the right near Montgomery/Frederick county, MD line



Photo #18

Mile 42.20 (Map 9). View NE to Monocacy Aqueduct (00176) near Montgomery/Frederick county, MD line

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Photo #19 - Mile 60.62A, 60.62B, 60.62 (Map 12). View NW to Lock 33 (11808), Bypass Flume Lock 33 (11809), and Maryland Heights, Bldg. #80, Stone House (45430) in Sandy Hook, MD. (Railroad overpass in this image is not part of the C&O resource inventory.)



Photo #20 - Mile 72.65, 72.63B (Map 14). View SE to towpath with canal to the left, Shepherdstown River Lock (stone work left of towpath, 11701), and Shenandoah Valley Railroad Bridge Pier (right of towpath, 47512) near Shepherdstown, WV. (Railroad overpass crossing Potomac River in this image is not part of the C&O resource inventory.)

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Photo #21

Mile 72.77C-J (Map 14). View NE to Franklin Blackford collection of outbuildings (49982-49987) near Shepherdstown, WV



Photo #22

Mile 73.02 (Map 14). View NE to Ferry Hill Plantation House (11789), near Shepherdstown, WV

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Photo #23
Mile 84.40 (Map 15). View SW to Dam 4 (00158), north of Sharpsburg, MD



Photo #24
Mile 85.60 (Map 15). View S from towpath near Guard Lock 4 (00159) of parking lot between canal and Potomac River (far right background), north of Sharpsburg, MD

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Photo #25

Mile 85.60 (Map 15). View N to Guard Lock 4 (00159), north of Sharpsburg, MD

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Photo #26

Mile 88.00A (Map 16). View SE to Anderson Property Stone Building (47524), southwest of Williamsport, MD



Photo #27

Mile 88.10 (Map 16). View NE to McMahon's Mill (45877), southwest of Williamsport, MD

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Photo #28
Mile 99.30B, 99.32, 99.32A (Map 17). View N to Bypass Flume (11805), Lock 44 (11708); and Lockhouse 44 (17230) in Williamsport, MD



Photo #29
Mile 99.38 (Map 17). View SE to Steffey & Findley (coal, 47509) wharf wall at Williamsport, MD

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Photo #30
Mile 99.69 (Map 17). View S to Railroad Lift Bridge (11710) over canal, Williamsport, MD



Photo #31
Mile 99.73, 99.74, 99.72 (Map 17). View ESE to Cushwa's Boat Basin (11711) in foreground, Williamsport Power Generating Station (12915) to the left, and Cushwa Warehouse (12916) in Williamsport, MD

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Photo #32

Mile 108.71, 108.82, 108.89 (Map 18). View SW of the "Four Locks" from top of Lock 47 to Locks 48 (11717), 49 (11721), and 50 (11724) west of Clear Spring, MD



Photo #33

Mile 121.74 (Map 21). View NW to Culvert 173 (12795), typical stone culvert under the canal, east of Hancock, MD

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Photo #34

Mile 122.61 (Map 21). View WSW to Lockhouse 51 (17234) ruins east of Hancock, MD



Photo #35

Mile 122.80 A&B (Map 21). View NE to Yates farmhouse (49950) and smokehouse (49951) with later (noncontributing) pedestrian bridge over canal near Lock #52 east of Hancock, MD

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Photo #36

Mile 124.02 (Map 21). View NW to Rinehart Sumac Mill, Ruins (Shafer Cement Mill Ruins, 49956) southwest of Hancock, MD

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Photo #37

Mile 155.78 (Map 25). Upstream approach to Paw Paw Tunnel (45627) near Paw Paw, WV

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Photo #38

Mile 156.16 (Map 25). View E to Section House (17224) south of Paw Paw Tunnel (above) near Paw Paw, WV



Photo #39

Mile 156.45 (Map 25). View SW to Larkin Barn (no LCS#) south of Paw Paw Tunnel

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Photo #40 - Mile 175.48 (Map 28). View W from Lock 74 (11767) shows typical stretch of watered canal and towpath Spring Gap, MD



Photo #41 - Mile 175.62, 175.60, 175.61 (Map 28). View W showing Lock 75 (11771), Bypass Flume (11772), and Lockhouse – Lock 75 (11773); the last lock before the canal terminus in Cumberland, MD

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Photo #42 - Mile 180.40 (Map 29). View NW from towpath shows canal prism in foreground widening into Boat Basin (45583), south of Cumberland, MD



Photo #43 - Mile 180.66 (Map 29). View NW to stabilized Evitts Creek Aqueduct (12855), south of Cumberland, MD

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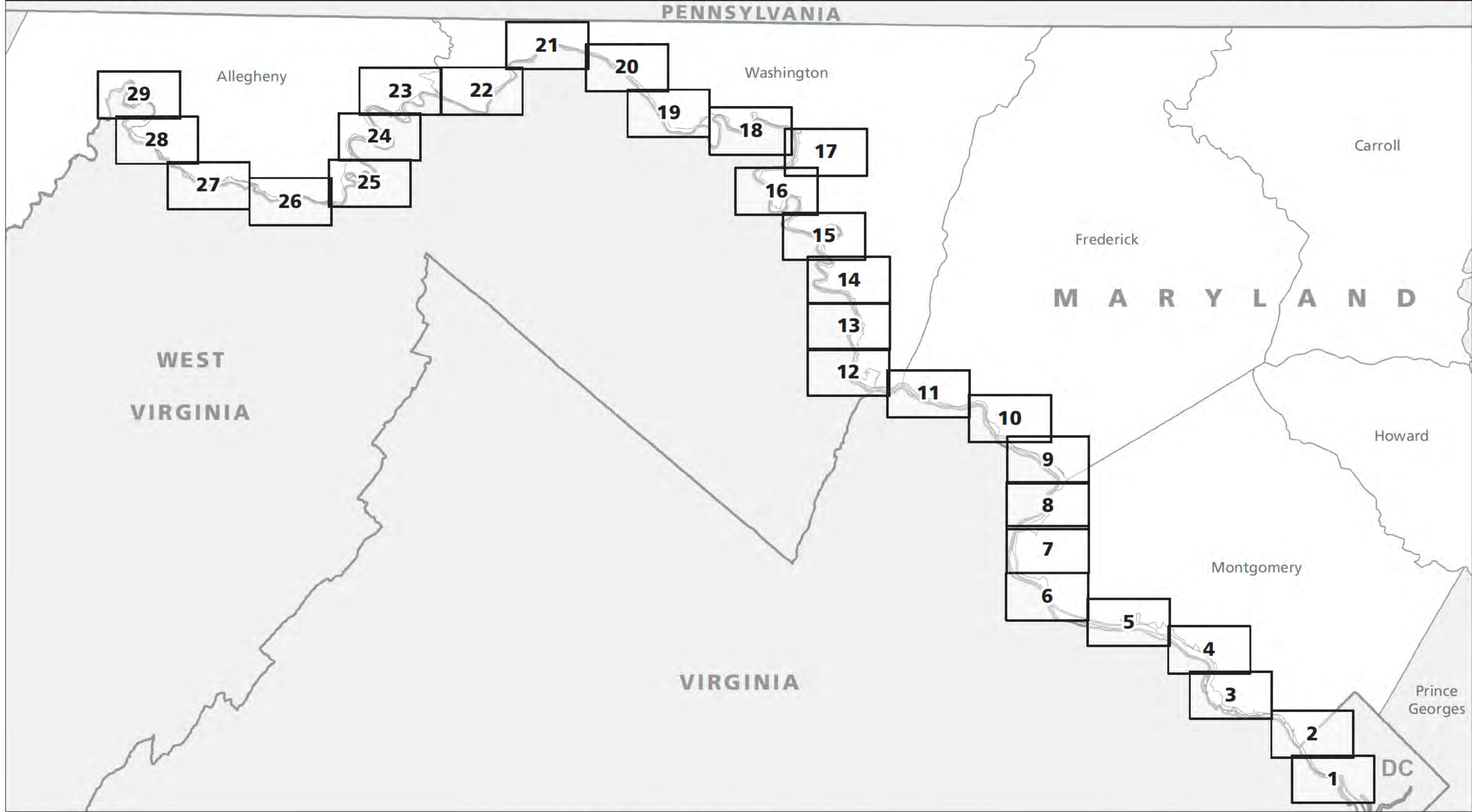


Photo #44

Mile 181.00 (Map 29). View SW to Mile 181 marker, one of numerous small-scale markers along the canal, located south of Cumberland, MD

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

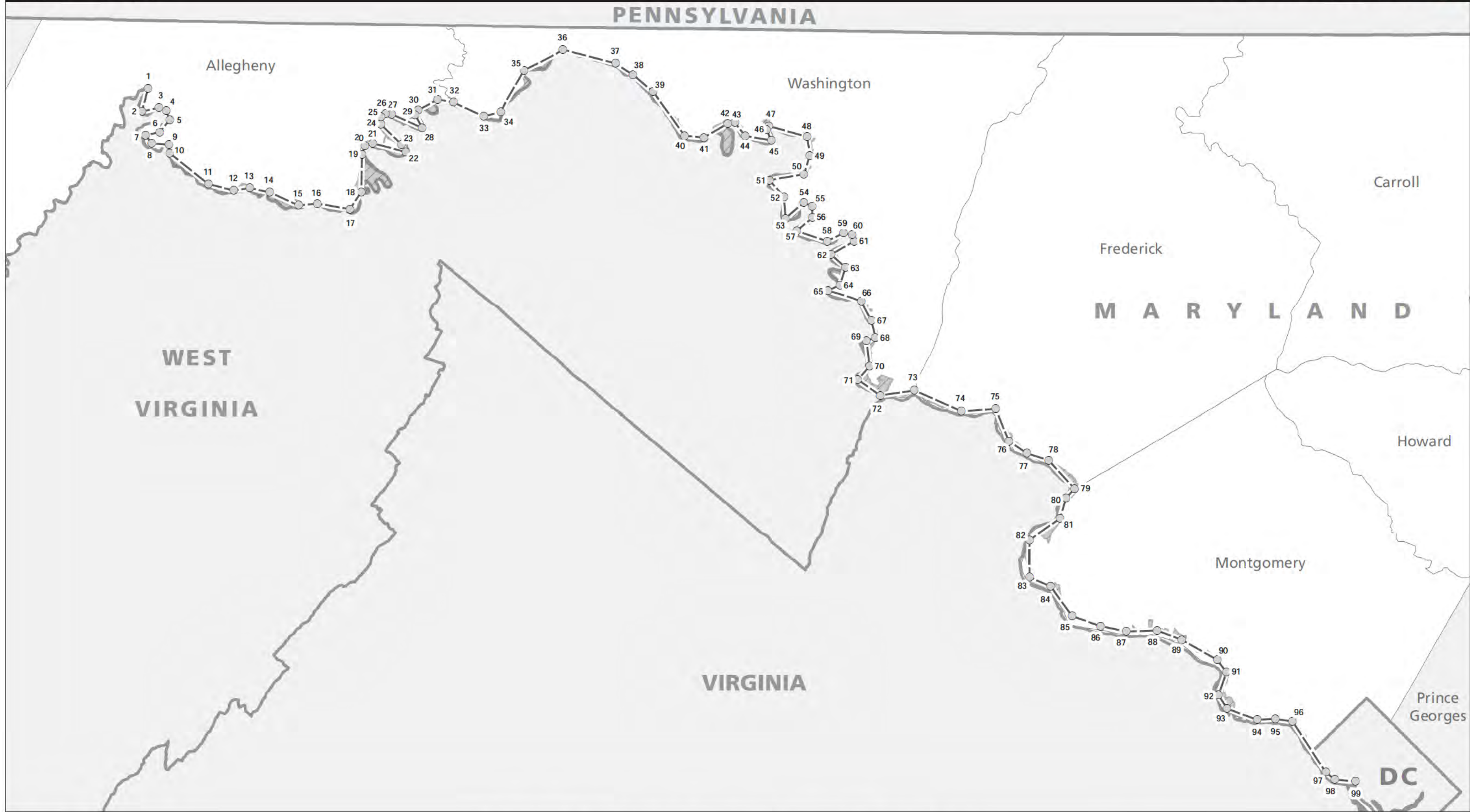


Map Grid

Chesapeake & Ohio Canal NHP National Register Update Map Index

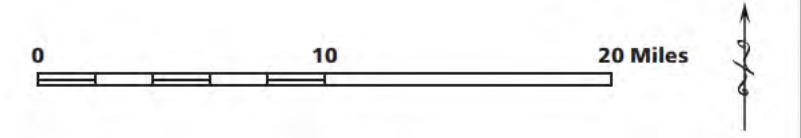
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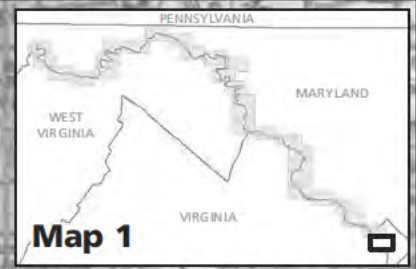




- Locator Point
- ⊕ Maryland Counties

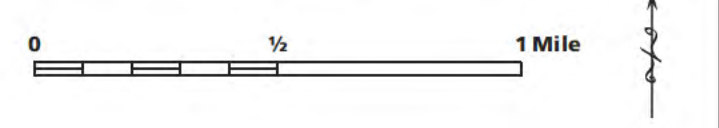
Chesapeake & Ohio Canal NHP National Register Update Location Map





Milepost CHOH Boundary
 Towpath

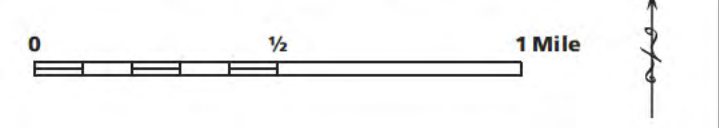
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





Milepost CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

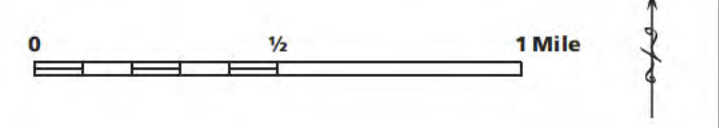


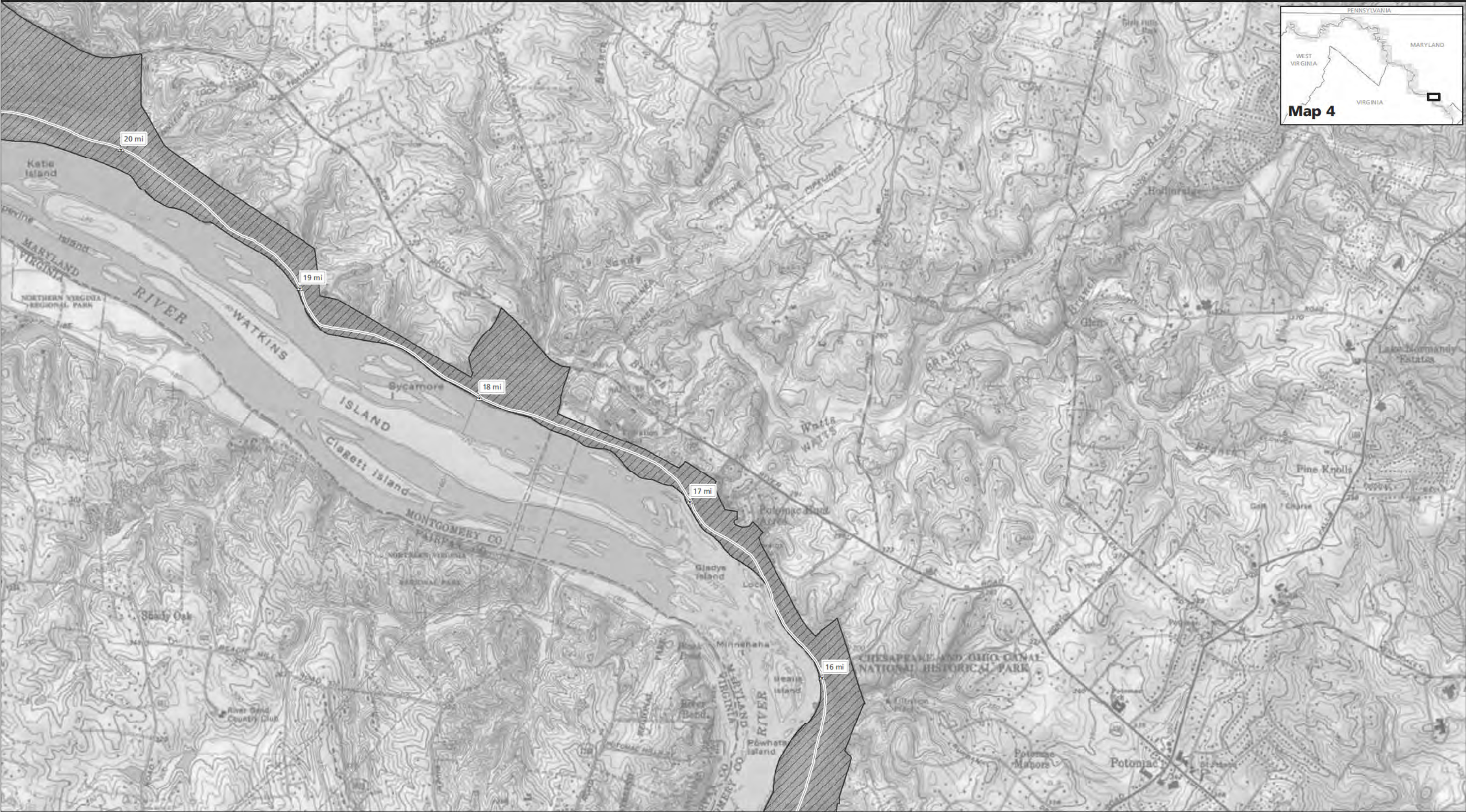
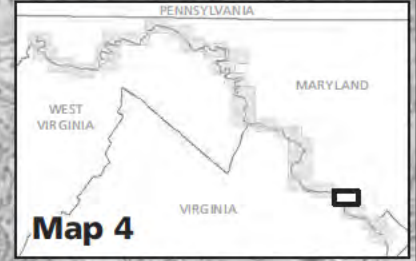


Map 3

- 1 Milepost
- CHOH Boundary
- Towpath

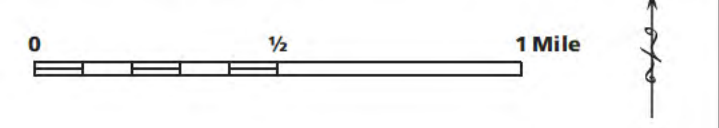
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

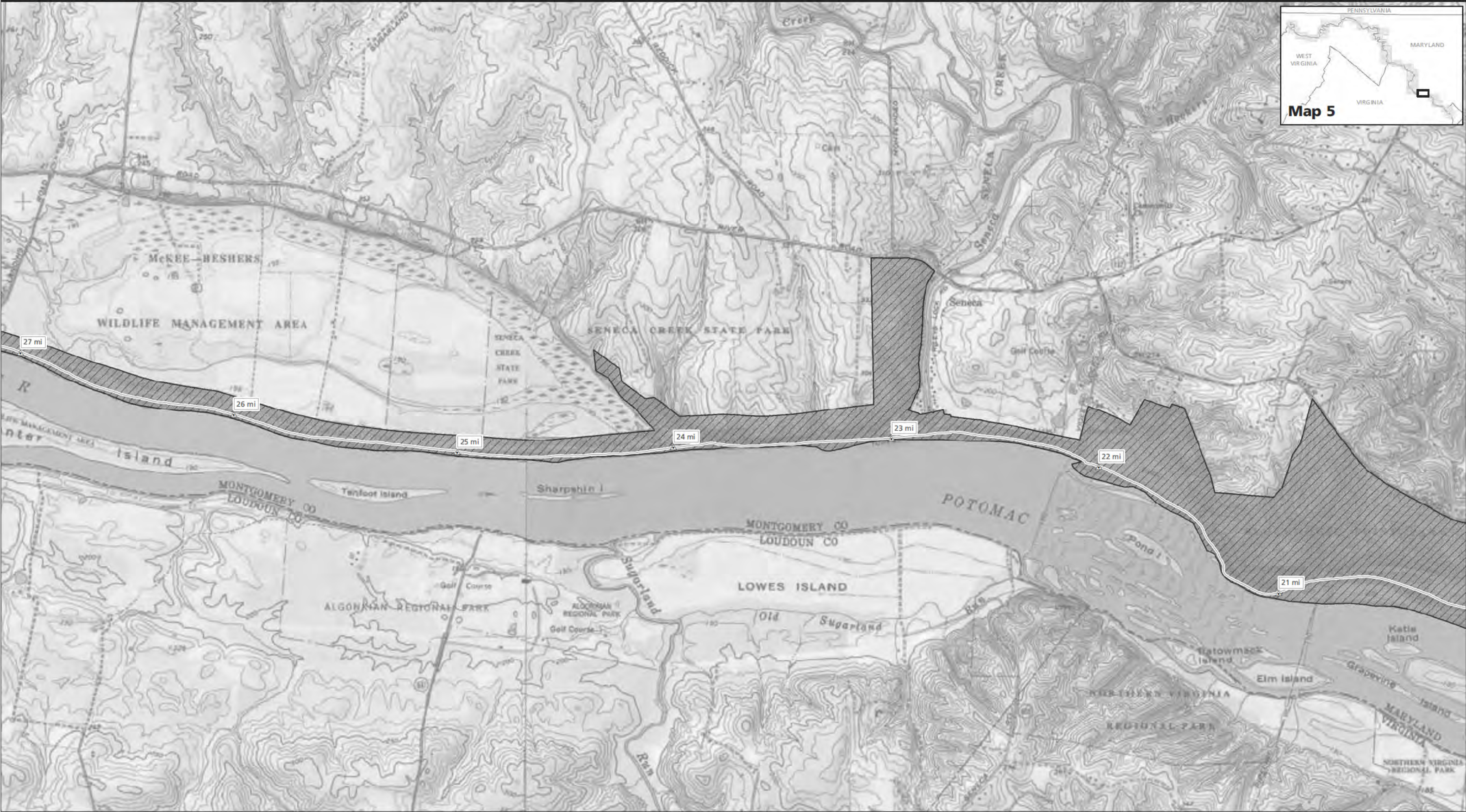
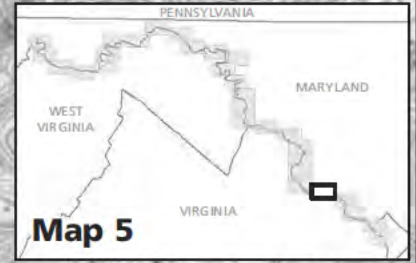




Milepost CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

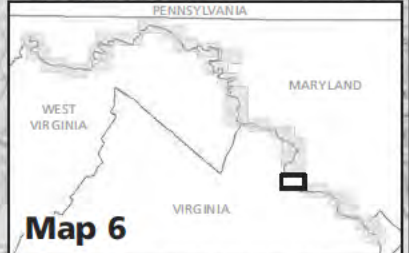
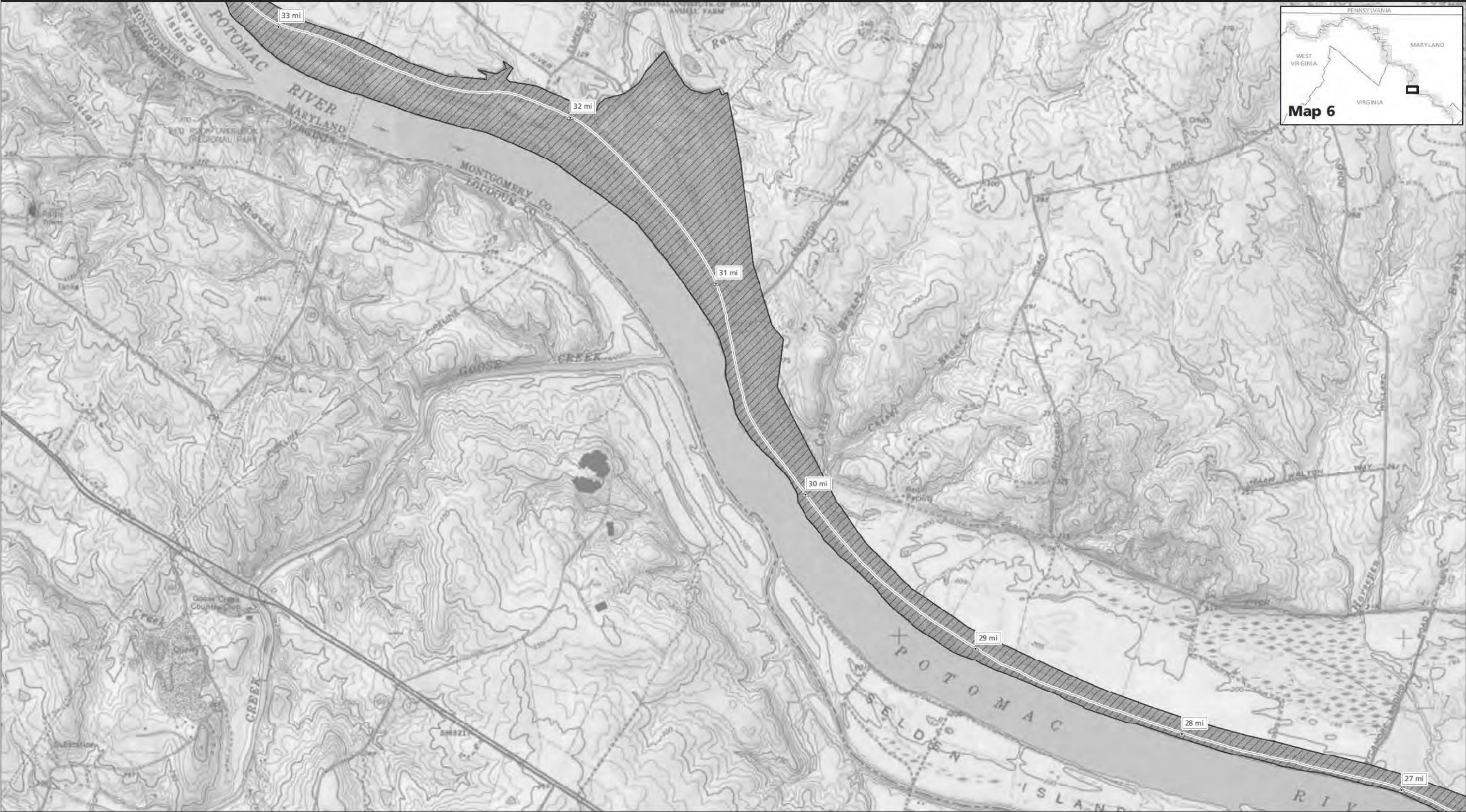




Milepost
 CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

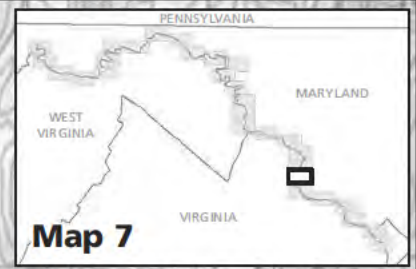




Milepost CHOH Boundary
 Towpath

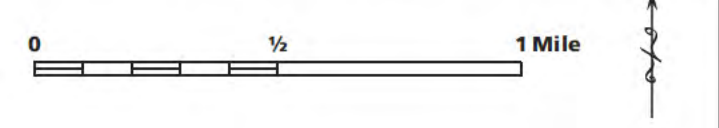
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





- 1 Milepost
- CHOH Boundary
- Towpath

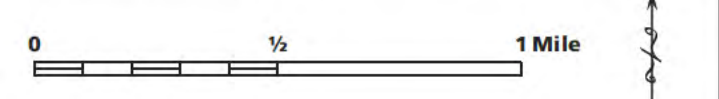
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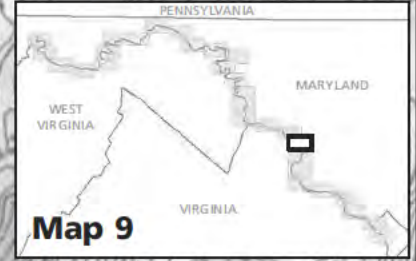




- 1 Milepost
- CHOH Boundary
- Towpath

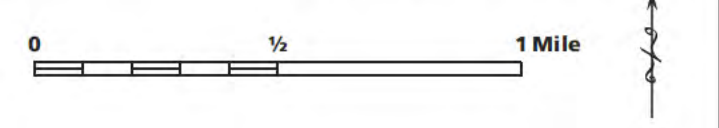
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

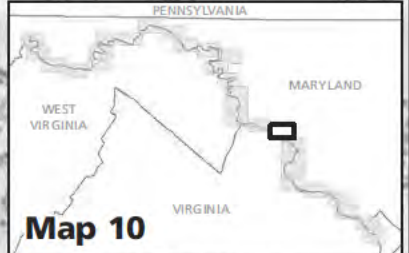




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 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

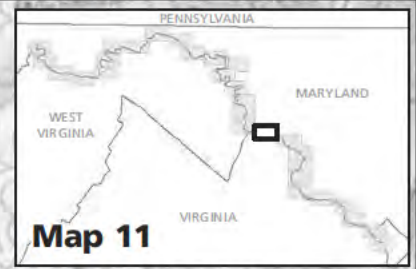




- Milepost
- CHOH Boundary
- Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





1 Milepost
Towpath

CHOH Boundary

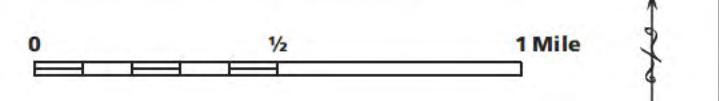
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

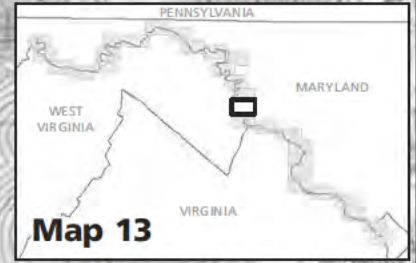




1 Milepost
Towpath
CHOH Boundary

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

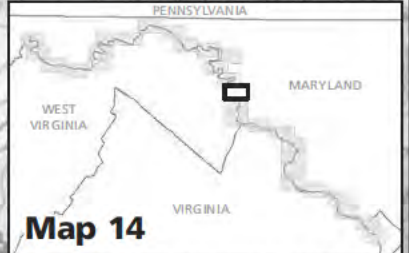




- Milepost
- CHOH Boundary
- Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

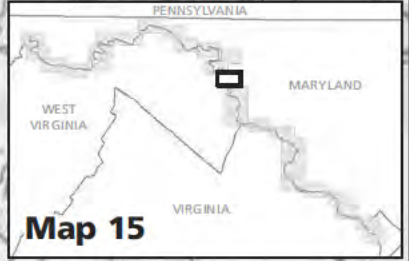




Milepost
 CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

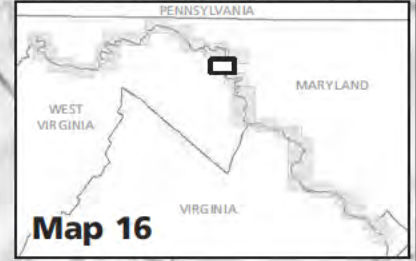
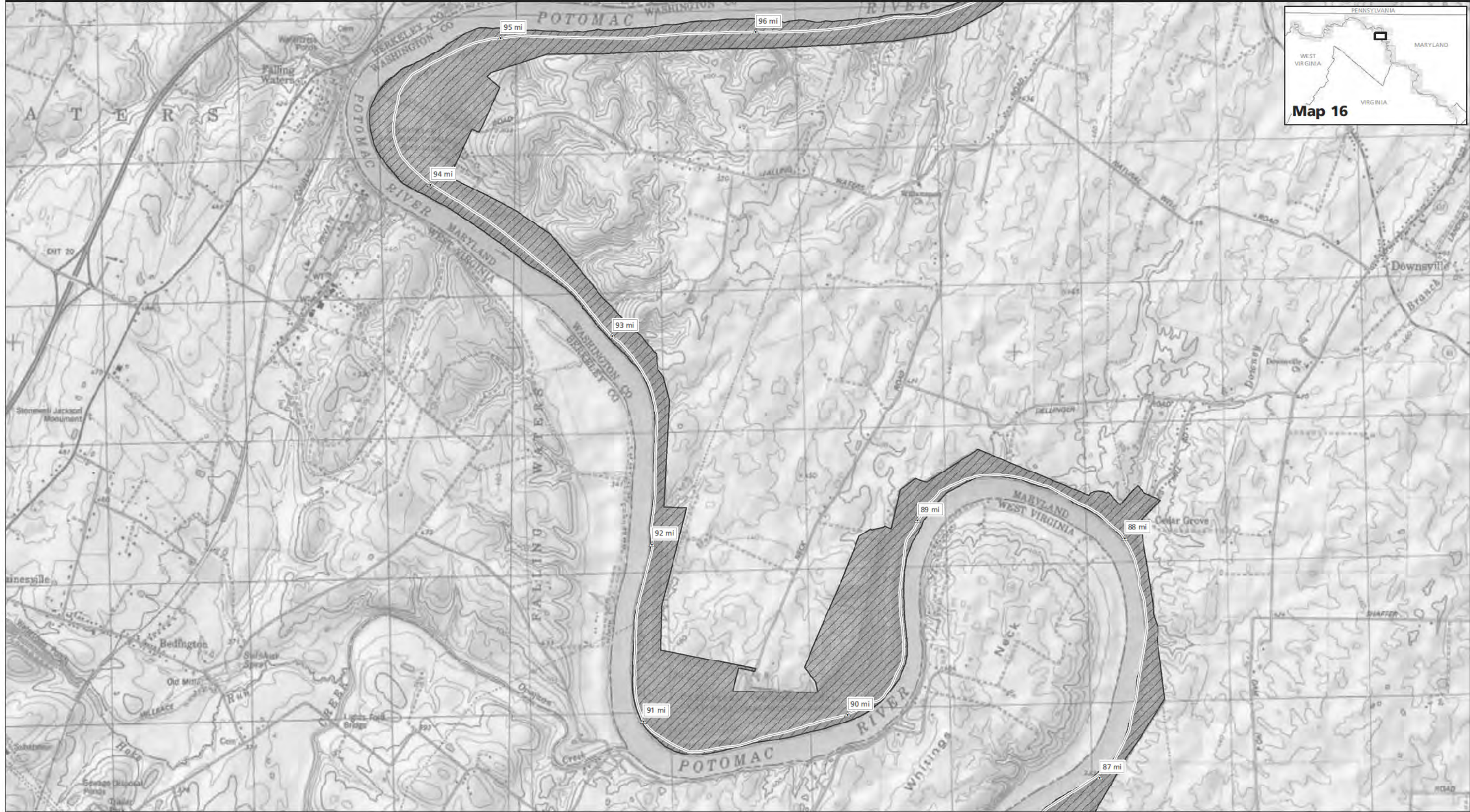




1 Milepost
Towpath
 CHOH Boundary

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





- 1 Milepost
- CHOH Boundary
- Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

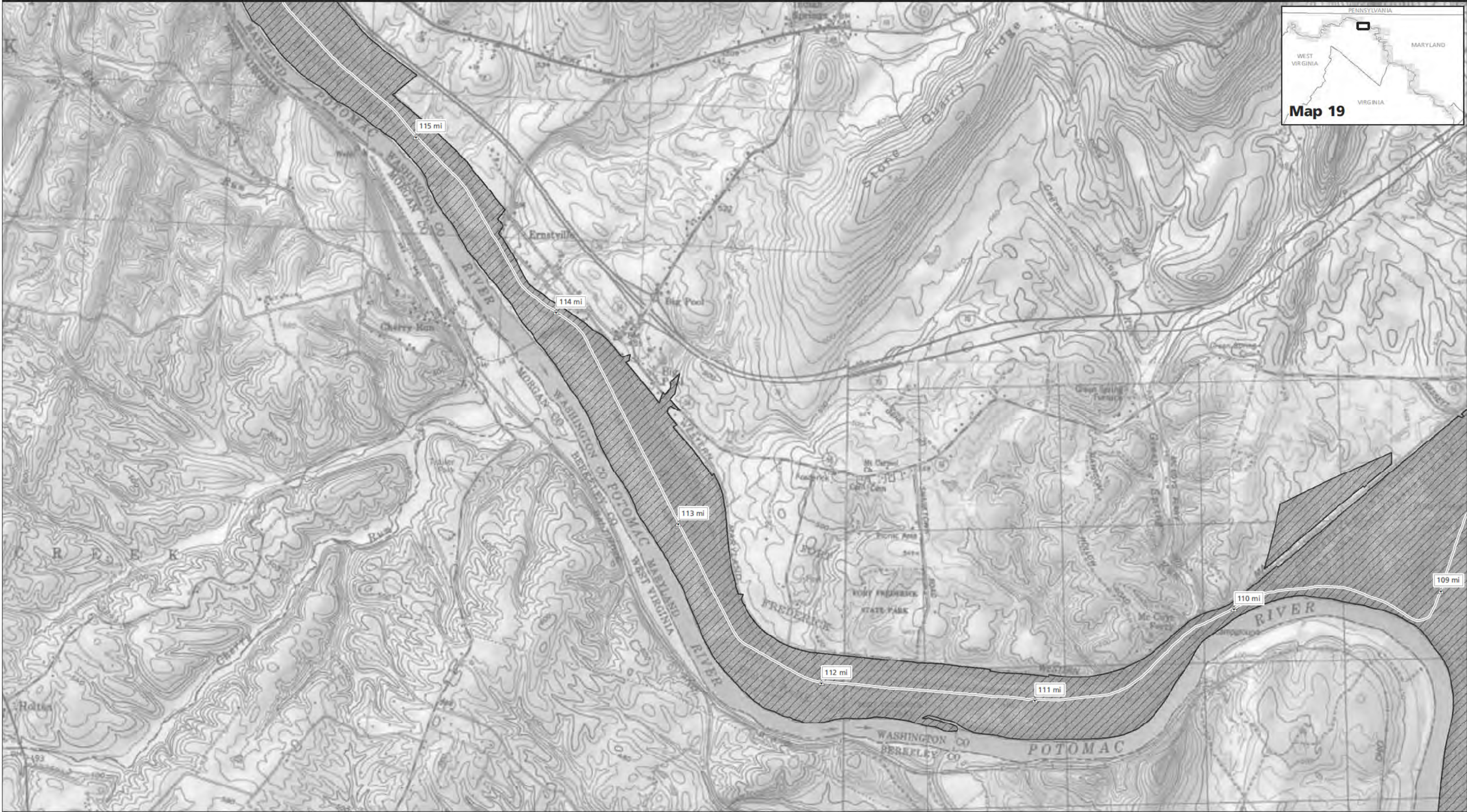
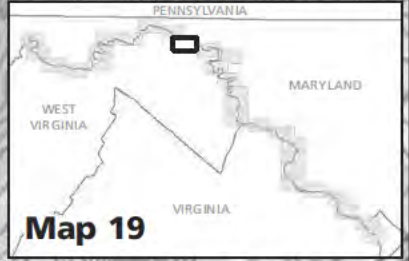




1 Milepost
CHOH Boundary
Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

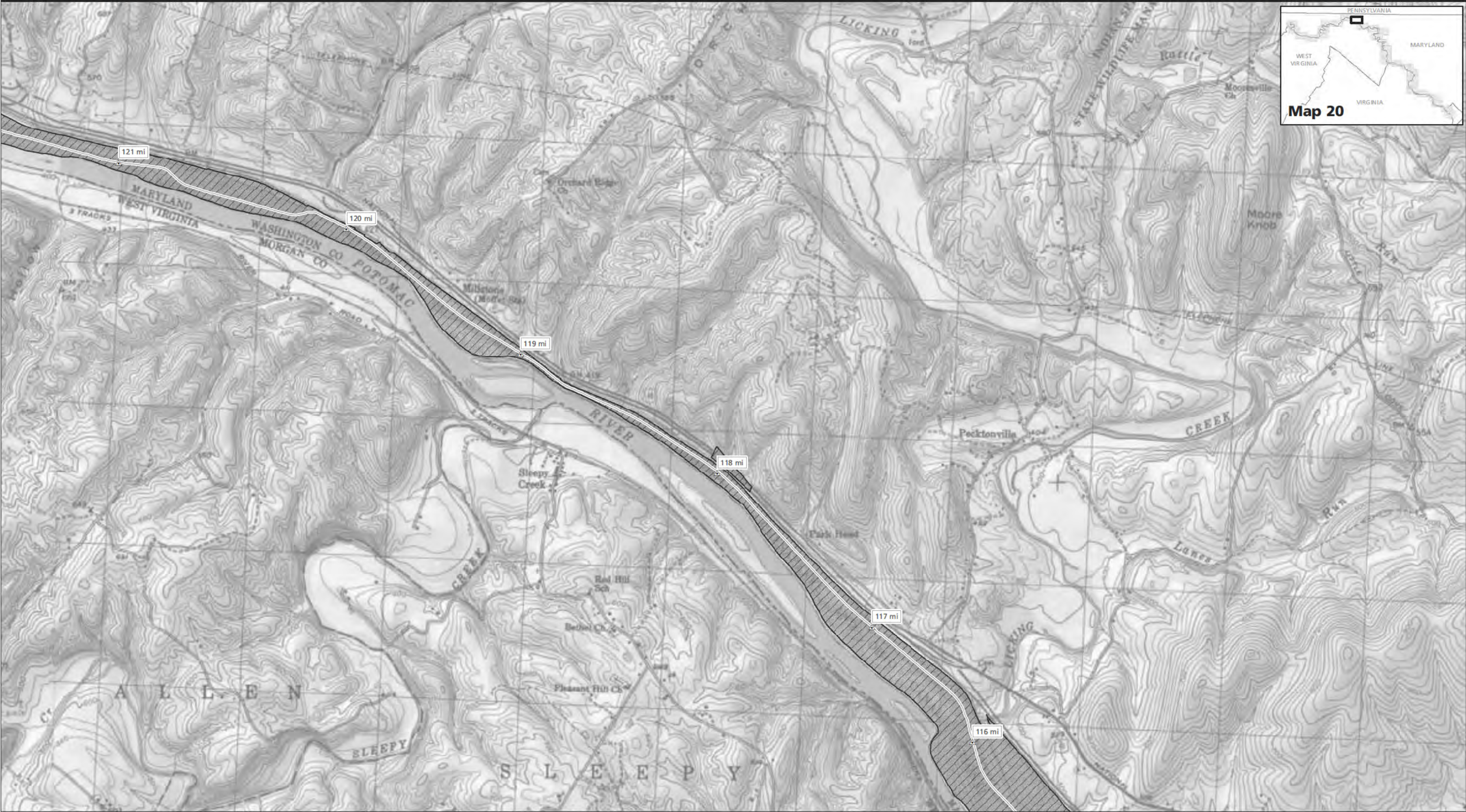
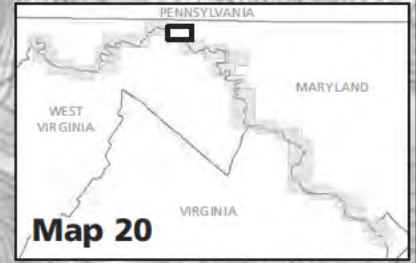




Milepost CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

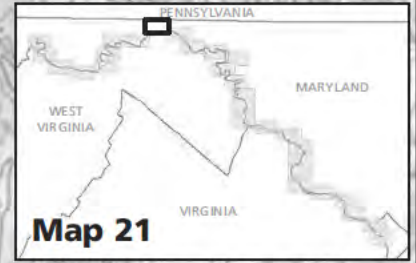




Milepost
 CHOH Boundary
 Towpath

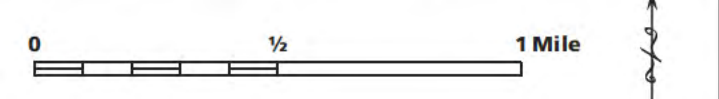
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





Milepost
 CHOH Boundary
 Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

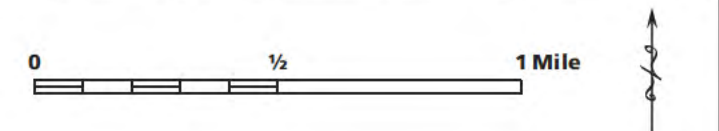
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary





- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

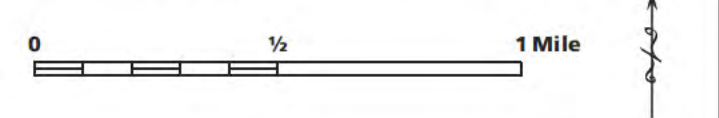
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

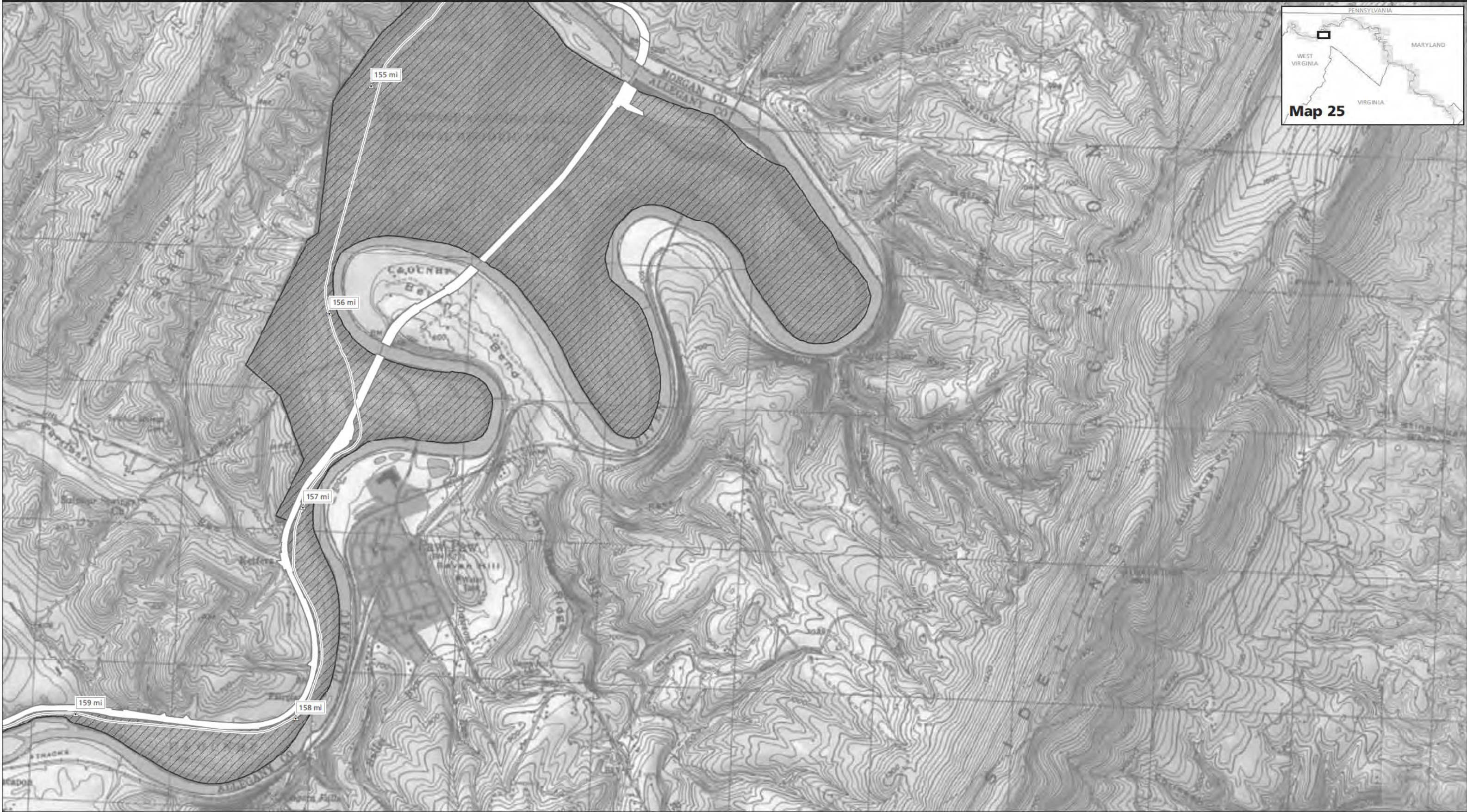
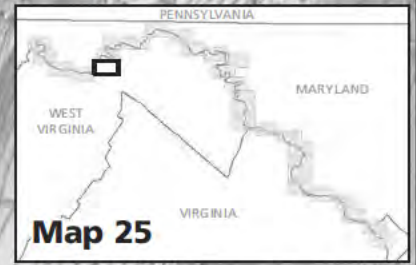




- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

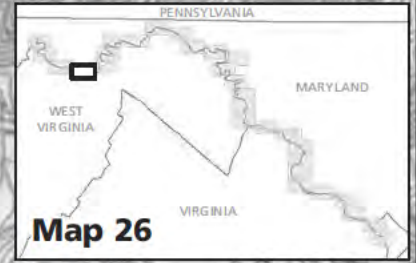




- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

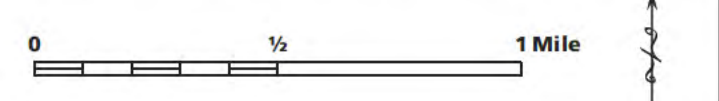
Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

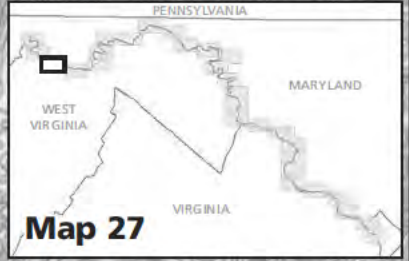
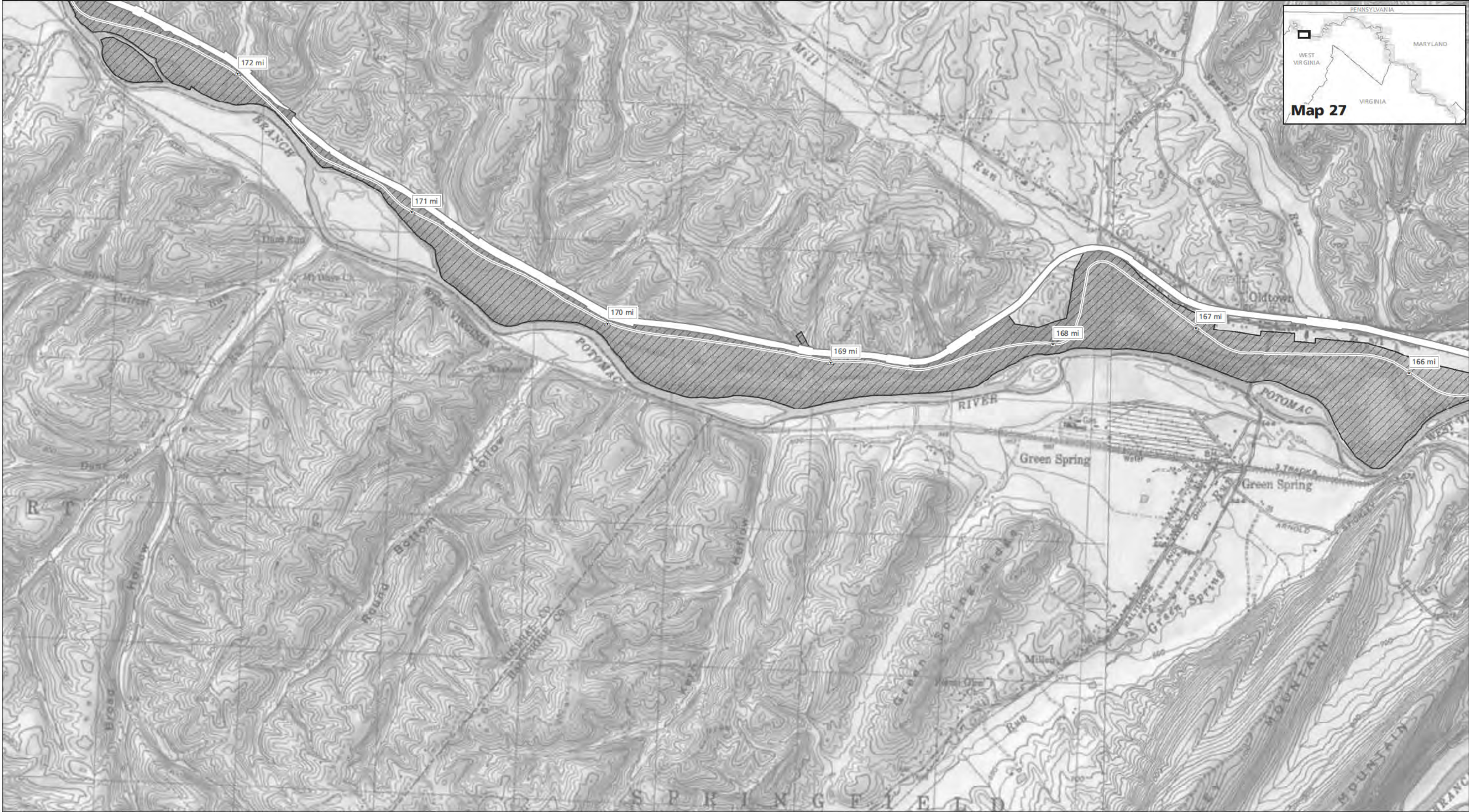




- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

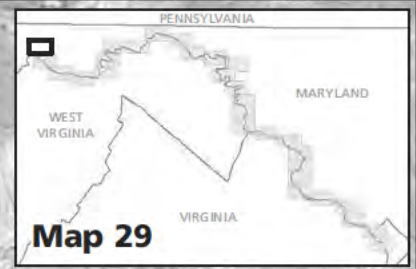




- Milepost
- CHOH Boundary
- Towpath
- Western Maryland Railroad

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

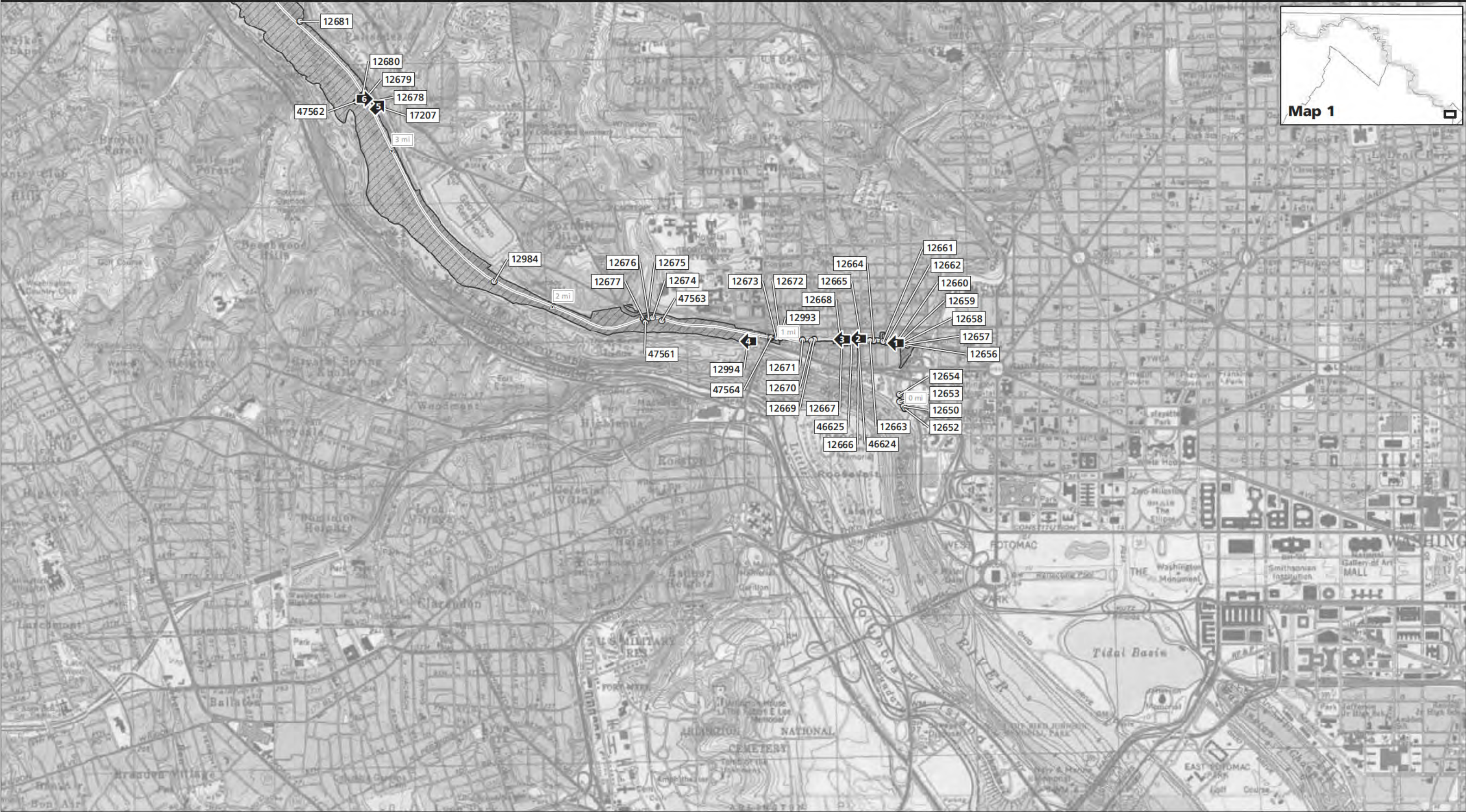




1 Milepost
CHOH Boundary
Towpath

Chesapeake & Ohio Canal NHP National Register Update Legislative Boundary

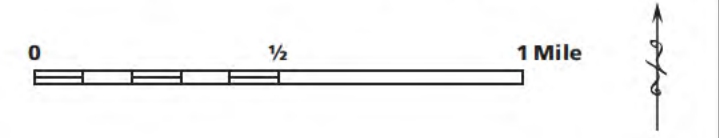




Map 1

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

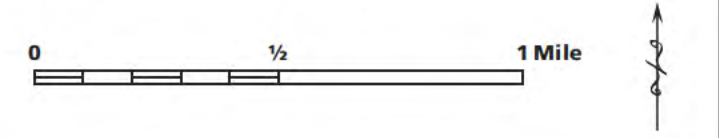


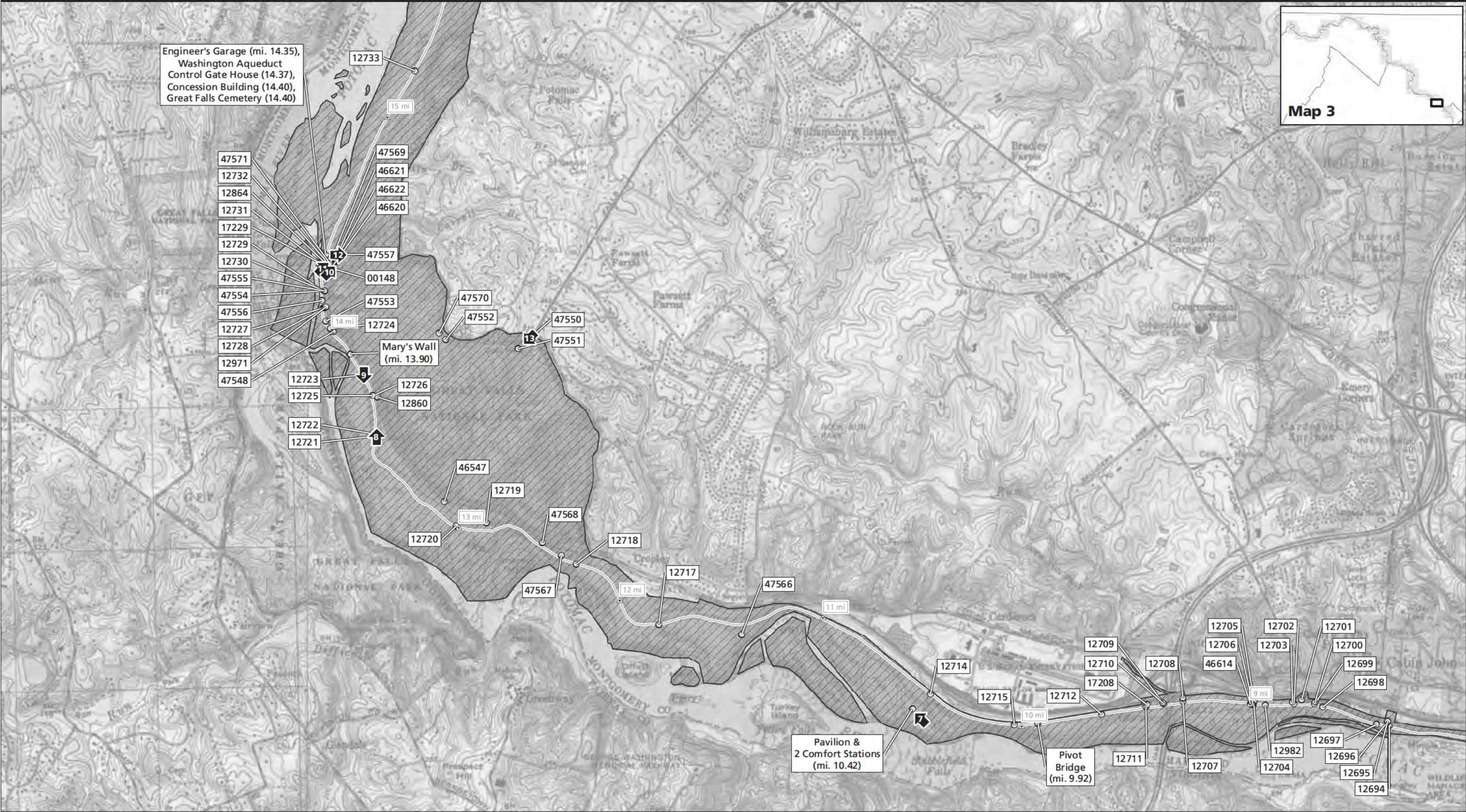
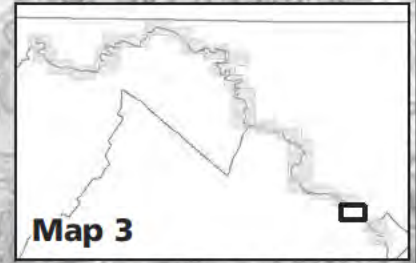


Map 2

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

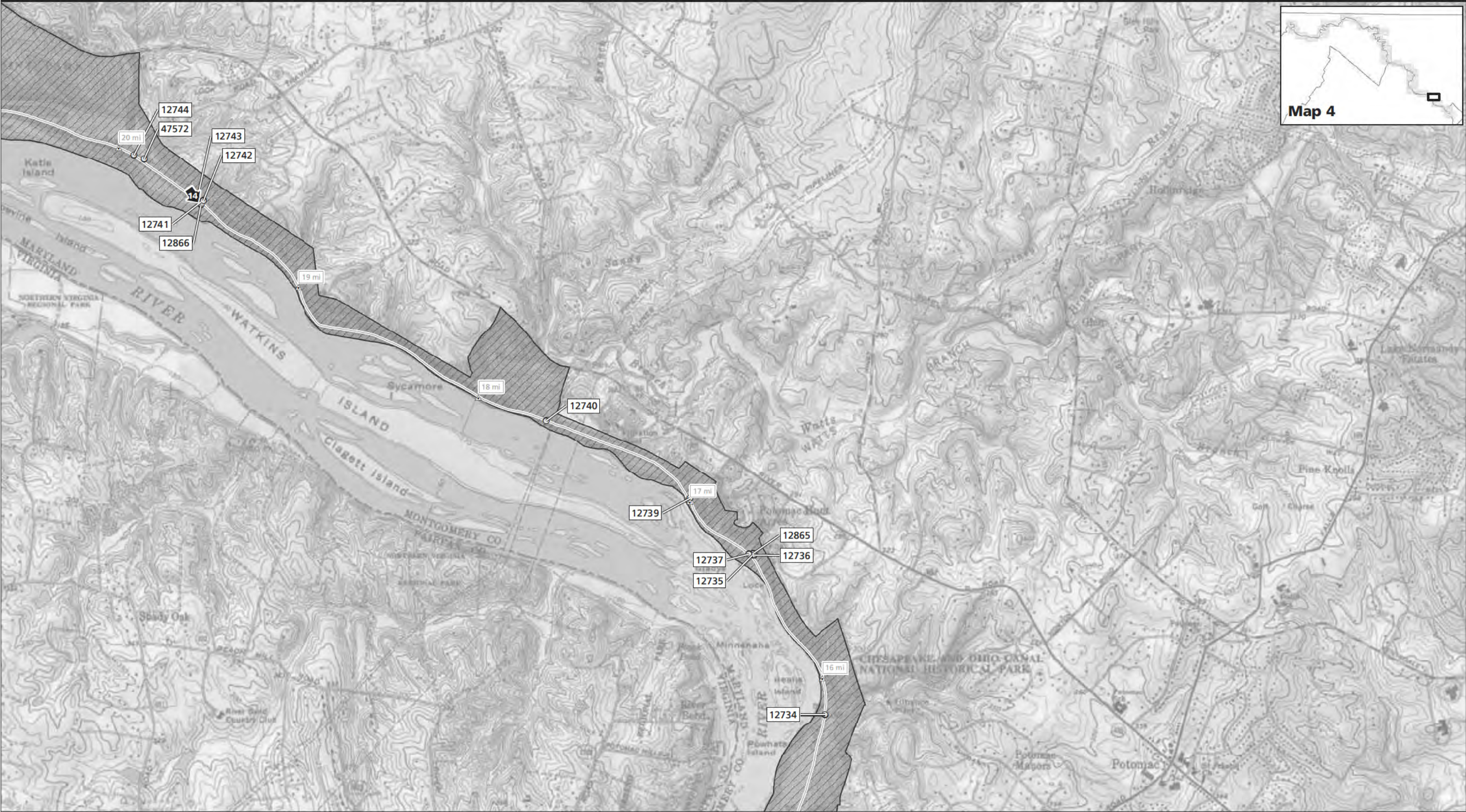
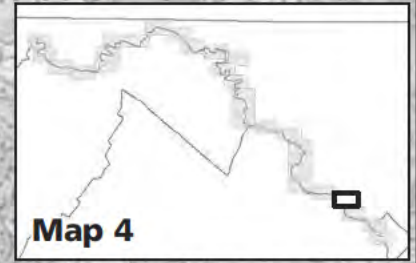




- Resource
- Photo Point
- Milepost
- Towpath
- Park Boundary

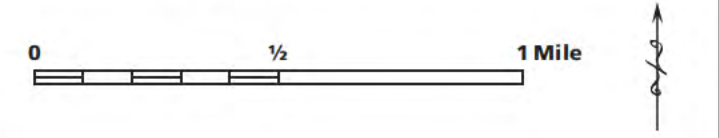
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

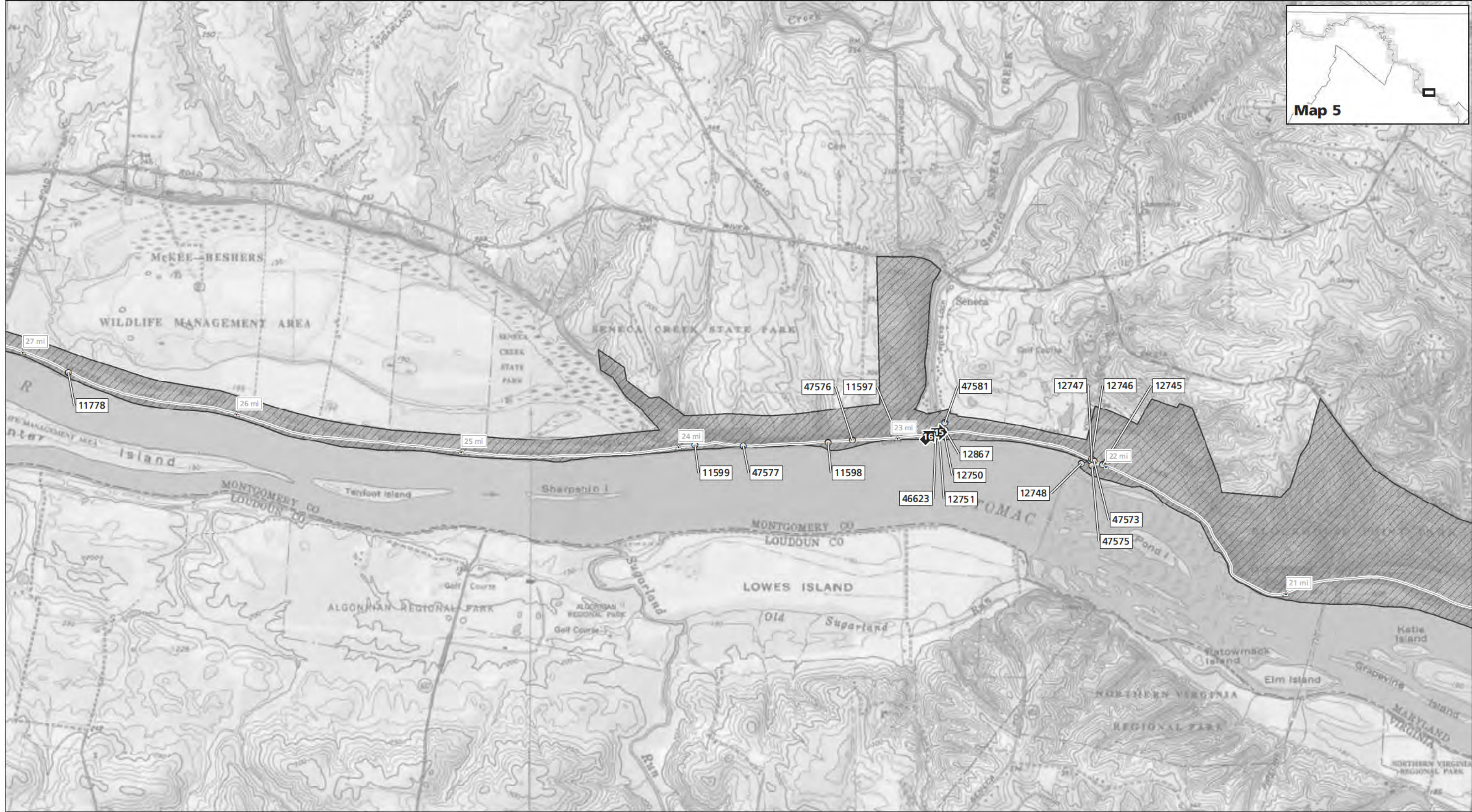
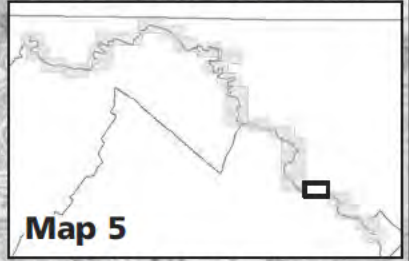
0 1/2 1 Mile



-  Resource
-  Towpath
-  Photo Point
-  Park Boundary
-  Milepost

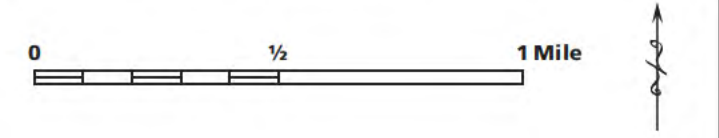
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

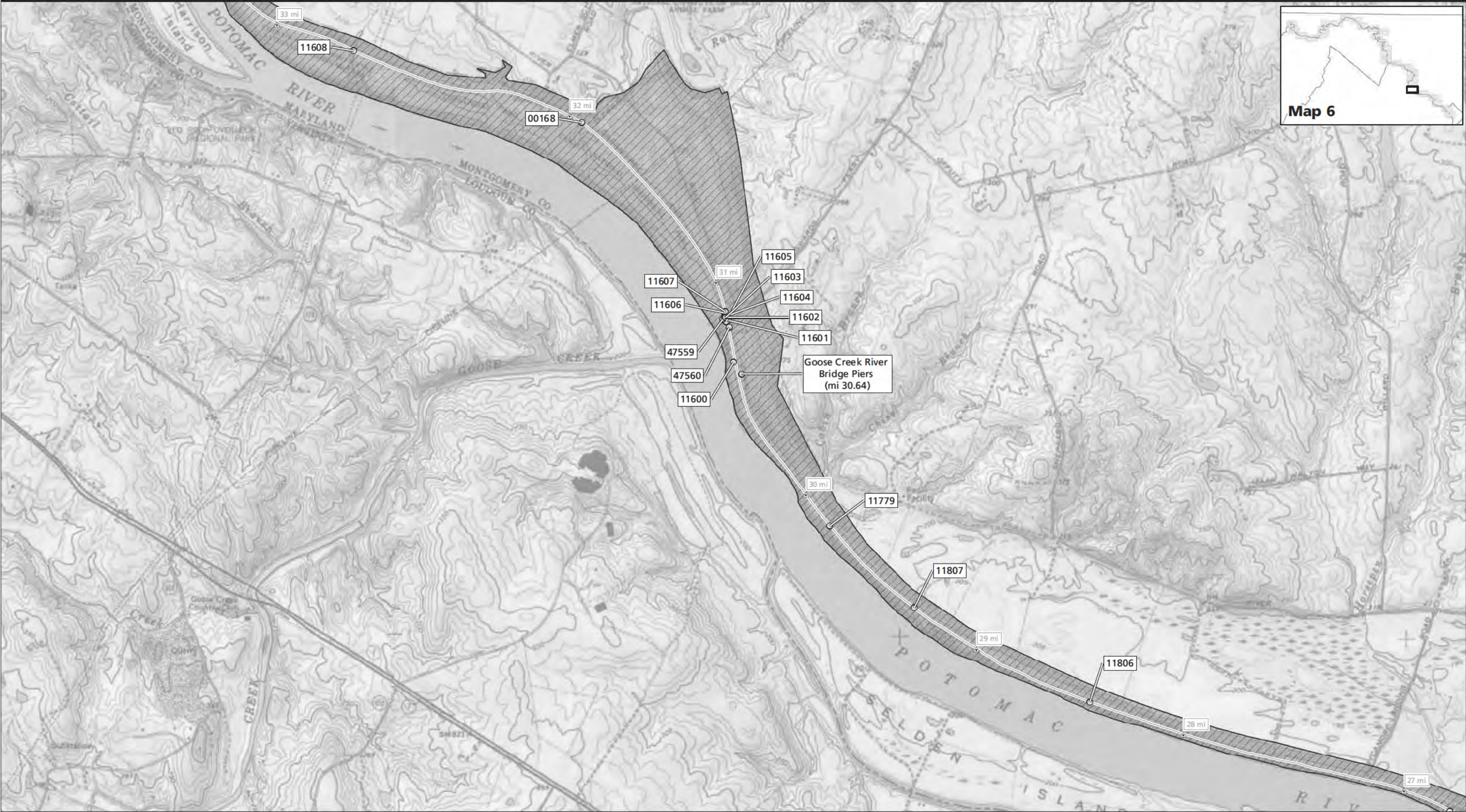




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

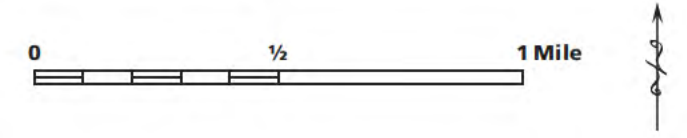




Map 6

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

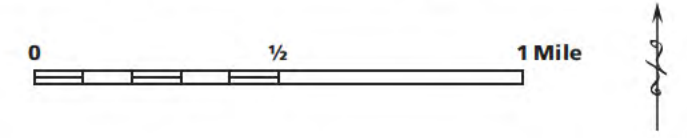


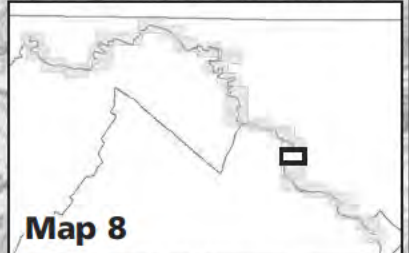
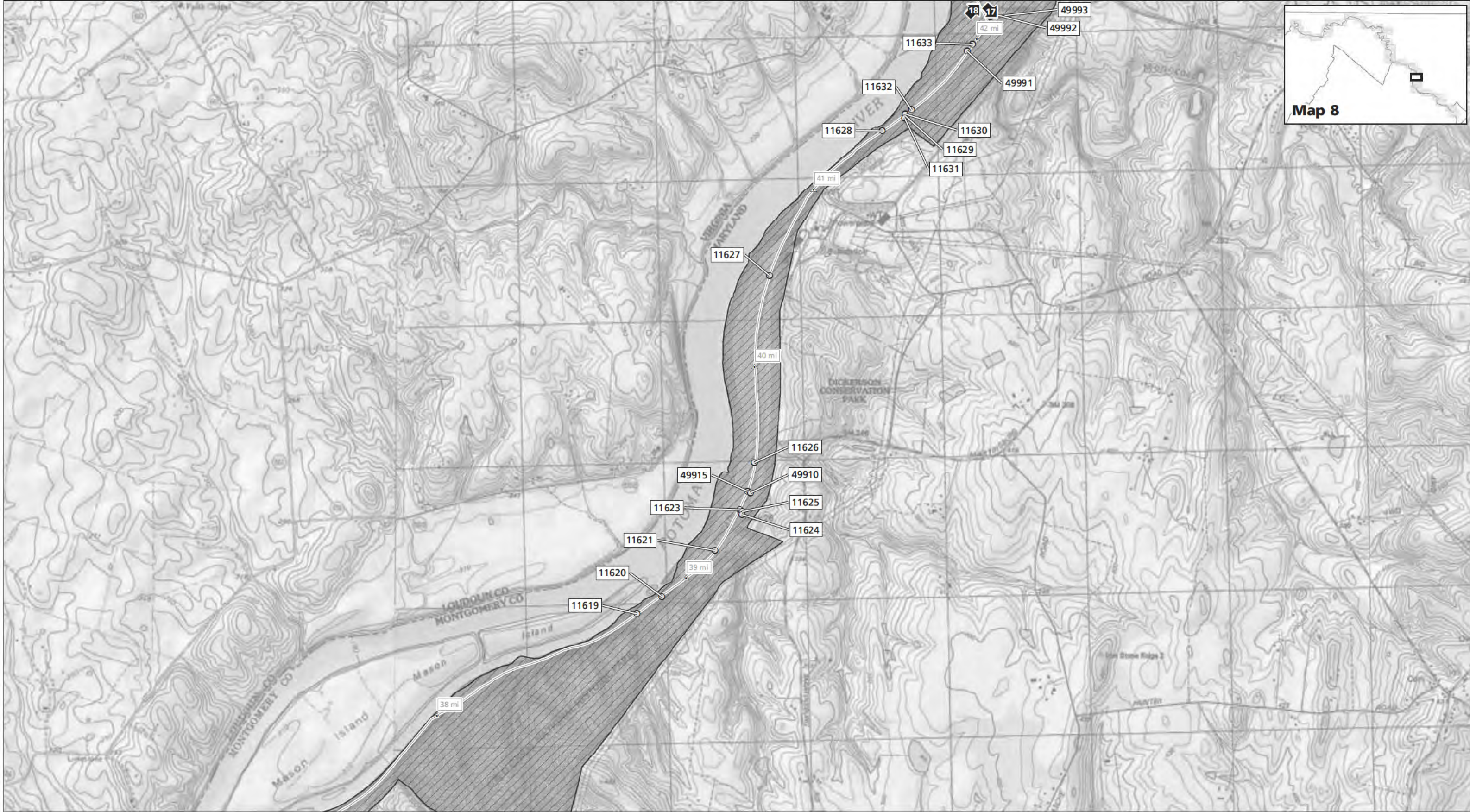


Map 7

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

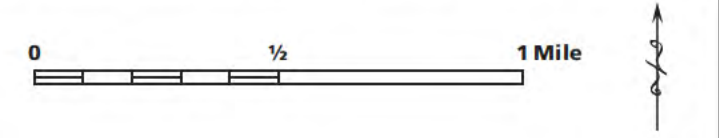
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources





-  Resource
-  Towpath
-  Photo Point
-  Park Boundary
-  Milepost

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

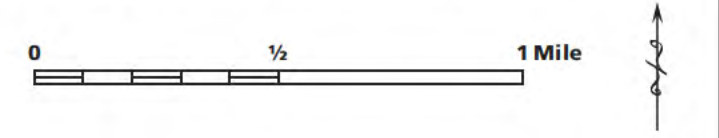


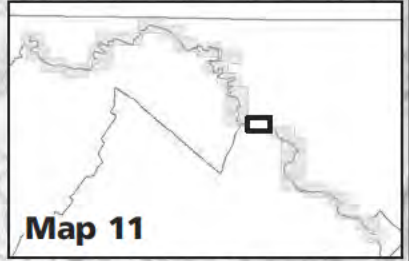


Map 10

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

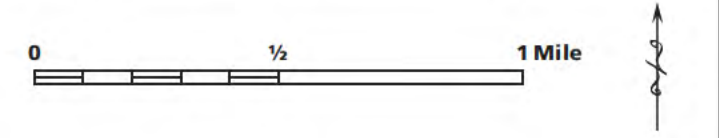
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

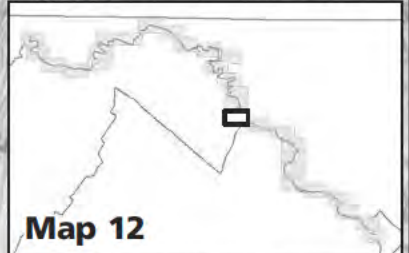
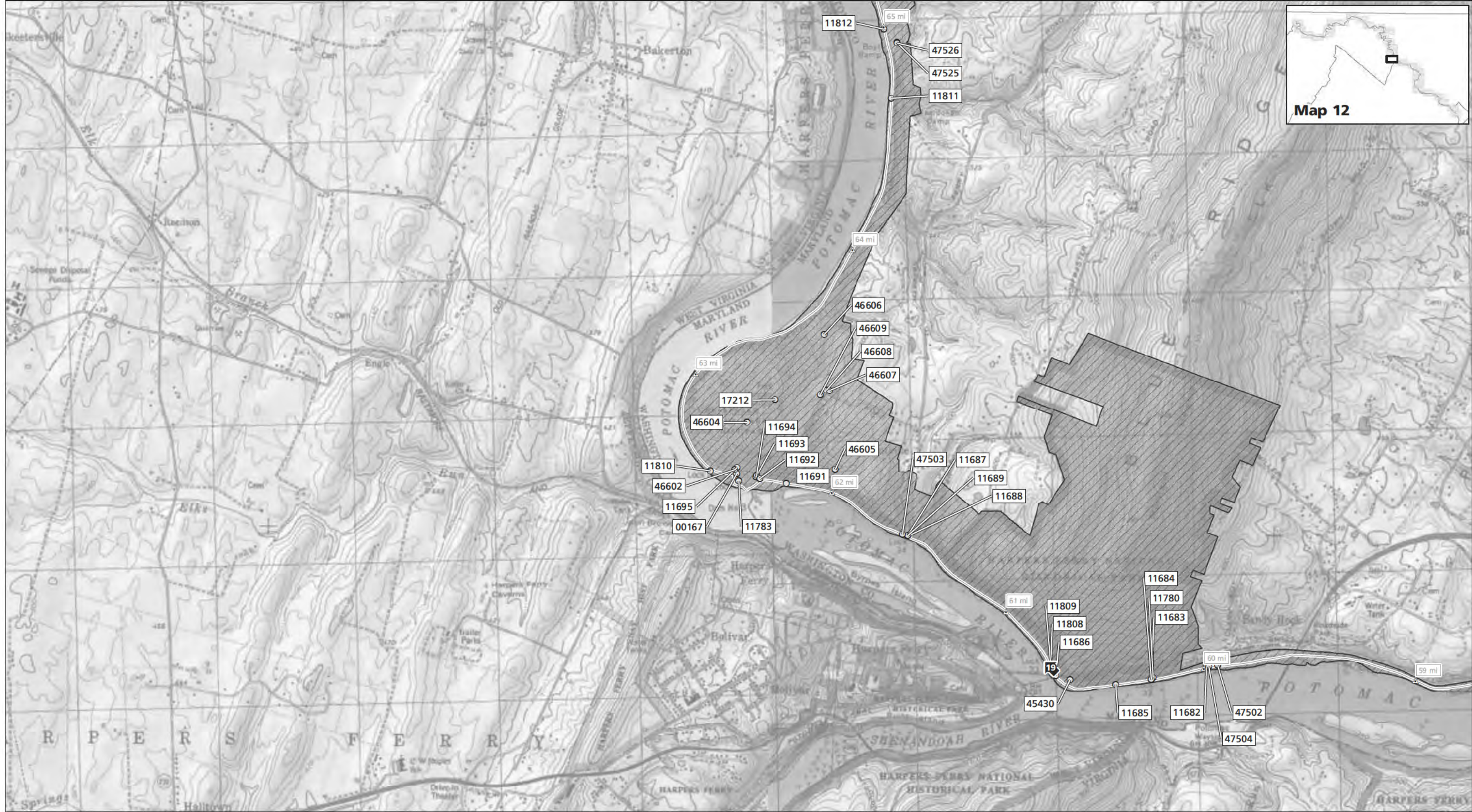




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

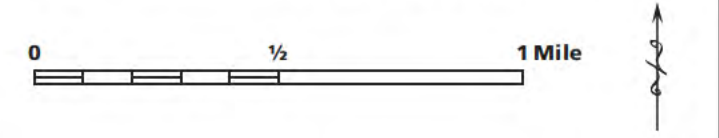
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

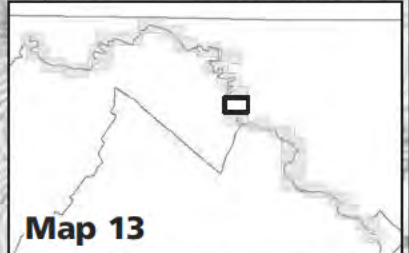




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

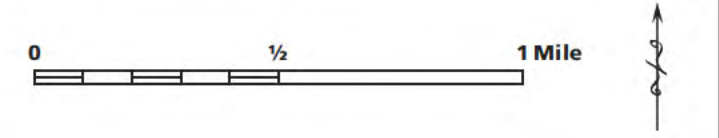
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

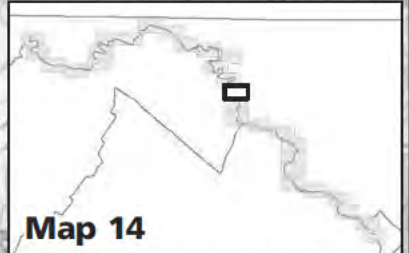




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

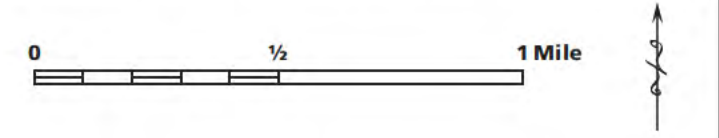
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources





- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

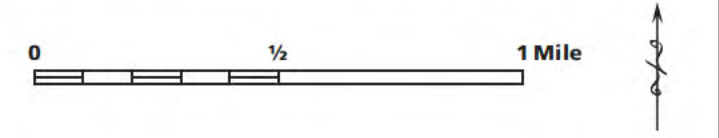


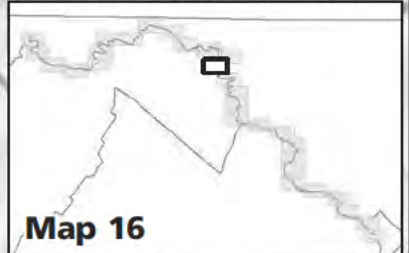
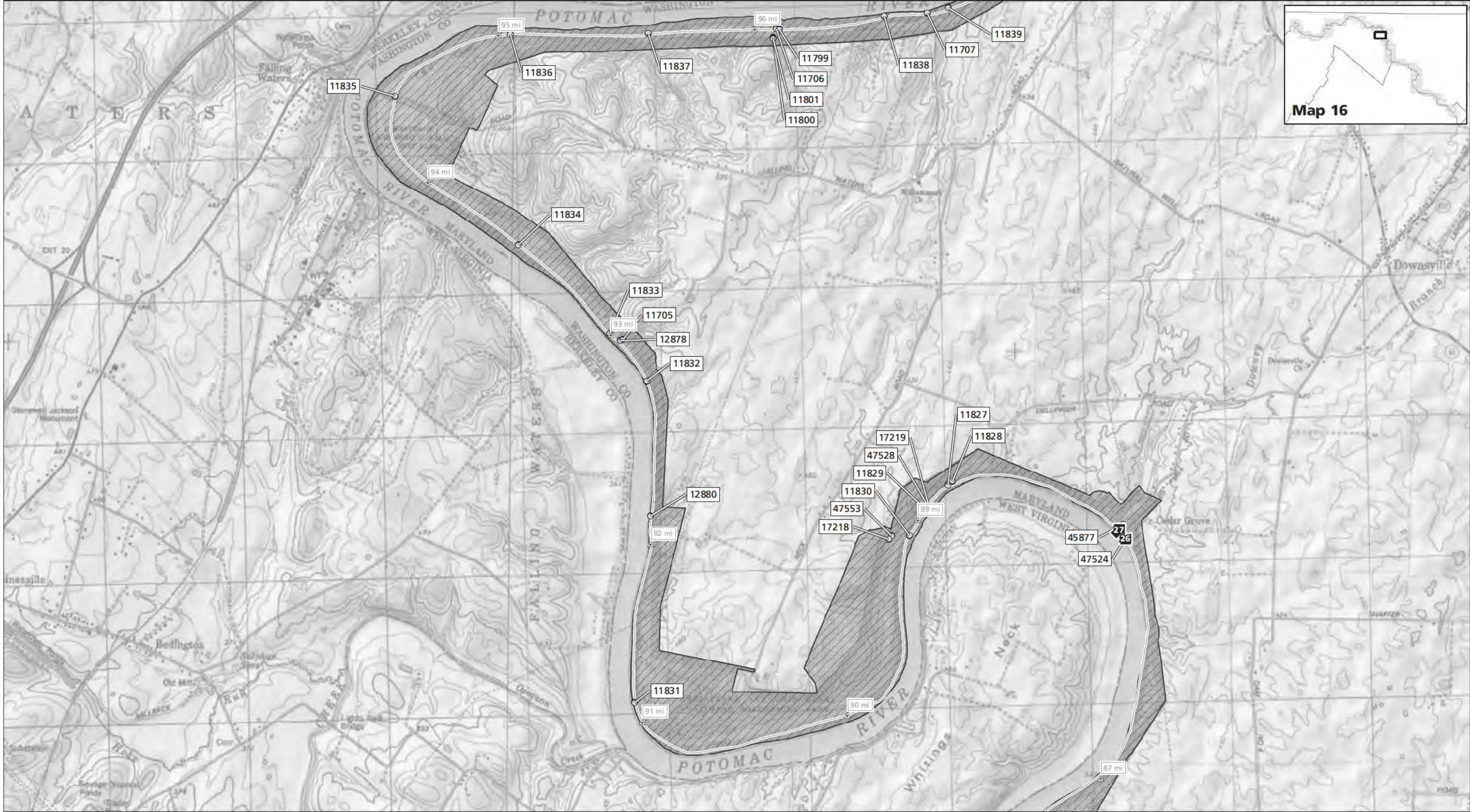


Map 15

- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

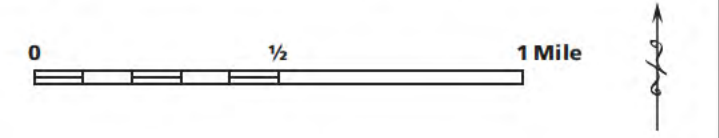
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

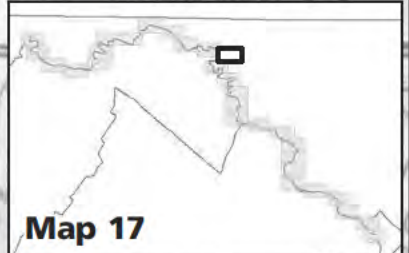




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

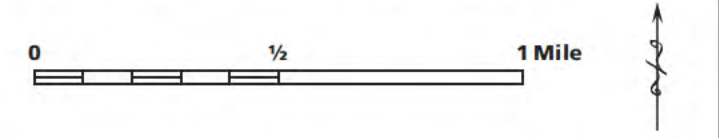
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

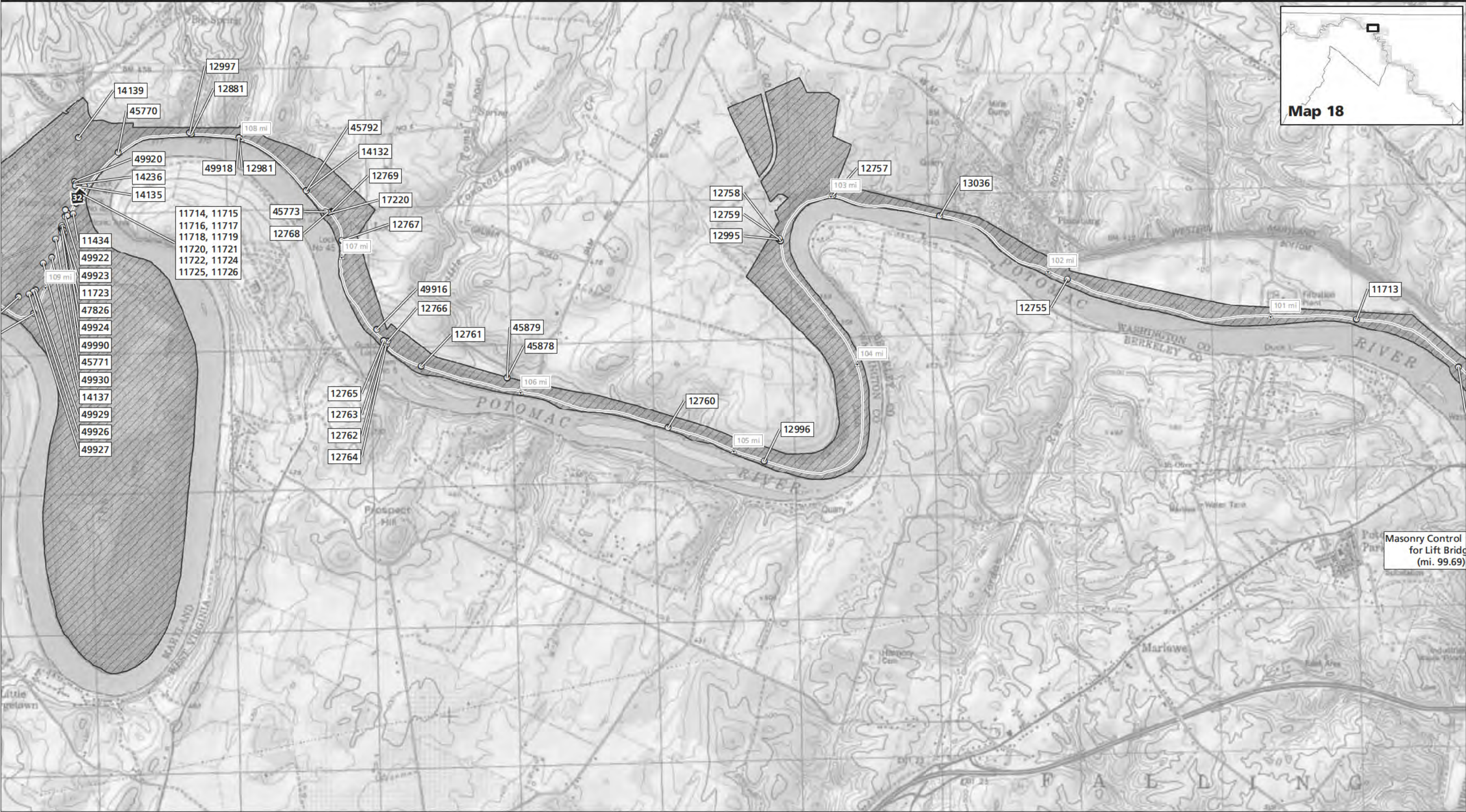
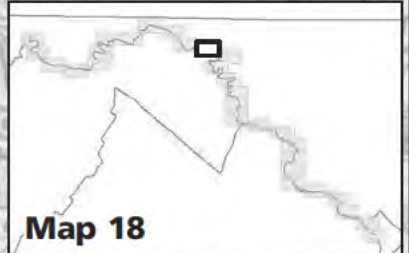




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

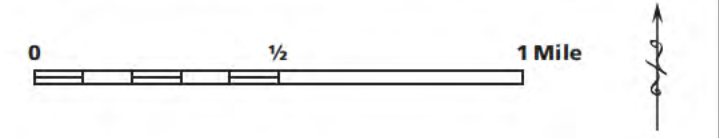
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

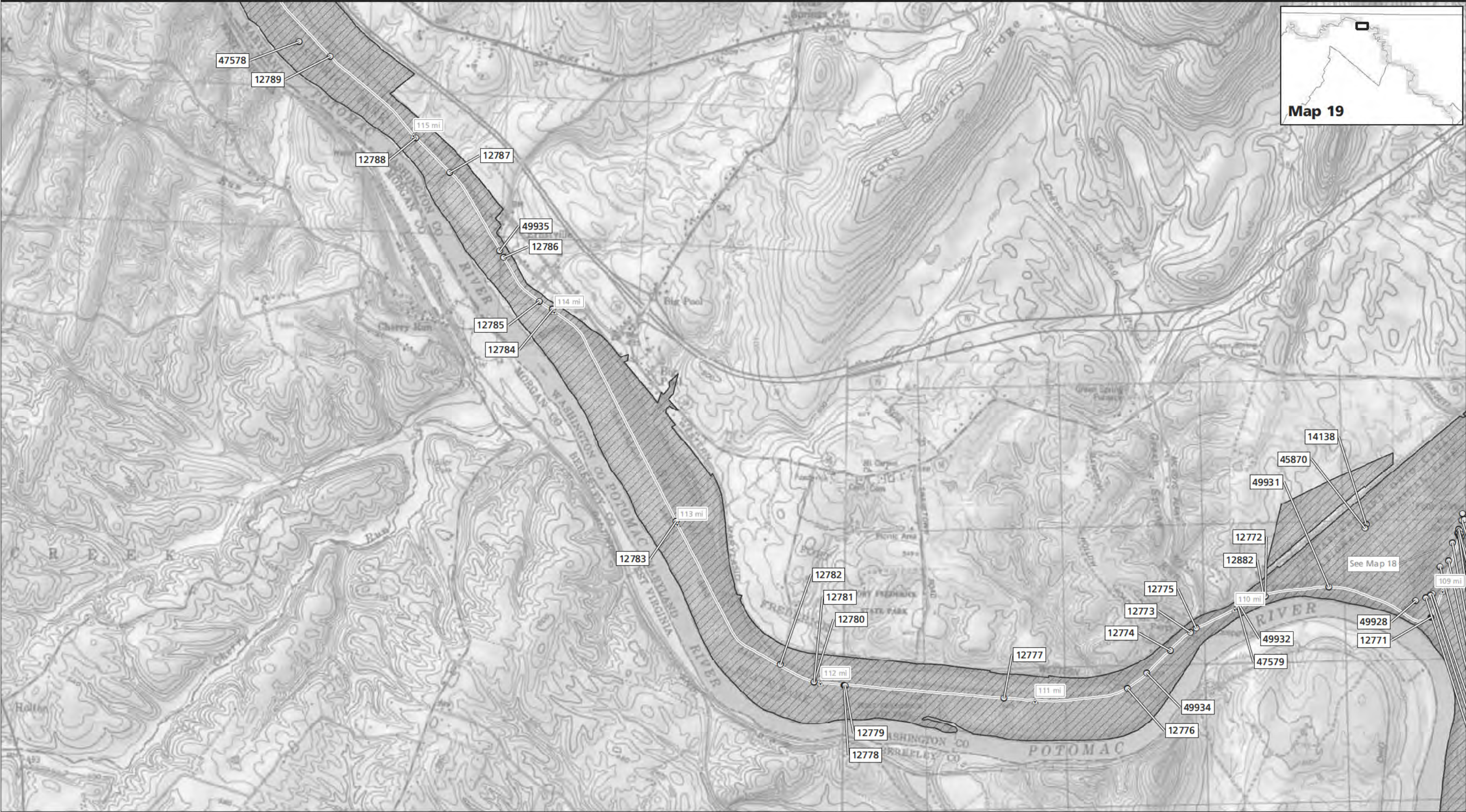
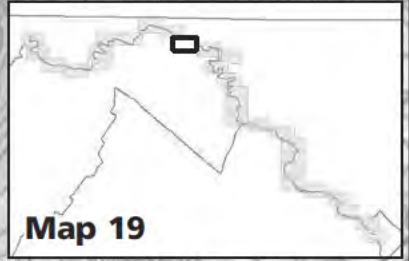




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

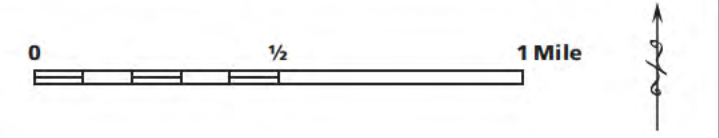
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

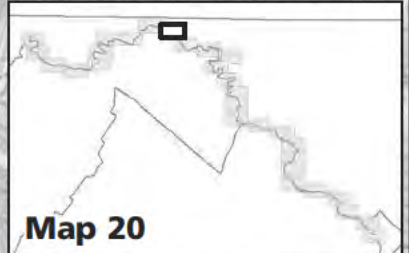




- Resource
- ↑ Photo Point
- 1 mi Milepost
- ~ Towpath
- ▨ Park Boundary

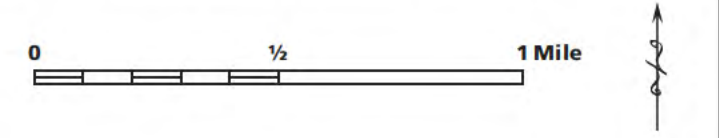
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

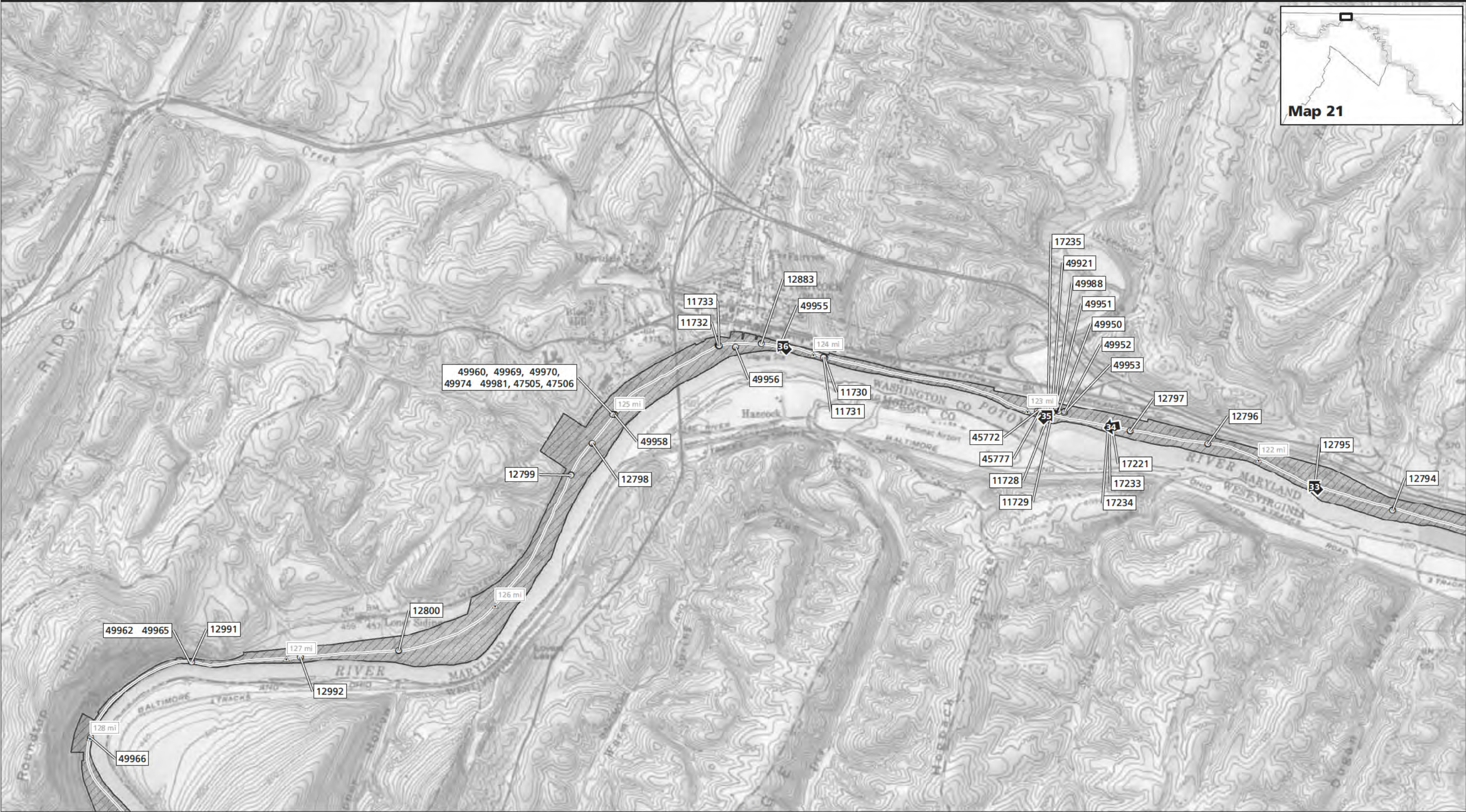
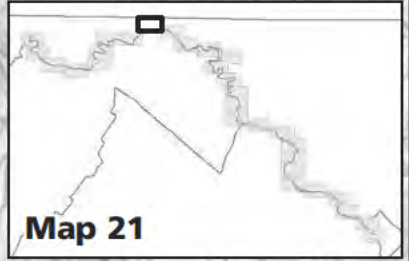




- Resource
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- ~ Towpath
- ▨ Park Boundary

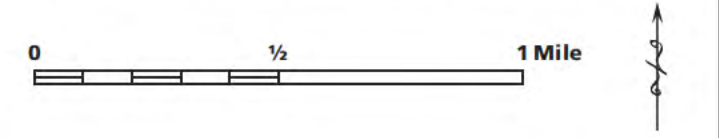
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

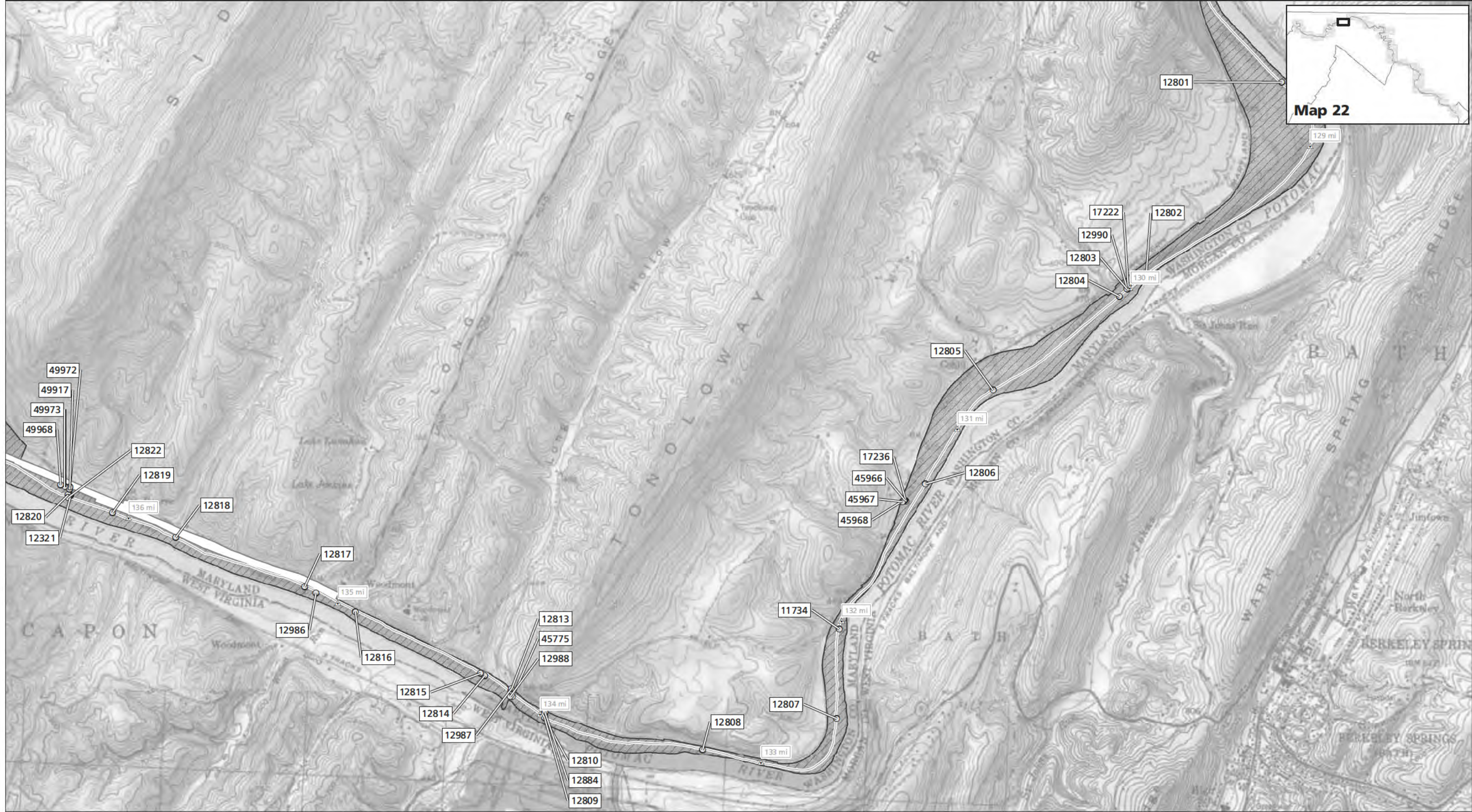




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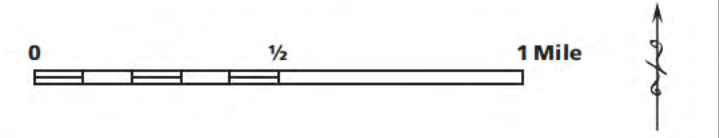
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

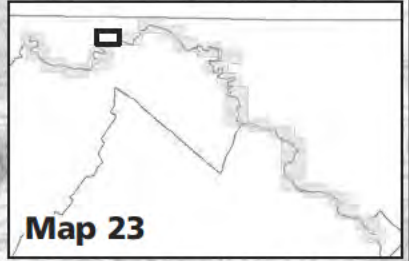




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- ▨ Park Boundary
- ▭ Western Maryland Railroad

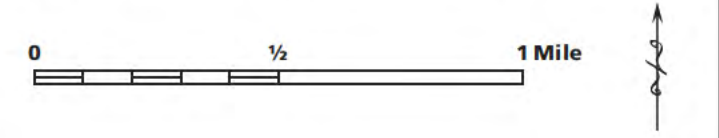
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources





**Chesapeake & Ohio Canal NHP National Register Update
Contributing Resources**

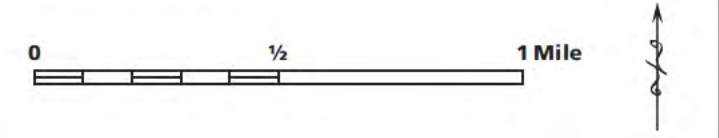
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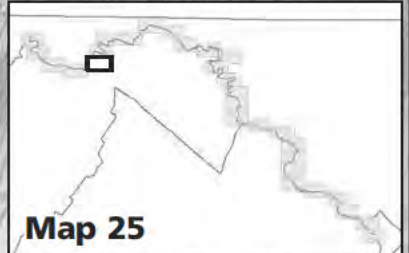
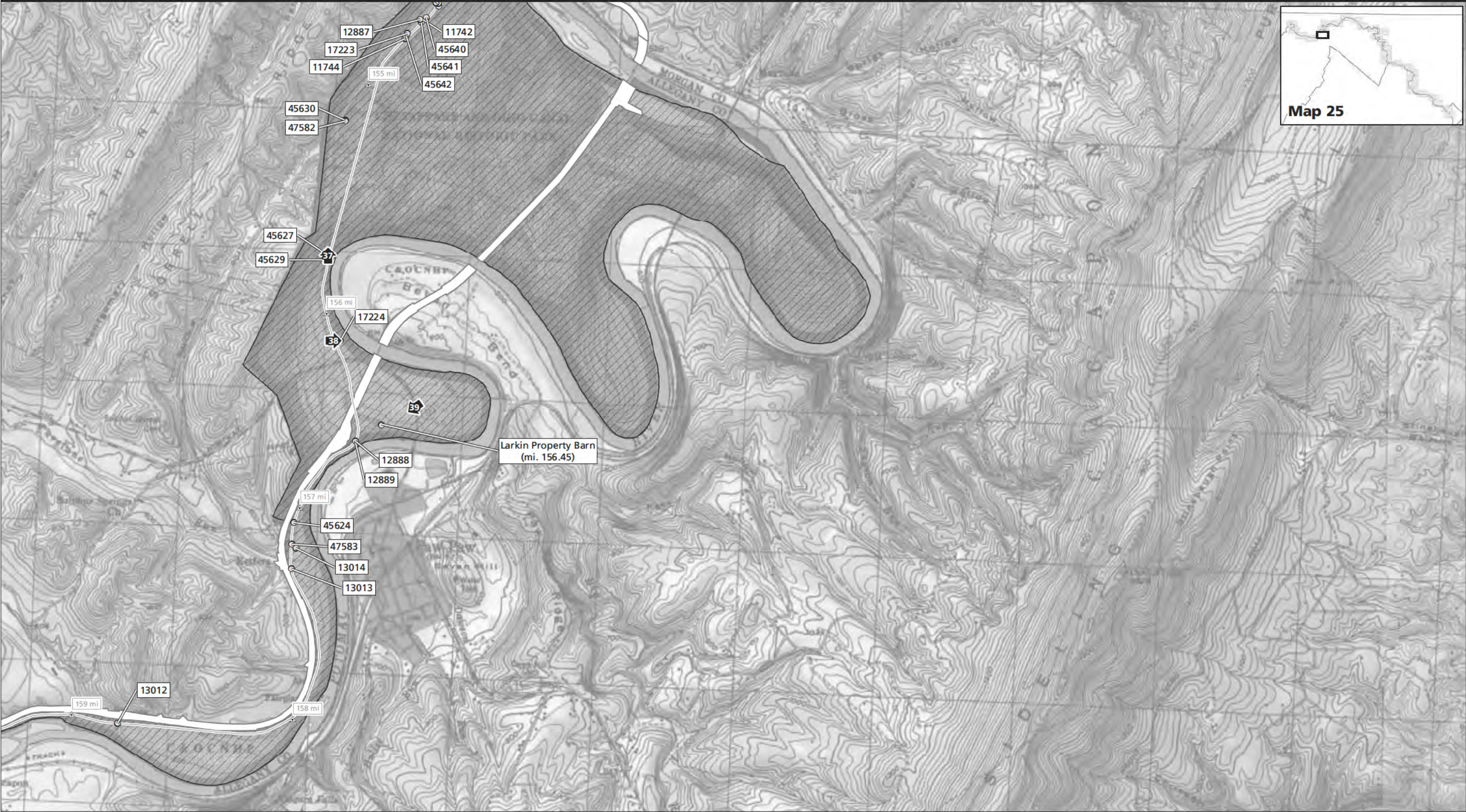




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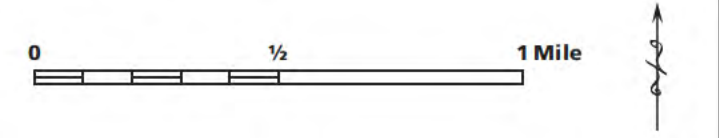
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

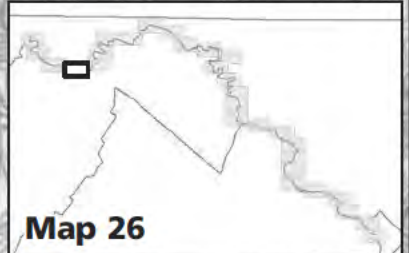




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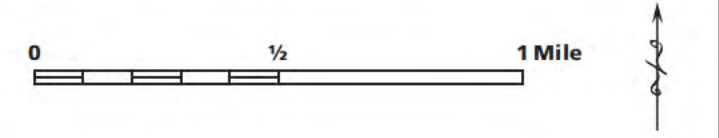
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

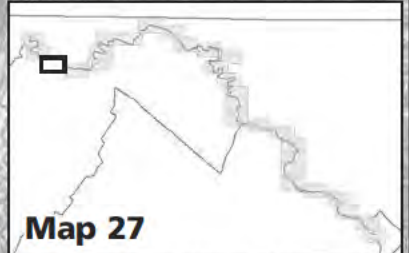
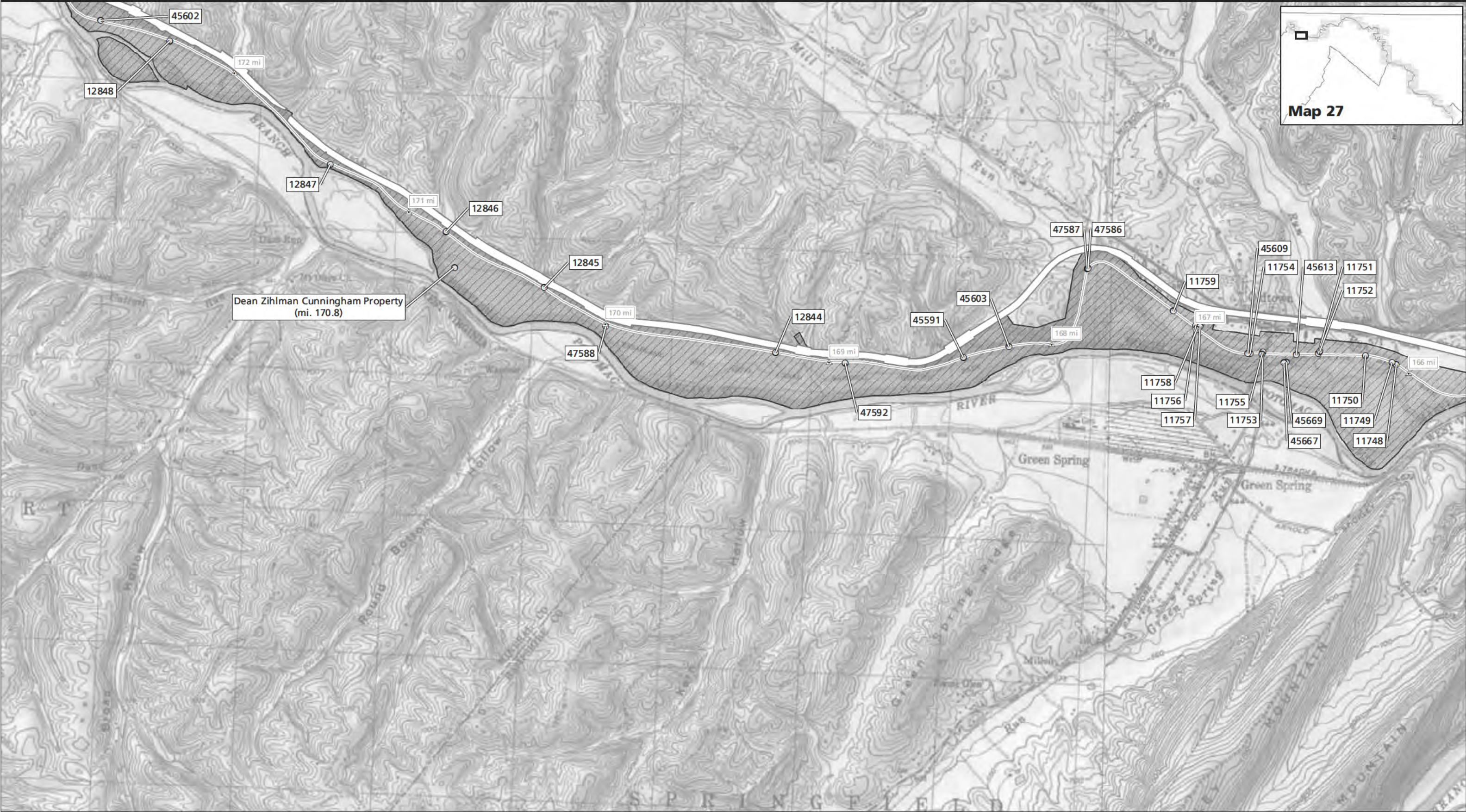




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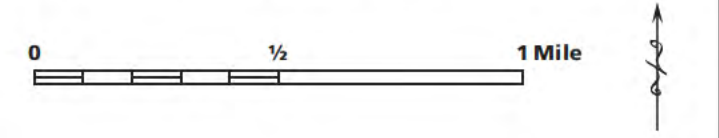
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

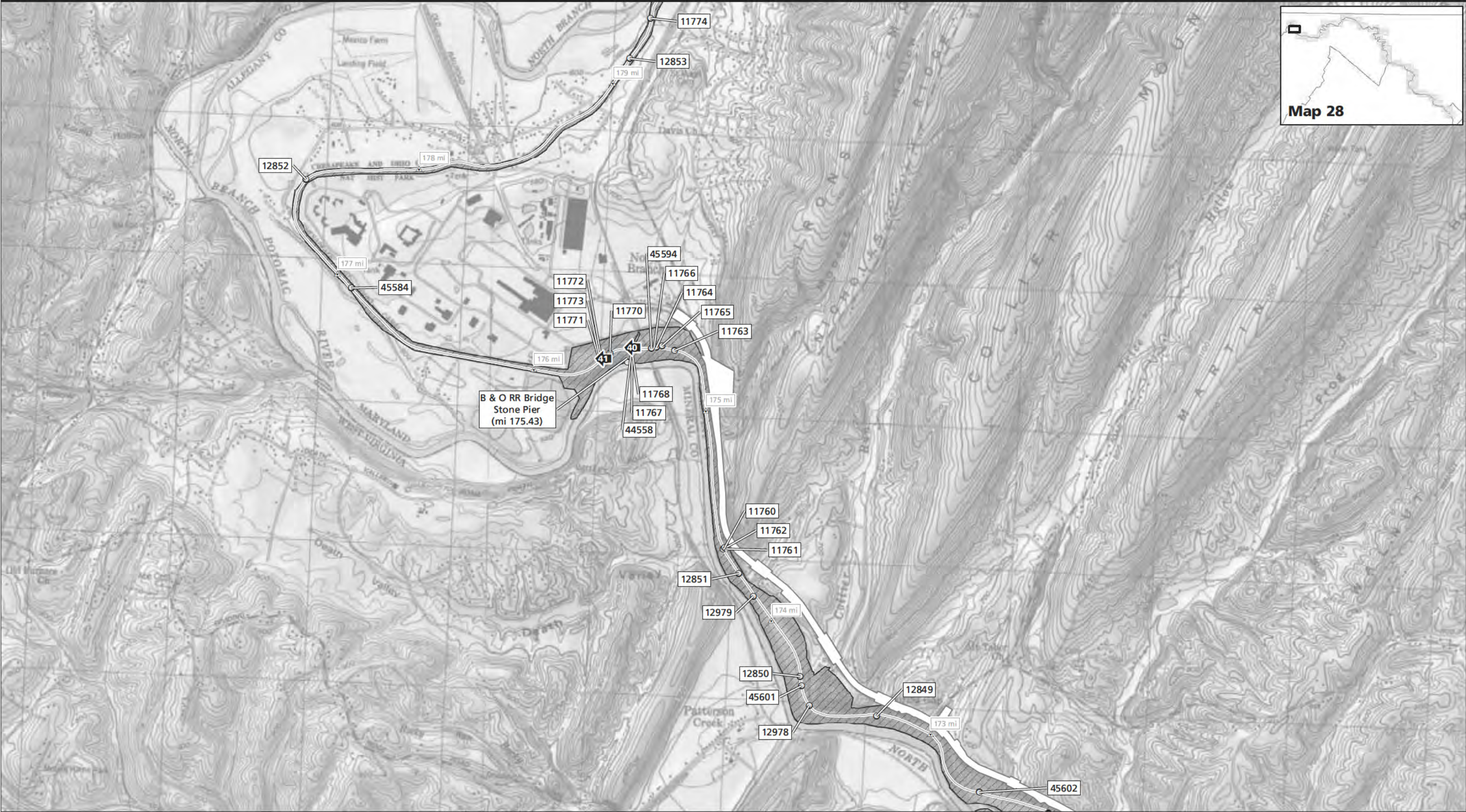
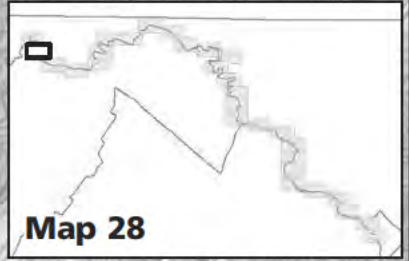




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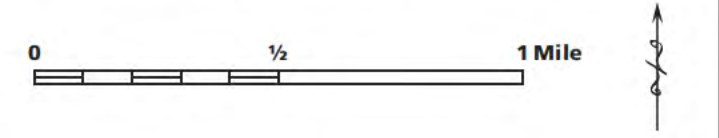
Chesapeake & Ohio Canal NHP National Register Update Contributing Resources

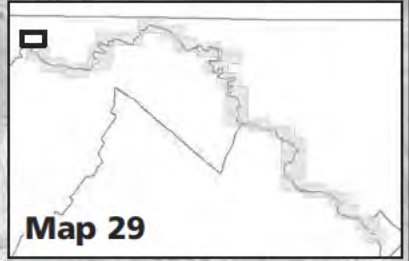




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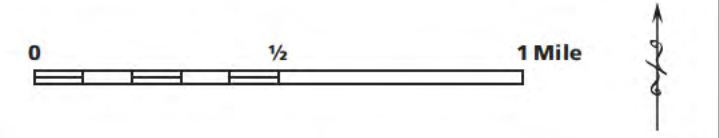
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Chesapeake & Ohio Canal NHP National Register Update Contributing Resources



29 maps of archaeological
resources have been redacted

























ADMINISTRATIVE OFFICES

OTA

NEEDS 1

NEEDS 2







































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