

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

AL-I-B-086 5

FOR NPS USE ONLY
<b>F-2-11</b>
RECEIVED <b>WA VI-0418</b>
DATE ENTERED <b>M 12-46</b>

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC  
Chesapeake and Ohio Canal

AND/OR COMMON

Chesapeake and Ohio Canal National Historical Park

**2 LOCATION**

STREET & NUMBER The District of Columbia and Maryland bank of the Potomac River  
from Georgetown, D.C., to Cumberland, Maryland

— NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

— VICINITY OF

D.C.; 6th and 8th of Maryland

STATE

CODE

COUNTY

CODE

DC (11), MD (24)

D.C. (001), Montgomery (031),

**3 CLASSIFICATION**

Frederick (021), Washington (043)  
Allegany (001)

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES, RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

**4 AGENCY**

REGIONAL HEADQUARTERS (If applicable)

National Park Service, National Capital Region

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

STATE

Washington

— VICINITY OF

D.C. 20242

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE  
REGISTRY OF DEEDS, ETC.

Land records in courthouses of above jurisdictions. C&O Canal  
Company records in Record Group 79, National Archives.

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Historic American Buildings Survey\*  
Historic American Engineering Record\*

DATE NPS List of Classified Structures\*\*  
Prentice-Hahn Survey\*\*

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Library of Congress\*

National Capital Region Headquarters\*\*

CITY, TOWN

STATE

Washington

D.C.

**7** DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This documentation of the historic resources of the Chesapeake and Ohio Canal National Historical Park is limited to the canal proper (including prism, locks, lockhouses, aqueducts, culverts, dams, weirs) and other visible historic features in the park contemporary with the period of the canal's operation. Because a comprehensive survey of prehistoric and historic archeological resources in the park has not yet been undertaken, such resources will be the subject of an addendum or separate nomination at a later date.

Built between 1828 and 1850, the canal ran 184.5 miles from Georgetown, D.C., to Cumberland, Maryland. During its active operation until 1924 it suffered periodic damage from floods, war, and other causes which, together with normal deterioration, required the repair and replacement of many structural components. Such periodic damage has continued to the present (the 1972 "Agnes" flood being the most notable recent contributor). Since the canal company property was acquired by the Federal Government in 1938, the National Park Service has repaired or rebuilt the towpath in many places to maintain its continuity for recreational purposes. The Service has also restored or stabilized many of the badly deteriorating locks, culverts, and other structures. The canal today thus reflects considerable reworking during and since its historic period (1828-1924) while retaining its essential element of continuity from Georgetown to Cumberland.

Accompanying sheets numbered 1 to 163 and photographs provide a detailed description of the historic and present appearance of the canal and related and contemporary historic structures and sites. Known park properties not covered in this documentation are not considered historic and do not contribute to the significance of the park for National Register purposes. It is possible that additional features of contributing value may be disclosed in future park investigations, at which times they may be documented in addenda to this submission.

All historic objects and documents original to or historically associated with the property described herein and in National Park Service ownership and control are also defined as components of this property for the National Register. Included are artifacts and specimens associated directly with the canal and associated structures, with other historic structures in the park, and with people and events connected with the history of the canal from 1828 to 1924. Such objects are listed and described in the park's museum catalog, maintained at the park headquarters at Sharpsburg, Maryland.

**8 SIGNIFICANCE**

AL-I-B-086

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input checked="" type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1828-1924

BUILDER/ARCHITECT Benjamin Wright et al.

## STATEMENT OF SIGNIFICANCE

The Chesapeake and Ohio Canal, today largely unwatered and overgrown and with most of its structural features in varying states of deterioration, is yet one of the most intact and impressive survivals of the American canal-building era. While recognizable segments of other early-19th-century canals exist and while a few other canals of the period have been rebuilt for modern shipping, the C&O Canal is unique in that it remains virtually unbroken and without substantial modification affecting its original character for its entire length of some 185 miles. Such physical changes as have occurred since the canal ceased operation in 1924 have been largely dictated by nature: a softening of prism contours, extensive vegetative overgrowth, widespread decay and collapse of wood and stone structures. Beyond the restored and rewatered 22-mile portion from Georgetown to Violet's Lock, much of the canal now has the character of a ruin. Yet the fact that the entire towpath to Cumberland may still be traveled and the survival--in whole or part--of most of the principal canal structures afford the many hikers and bicyclists who follow the route a fine opportunity to appreciate the magnitude of this historic engineering achievement.

History

The Chesapeake and Ohio Canal Company was chartered in 1825 to construct a shipping canal connecting tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania, thereby providing an economic trade route between the eastern seaboard and the trans-Allegheny West. The company acquired the rights of the Potomac Company, formed by George Washington and associates after the Revolution to improve navigation on the Potomac. That venture had attempted to achieve its objective by deepening the channel and cutting skirting canals around impassable rapids, but the flow of the river proved too erratic to make these measures successful. This experience led the C&O Canal promoters to adopt plans for a separate canal paralleling the river.

The company began operations in 1828 with a subscribed capital of about \$3.6 million. Among the stockholders were the Federal Government, the states of Maryland and Virginia, and the cities of Washington, Georgetown, and Alexandria, D.C. Estimates of the total cost of the eastern section of the canal from Georgetown to Cumberland, Maryland, ranged from \$4.5 to \$8 million. As engineers the board of directors selected men with experience on northern and foreign canals. Chief Engineer Benjamin Wright of New York had been actively involved with the Erie Canal and was then chief engineer on the Chesapeake and Delaware Canal. Other members of the board of engineers included John Martineau, a close associate of Wright, and Nathan S. Roberts,

(continued)

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another noted New York engineer. Charles B. Fisk of Connecticut served as chief engineer from 1835 to 1852.

President John Quincy Adams turned the first spadeful of earth in ceremonies at Little Falls, Maryland, on July 4, 1828. On the same day, construction of the Baltimore and Ohio Railroad westward from Baltimore was begun--a move that would have significant implications for the ultimate fate of the canal and the canal era generally.

From the start, numerous difficulties retarded the progress of canal construction. An acute labor shortage forced the company to campaign for workers from other states and abroad. Numerous disputes arose with landowners who resisted efforts to purchase the right-of-way. A protracted legal controversy with the B&O Railroad involving the right-of-way between Point of Rocks and Harpers Ferry impeded construction of both the canal and the railroad there until 1832. Increased costs of labor, materials, and land during the inflationary period of the late 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 in the mid-1830s by purchasing over \$5 million more in stock, thus becoming the majority stockholder. But difficulties continued, augmented by labor unrest among the predominantly Irish workers and the financial Panic of 1837. Between 1842 and 1847 construction was at a standstill. The canal was finally completed to Cumberland in 1850, bringing the total cost of the project to over \$11 million. The original plans to extend the waterway over the Alleghenies had long before been abandoned.

Boats began to appear on the canal soon after the first short section between Little Falls and Seneca was completed in 1831. As water was admitted to the upper divisions reaching out into western Maryland, trade on the waterway increased as cargoes of flour, grain, building stone, and whiskey began to move down to Georgetown. Not until the canal reached Cumberland, however, did the tonnage transported reach an appreciable figure. Large quantities of coal from the rich mines of the Georges Creek region west of Cumberland then began to be transported to the tidewater. During the years following the Civil War the coal trade increased rapidly until in 1871, the peak year, some 850,000 tons were carried down the canal. In some years of this period the canal company made a considerable operating profit, which was quickly applied to improving the waterway and to the payment of back interest on the tremendous debt. During these few profitable years more than 500 boats were in frequent operation on the canal.

In the late 1870s the canal trade began to decline as many of the Allegheny coal operators began to ship over the B&O Railroad, the canal's greatest competitor. This development, together with the effects of the nationwide economic depression in the mid-1870s and major floods in 1877 and 1886, again put a severe strain on canal company finances. In 1889 an enormous flood forced the canal company into receivership, and the B&O

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Railroad emerged as the majority owner of the company's bonds. In 1924, by which time the railroad had captured almost all of the carrying trade of the canal in addition to its ownership, another damaging flood struck. This time the repairs necessary to resume operation were not made, and the active era of the canal came to an end.

In 1938 the railroad, hurt by the Depression, sold the entire canal to the U.S. Government for approximately \$2 million, which was applied to the railroad's debt to the Reconstruction Finance Corporation. The canal was placed under the National Park Service, and some restoration was carried out under Depression work relief programs. In 1961 President Eisenhower proclaimed it a national monument. An act of Congress in 1971 authorized the acquisition of additional land/<sup>and</sup> establishment of the Chesapeake and Ohio Canal National Historical Park.

The principal areas of the canal's historical significance may be summarized as follows:

Architecture and Engineering. The canal survives as an excellent illustration of 19th-century canal-building technology. The magnitude of the engineering achievement is exemplified by the 184.5-mile length of the canal, its 74 lift locks to accommodate a rise of 605 feet, the 11 stone aqueducts spanning major Potomac tributaries, 7 dams supplying water to the canal, hundreds of culverts carrying roads and streams beneath the canal, and a 3,117-foot tunnel carrying the canal through a large shale rock formation. Many of the canal structures, notably the aqueducts, the tunnel portals, the culvert face walls, and the early lockhouses, were also architecturally treated with such aesthetic features as pilasters, belt courses, and variations in stone texture added for visual enhancement.

Commerce and Transportation. The canal served as the major commercial artery in the Potomac Valley above tidewater during the mid-19th century. Along it were conveyed significant quantities of the food, fuel, and building materials required by the growing National Capital. The canal influenced the creation and expansion of numerous businesses along it, many of which tapped the canal water as a power source as well as using the waterway for shipping.

Conservation. Although the builders of the canal could hardly have foreseen it, their creation has led today to the preservation of a large portion of the Maryland bank of the Potomac in a relatively unspoiled state. Natural growth reclaimed much of the canal property after 1924, and the transfer of this land to the National Park Service in 1938 resulted in its conscious preservation for its historical, natural, and recreational values. The canal company land now serves as the nucleus of a still-expanding park enlarged by the acquisition of much additional land on both sides of the original right-of-way.

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Non-Canal Historic Resources

The Chesapeake and Ohio Canal National Historical Park includes a number of historic features that are not primarily canal-related. These have been treated along with the resources of the canal proper in the descriptive and photographic documentation accompanying Section 7. Virtually all of them are significant today as elements of the canal's historic scene, i.e., the cultural environment existing during the period of the canal's operation. In addition, some of them possess historic architectural, engineering, military, or commercial significance. Those features whose significance transcends their contribution to the canal's historic scene are covered below,

Fort Duncan and Associated Earthworks (mile 62.5). Fort Duncan and its associated batteries are significant as well preserved remnants of the Union defenses of Harpers Ferry during the Civil War.

The Union forces occupying Harpers Ferry in 1862 failed to erect more than elementary defenses, an omission contributing to the successful Confederate siege and assault leading to the surrender of 12,693 Federal soldiers on September 15, 1862. The Union Army of the Potomac soon reoccupied the town and the commanding heights across the Potomac and Shenandoah Rivers, and the Union high command decided to fortify the position to avoid repetition of the costly experience. Between October 1, 1862, and June 1863 Maryland Heights and Loudoun Heights were converted to fortresses of great strength.

The present documentation covers only those defensive works within the present Chesapeake and Ohio Canal National Historical Park. Others exist within the boundaries of Harpers Ferry National Historical Park and on private land.

Ferry Hill Plantation House (mile 72.82). This property is significant for its association with the early ferry across the Potomac River and as the boyhood home of Henry Kyd Douglas, a Confederate officer on Stonewall Jackson's staff.

The house was begun in 1812 by Henry Thomas Swearingen, of the family of Thomas Van Swearingen who began operation of the Potomac ferry to Shepherdstown in 1765. In 1816 the property was sold to John Blackford, who operated the ferry and the plantation until his death in 1839. His son Henry sold the property to Robert Douglas in 1848. Henry Kyd Douglas, son of Robert, spent his boyhood at Ferry Hill. In 1862 Federal troops occupied the house after the battle of Antietam and confined Robert because of his Confederate sympathies. During that battle the house had served as a small hospital for several Confederate officers, including the son of Robert E. Lee. The house was used by Confederate Major General Edward Johnson on his route to Pennsylvania

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in 1863.

The architectural significance of the house has been impaired by extensive alterations and modifications.

Burnside House (mile 89.21). The house is architecturally significant as a good surviving example of a mid-18th century house of unusual configuration. The property included a distillery in the 18th century, and it is likely that the three adjoining but unconnected portions of the structure housed distillery employees. An unconfirmed story that Lord Fairfax sent young George Washington here to purchase whiskey warrants further investigation.

Bollman Bridge, Williamsport (mile 99.65). Built in 1879, the Bollman Bridge at West Salisbury Street is a significant engineering resource because of its association with Wendell Bollman, one of the pioneers who ushered in the modern era of structural engineering by introducing iron as a primary structural material. As the first civil engineer to evolve a system of bridging in iron to be consistently used on an American railroad (the Baltimore and Ohio), Bollman made a significant contribution to the history of civil engineering.

Although Bollman used the iron Pratt bridging design in erecting the bridge at Williamsport rather than the iron truss system he had patented in 1852, the structure is significant as one of his few surviving works and as his only bridge over the canal.

Cushwa Warehouse, Williamsport (mile 99.72). The Cushwa Warehouse, dating from the early 19th century, is a significant historic commercial resource because of the role it played in trade on the canal and in the economic development of Williamsport. Operated by the principal firm wholesaling and retailing coal, flour, iron, cement, and plaster in Williamsport for more than a century, the warehouse business had an important impact on the regional development of commerce and transportation arteries in the Williamsport-Hagerstown vicinity and surrounding Washington County.

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Williamsport Power House (mile 99.75). The Williamsport Power House was built by the Hagerstown Railway Company in 1896 as the first power source for the new electric trolley line running from Williamsport to Hagerstown. It survives to represent the beginnings of a transportation era in Washington County lasting until 1954. Electricity generated here was also sold for lighting and other purposes, so that this first power house in the county also represents the beginnings of the electric utilities industry in the area.

With the rapid extension of the trolley lines, the Williamsport Power House soon became inadequate and was replaced around 1900 by a new facility in Hagerstown. In 1911 the abandoned structure was conveyed back to the Cushwa family, the original owner of the property, and was used thereafter for the storage of coal, sand, and other materials. The National Park Service acquired the property in 1974.

Adaptive Use of Buildings

The primary significance of virtually all buildings included in this documentation lies in their exterior appearance and their contribution to the historic scene. Continued or adaptive use of habitable or otherwise functional buildings has occurred without detriment to their primary values and is encouraged as a means to their preservation.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

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See accompanying continuation sheet. A comprehensive bibliography is on file in the office of Professional Services, National Capital Region.

**10 GEOGRAPHICAL DATA**ACREAGE OF NOMINATED PROPERTY 20,239

UTM REFERENCES See continuation sheets.

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

## VERBAL BOUNDARY DESCRIPTION

The National Register boundary is that authorized for the Chesapeake and Ohio Canal National Historical Park by Public Law 91-664, which makes reference to five boundary map sheets numbered CHOH 91,000. Copies of the sheets accompany this documentation. The boundary has been carefully reproduced in larger scale on the accompanying U.S.G.S. quadrangles. The riverbank generally constitutes the southern edge of the park; the inland edge varies widely in distance from the canal prism.

## LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
District of Columbia	(11)		
Maryland	(24)	counties of Montgomery	(031), Frederick (021),
Washington	(043)	Allegany	(001).

**11 FORM PREPARED BY**

NAME / TITLE

Philip S. Romigh, Architect, 12/76; Barry Mackintosh, Historian, 3/79

ORGANIZATION

DATE

National Capital Region, National Park Service (202) 426-6660

STREET &amp; NUMBER

TELEPHONE

1100 Ohio Drive, S.W.

CITY OR TOWN

STATE

Washington D.C.

**12 CERTIFICATION OF NOMINATION** (Park automatically listed in National Register upon authorization by Congress.)

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES \_\_\_ NO \_\_\_ NONE \_\_\_

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is X National \_\_\_ State \_\_\_ Local

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

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Major Bibliographical References

- \*Bearss, Edwin C. "The Bridges." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.
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- Hahn, Thomas F. Towpath Guide to the Chesapeake & Ohio Canal. 4 vols. York, Pa.: American Canal and Transportation Center, 1971-74.
- Miele, John R. "The Chesapeake & Ohio Canal: A Physical History." Master's Thesis, University of Delaware, September 1968.
- \*Prentice, Joseph R., and Thomas F. Hahn. "Architectural Data Study of C&O Canal Based on Physical Evidence in View at Time of Inspection." Typescript with photographs, July 1974.
- Sanderlin, Walter S. The Great National Project: A History of the Chesapeake & Ohio Canal. Baltimore: Johns Hopkins Press, 1946.
- \*Unrau, Harlan D. "Chesapeake & Ohio Canal National Historical Park Historic Resource Study." Manuscript, 1975-77.
- \* \_\_\_\_\_ . "The Culverts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1976.
- \* \_\_\_\_\_ . "The Lockhouses," Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1975.
- \* \_\_\_\_\_ . "The Single-Span Aqueducts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1974.
- Stoner, Paula. Historic Site Survey, Washington County, Md. Files in Washington County Planning Department, Hagerstown, Md.
- \*Unpublished National Park Service research studies available in the office of Professional Services, National Capital Region.

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UTM References

UTM references are keyed by numbers in parentheses. The numbered points run from Georgetown to Cumberland along the river side of the park and return along the inland side.

<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>	<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>
(1)	18/321650/4307935	Washington West	(34)	18/247840/4388250	Hedgesville
(2)	18/321610/4307370	"	(35)	18/247520/4385530	"
(3)	18/318190/4308380	"	(36)	17/756880/4387730	Big Pool
(4)	18/314080/4314370	Falls Church	(37)	17/751520/4394400	Cherry Run
(5)	18/304880/4316660	"	(38)	17/747710/4396430	"
(6)	18/305380/4322660	Rockville	(39)	17/742000/4397700	Hancock
(7)	18/297940/4326460	Seneca	(40)	17/734820/4390060	Bellegrove
(8)	18/289520/4326910	Sterling	(41)	17/734830/4388910	"
(9)	18/281650/4334090	Waterford	(42)	17/733140/4389040	"
(10)	18/282540/4338070	"	(43)	17/727980/4390900	"
(11)	18/288100/4344370	Poolsville	(44)	17/725190/4387250	Paw Paw
(12)	18/285520/4347380	"	(45)	17/721060/4389100	"
(13)	18/281050/4349180	Pt. of Rocks	(46)	17/724430/4383680	"
(14)	18/278820/4352680	"	(47)	17/718360/4384900	"
(15)	18/272520/4354350	Harpers Ferry	(48)	17/721970/4380600	"
(16)	18/269430/4355830	"	(49)	17/717480/4376920	"
(17)	18/265030/4335940	"	(50)	17/709220/4377160	Oldtown
(18)	18/262100/4357840	"	(51)	17/704380/4379030	"
(19)	18/263760/4360520	"	(52)	17/700850/4378510	Patterson Creek
(20)	18/263020/4362700	Sheperdstown	(53)	17/694510/4382220	"
(21)	18/264600/4363210	Keedysville	(54)	17/691540/4385190	Cresaptown
(22)	18/262900/4367760	Sheperdstown	(55)	17/694600/4387320	Patterson Creek
(23)	18/258940/4368600	"	(56)	17/690540/4388150	Cresaptown
(24)	18/259540/4373910	"	(57)	17/691840/4391050	Cumberland
(25)	18/261950/4374760	"	(58)	17/692000/4390670	"
(26)	18/255000/4375420	"	(59)	17/691140/4388170	Cresaptown
(27)	18/256030/4377980	Williamsport	(60)	17/693040/4388730	Cumberland
(28)	18/253900/4377600	"	(61)	17/696040/4387830	Patterson Creek
(29)	18/251590/4382870	Hedgesville	(62)	17/692370/4384530	Cresaptown
(30)	18/256420/4383190	Williamsport	(63)	17/694740/4384400	Patterson Creek
(31)	18/256720/4387560	"	(64)	17/695040/4382830	"
(32)	18/252280/4388680	Hedgesville	(65)	17/700620/4379240	"
(33)	18/252850/4386740	"	(66)	17/703990/4379840	"

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INVENTORY -- NOMINATION FORM

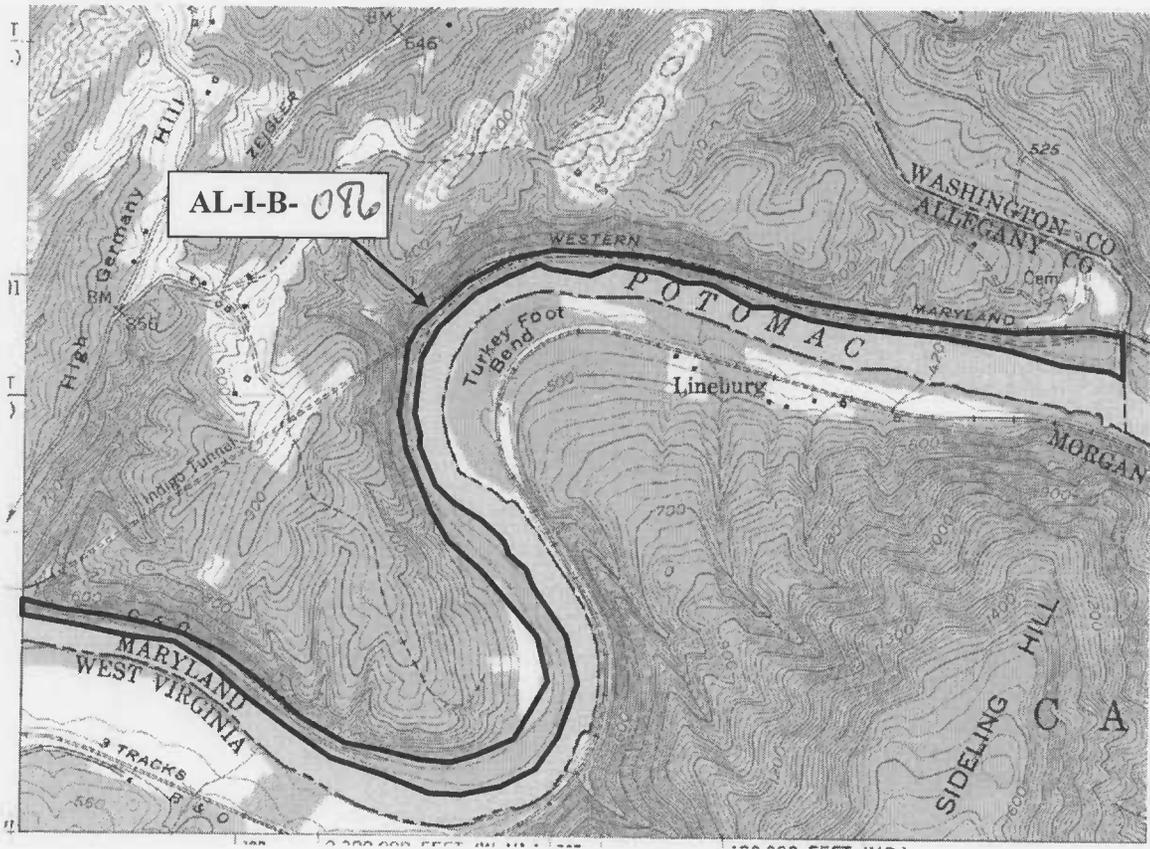
CONTINUATION SHEET

ITEM NUMBER 10

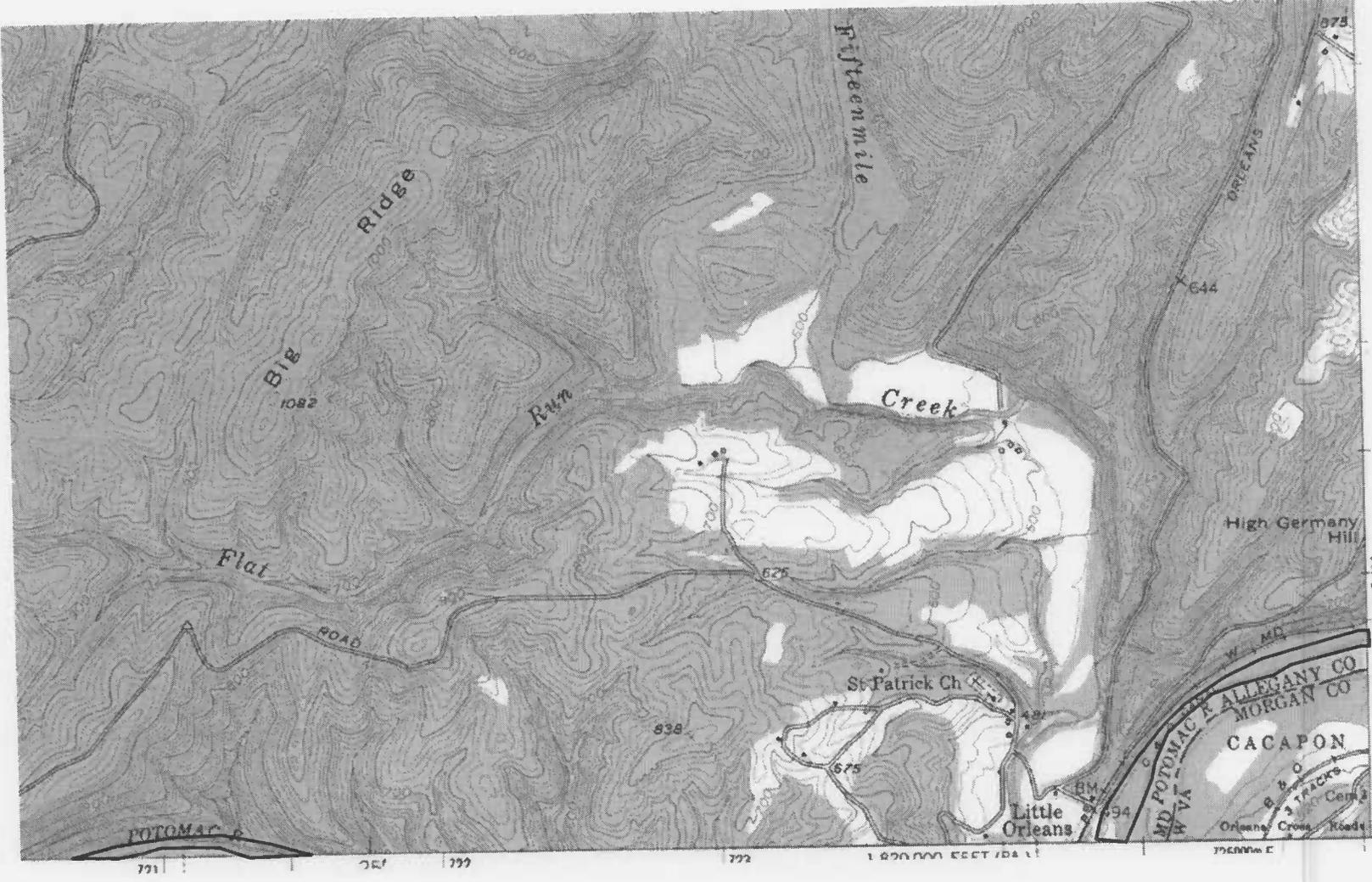
PAGE 2

<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>	<u>Point No.</u>	<u>UTM Reference</u>	<u>Quadrangle</u>
(67)	17/711540/4378040	Oldtown	(88)	18/262820/4376130	Williamsport
(68)	17/717180/4377460	Paw Paw	(89)	18/260820/4368580	Shepherdstown
(69)	17/718000/4385960	"	(90)	18/264070/4367750	Keedysville
(70)	17/723140/4384700	"	(91)	18/264900/4363550	"
(71)	17/719480/4387460	"	(92)	18/264460/4356900	Harpers Ferry
(72)	17/720410/4389540	"	(93)	18/269580/4356590	"
(73)	17/722980/4388680	"	(94)	18/279260/4354090	Pt. of Rocks
(74)	17/727780/4391780	Bellegrave	(95)	18/281280/4350250	"
(75)	17/734120/4389120	"	(96)	18/289440/4345180	Poolesville
(76)	17/737100/4395080	Hancock	(97)	18/285300/4337680	"
(77)	17/741600/4398050	"	(98)	18/282890/4338140	Waterford
(78)	17/748000/4396720	Cherry Run	(99)	18/282730/4333540	"
(79)	17/751980/4394400	"	(100)	18/286160/4332790	Sterling
(80)	18/243300/4388030	Hedgesville	(101)	18/287640/4328940	"
(81)	18/246840/4389720	"	(102)	18/293240/4327000	"
(82)	18/251730/4389270	"	(103)	18/297160/4328120	Seneca
(83)	18/257910/4387740	Williamsport	(104)	18/300590/4326820	"
(84)	18/257120/4383010	"	(105)	18/306770/4322160	Rockville
(85)	18/252560/4381910	Hedgesville	(106)	18/305680/4317630	Falls Church
(86)	18/257570/4379430	Williamsport	(107)	18/314740/4315290	"
(87)	18/257490/4375990	"	(108)	18/318960/4308380	Washington West

AL-I-B-086  
C&O Canal National Historical Park  
Bellegrove quadrangle



AL-I-B-086  
C&O Canal National Historical Park  
Artemas Quadrangle

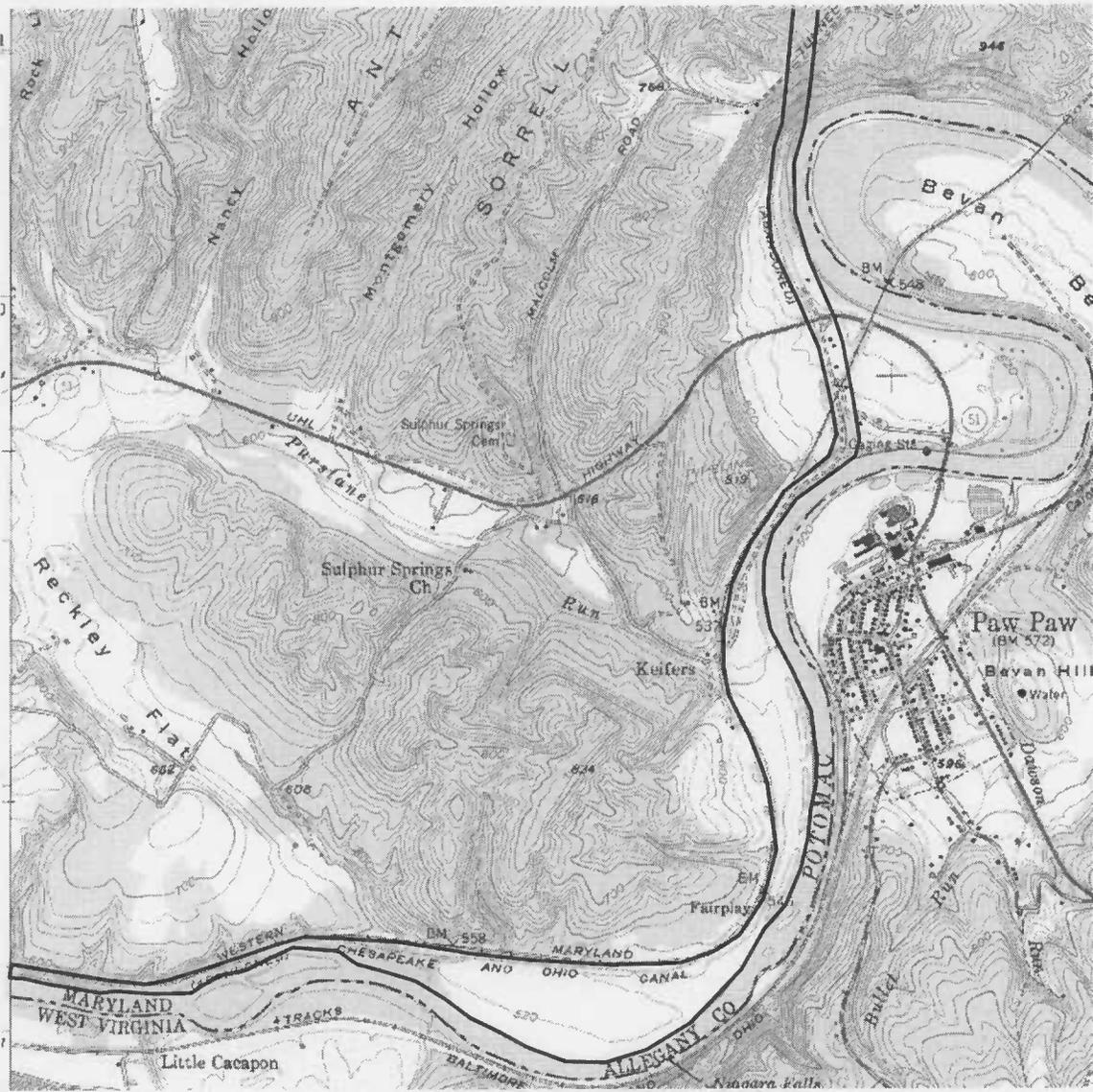


AL-I-B-086  
C&O Canal National Historical Park  
Paw Paw Quadrangle



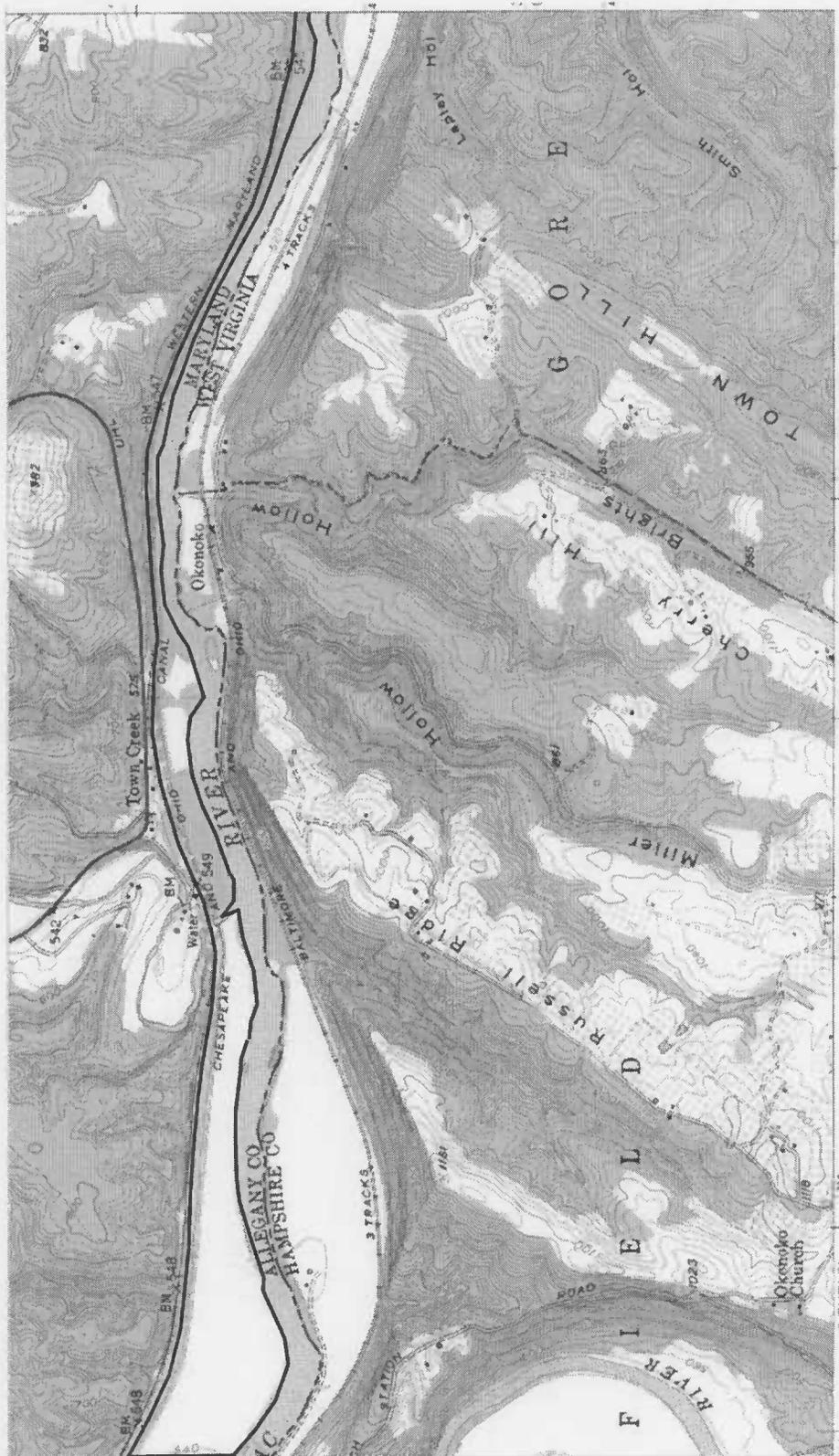


AL-I-B- 086  
C&O Canal National Historical Park  
Paw Paw Quadrangle

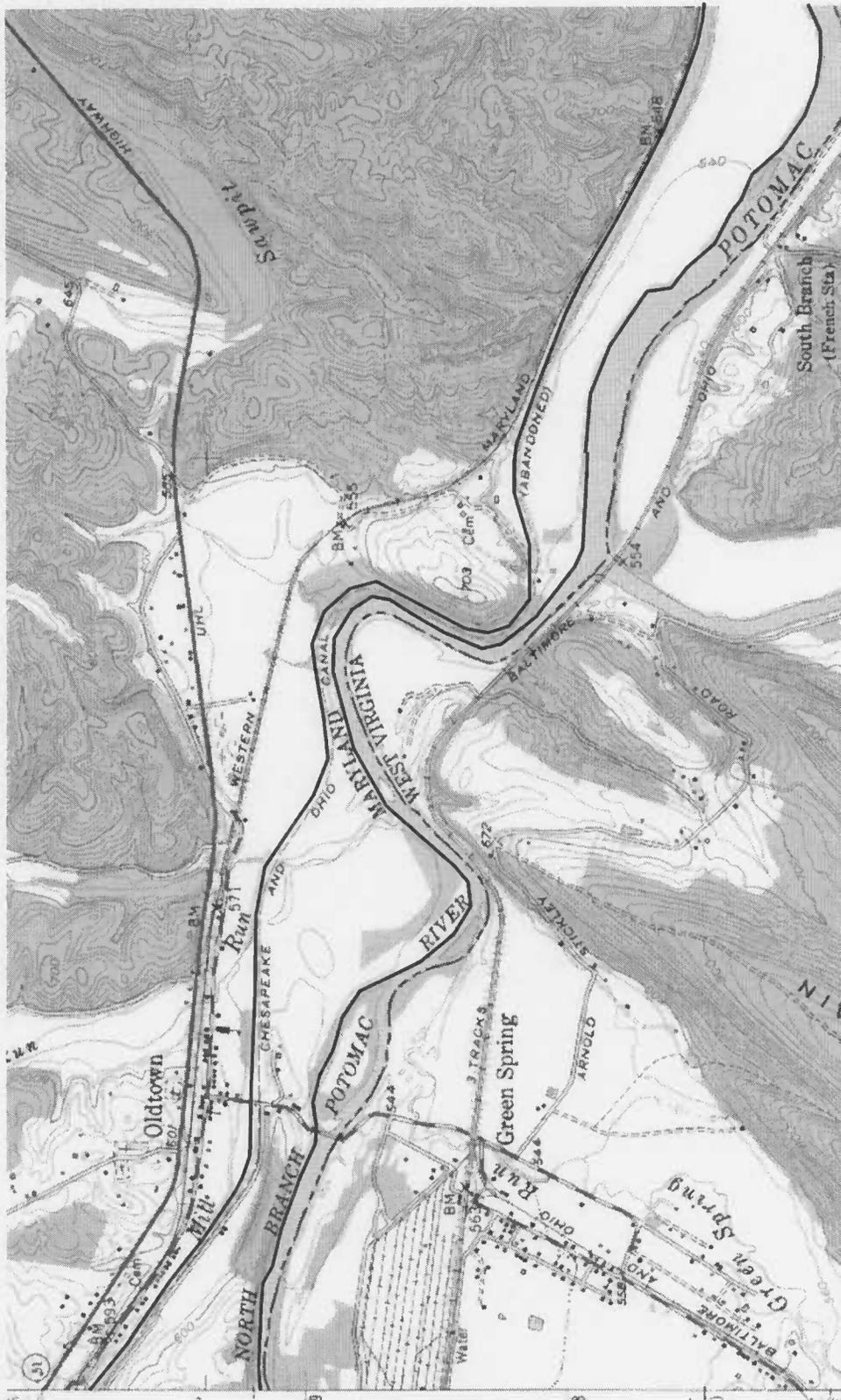


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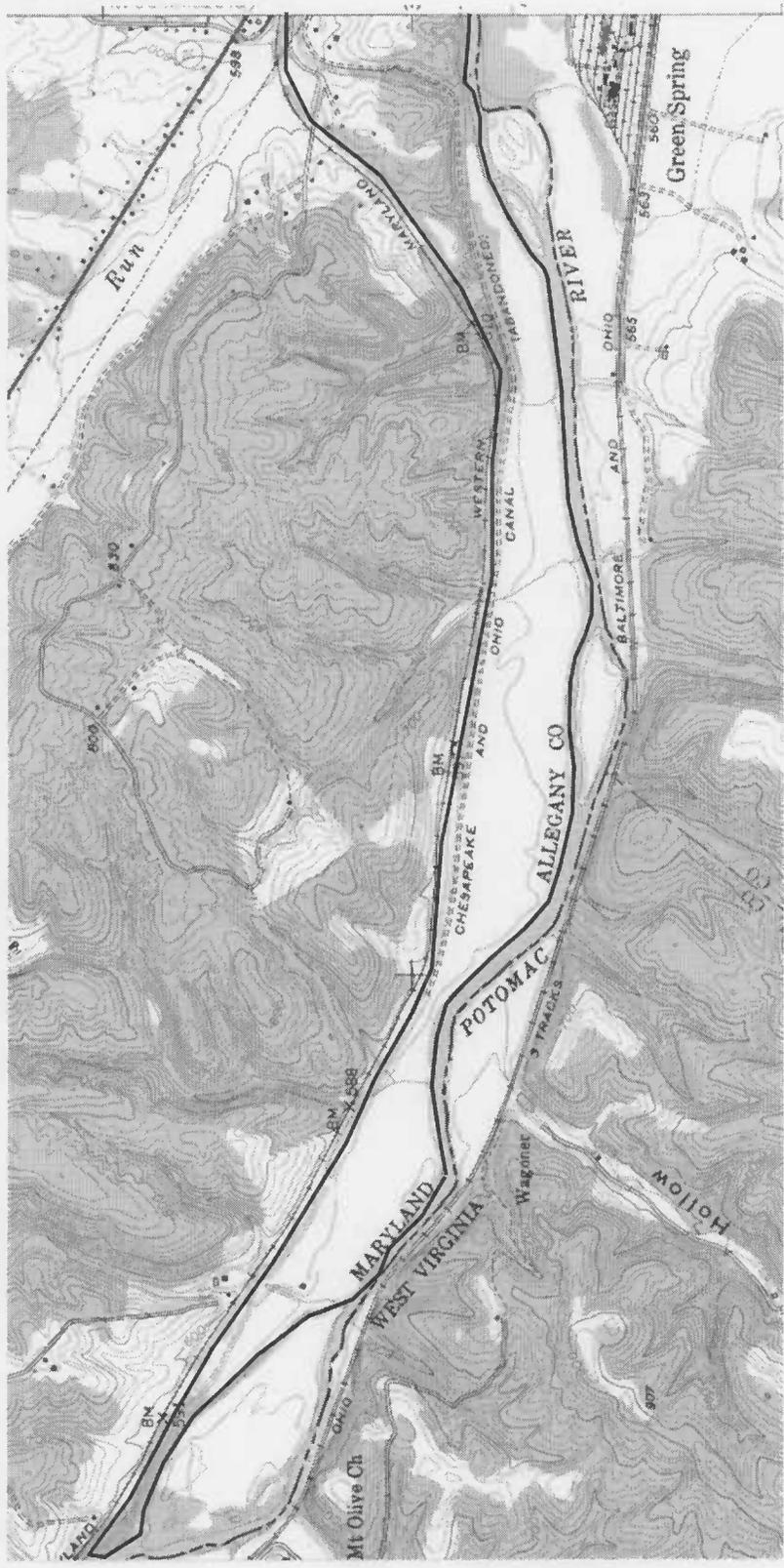
C&O Canal National Historical Park  
Oldtown Quadrangle



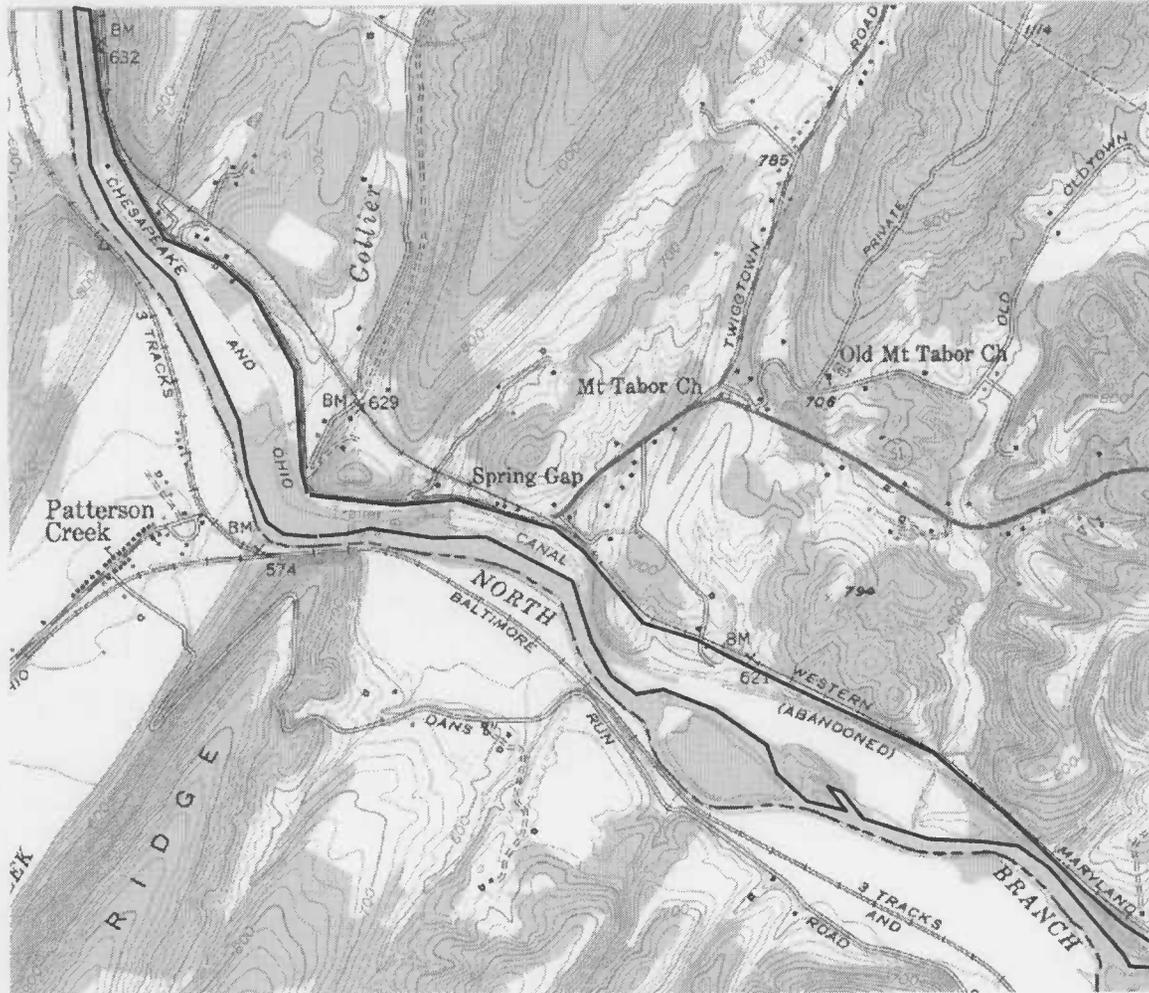
AL-I-B- 086  
C&O Canal National Historical Park  
Oldtown Quadrangle



AL-I-B- 086  
C&O Canal National Historical Park  
Patterson Creek Quadrangle

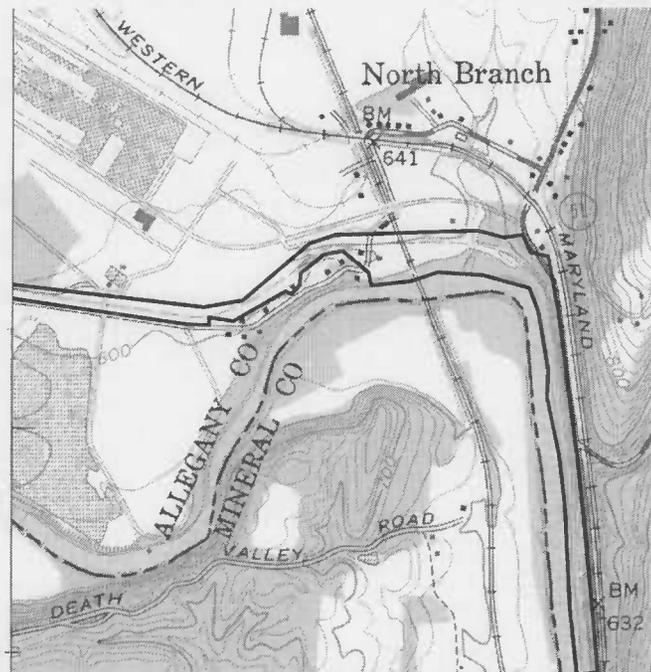
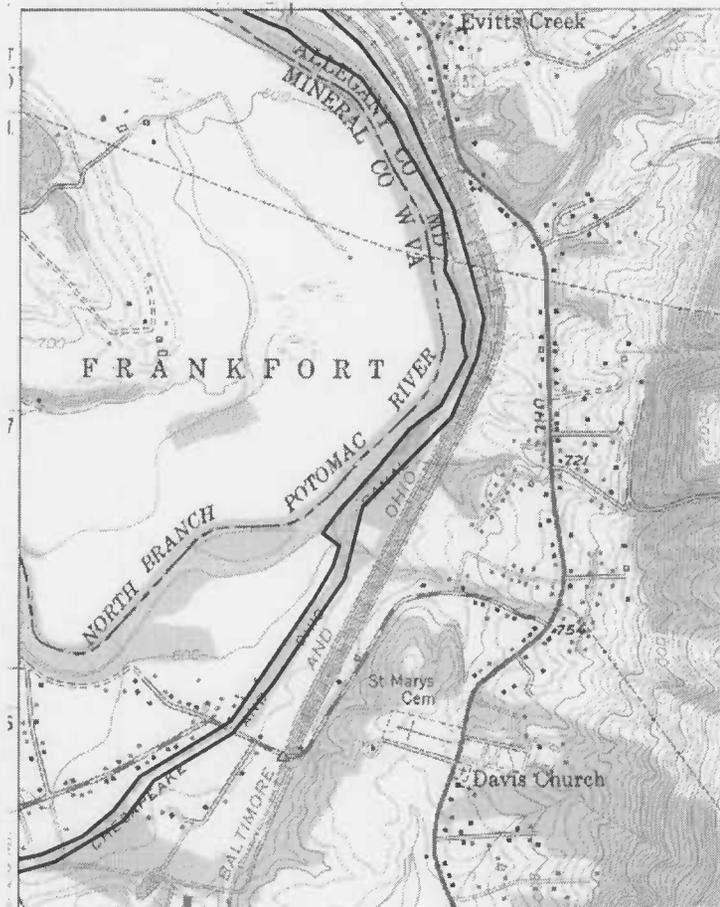


AL-I-B- 086  
C&O Canal National Historical Park  
Patterson Creek Quadrangle

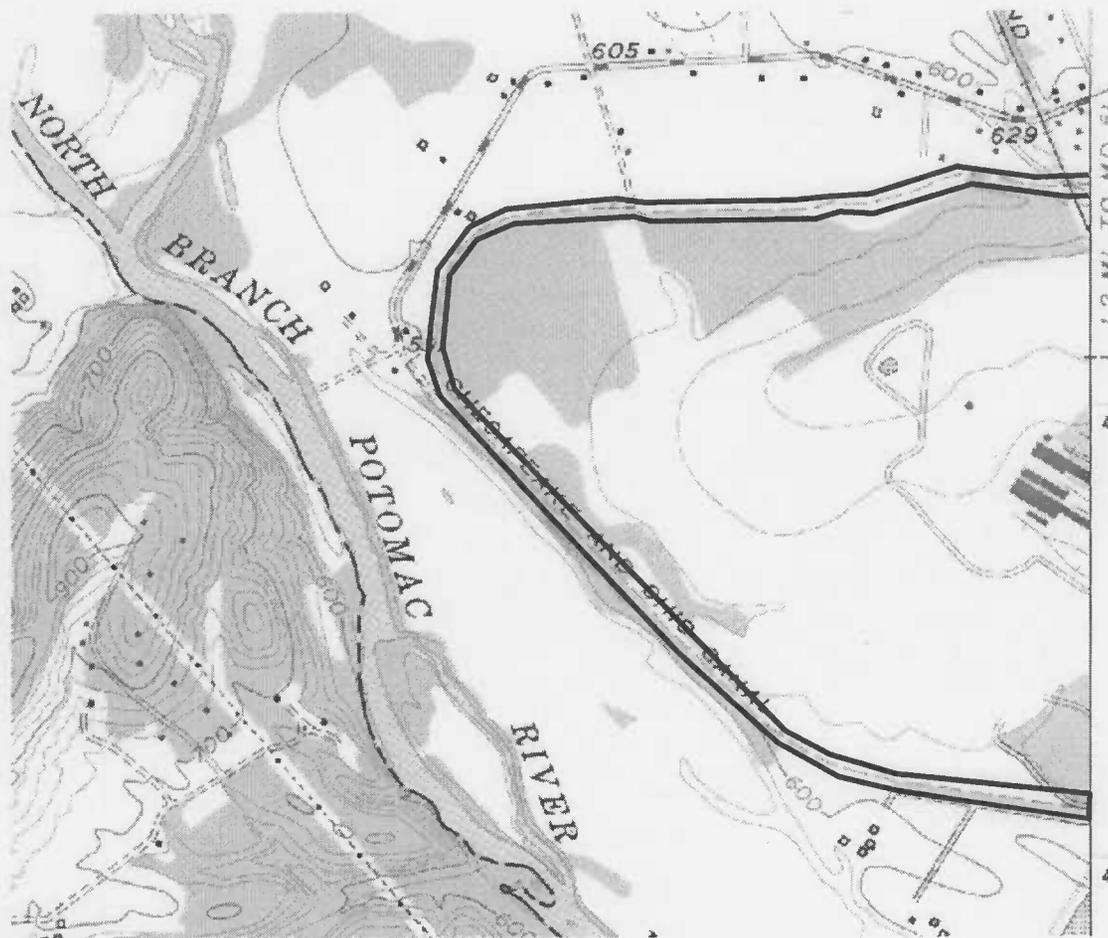
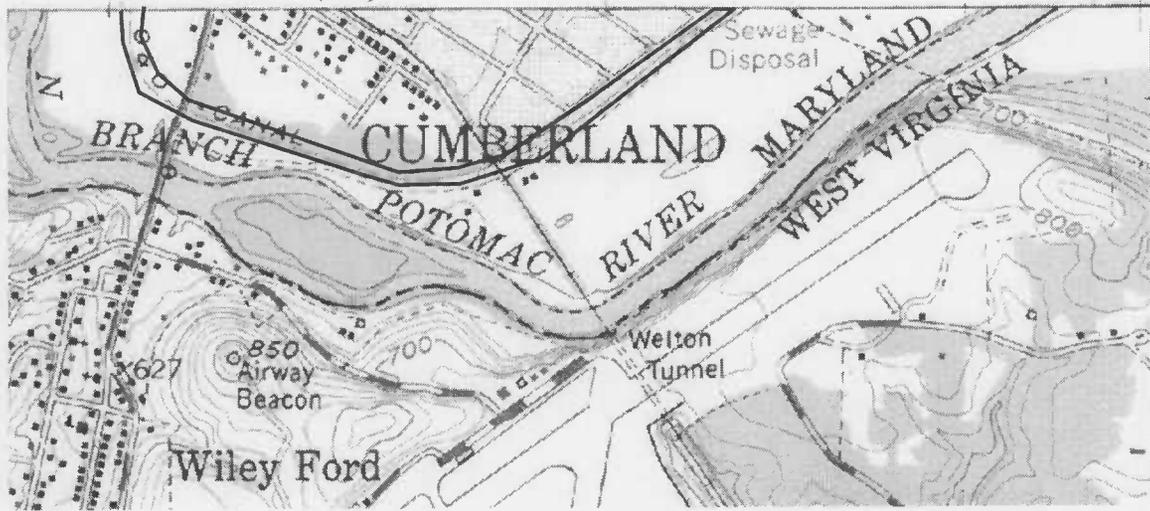


AL-I-B-086

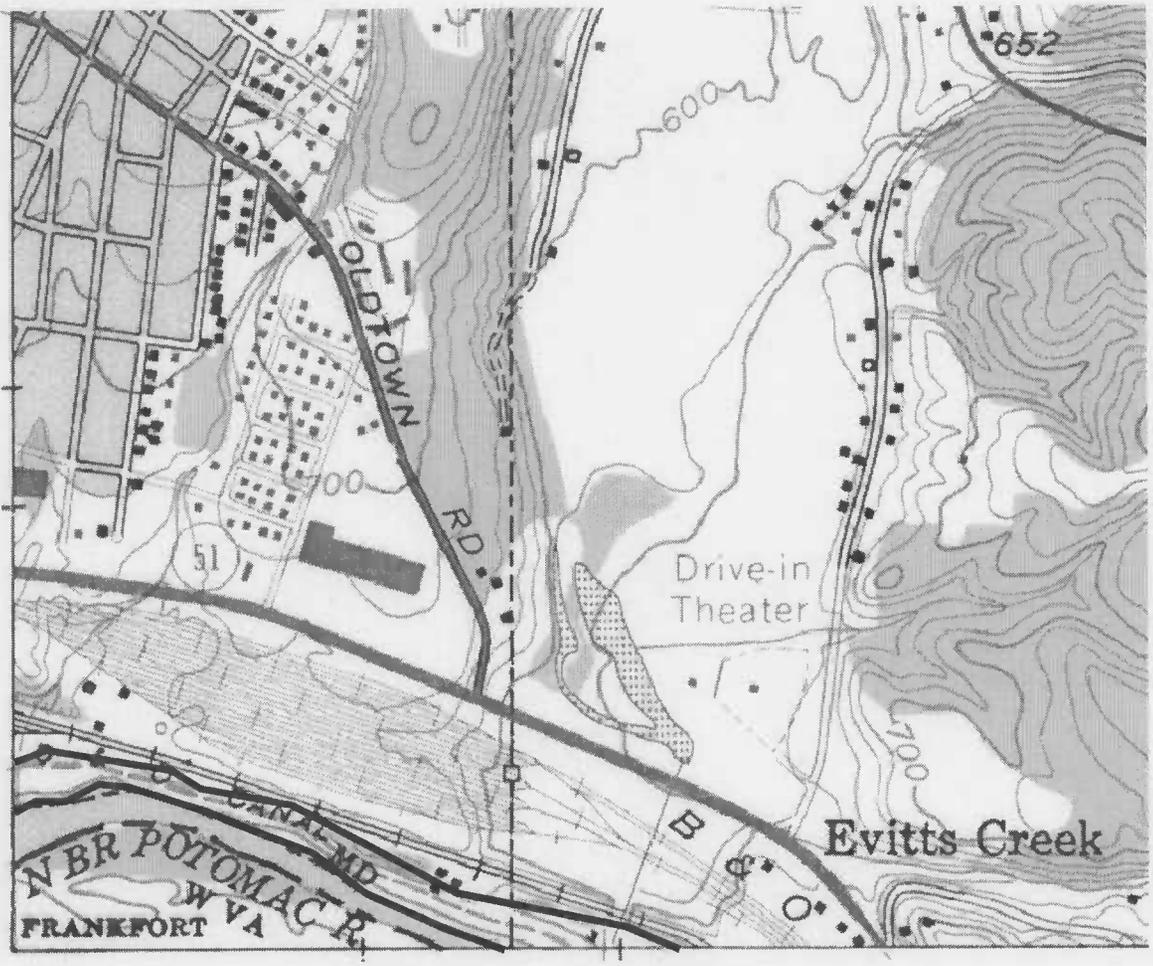
C&O Canal National Historical Park  
Patterson Creek Quadrangle



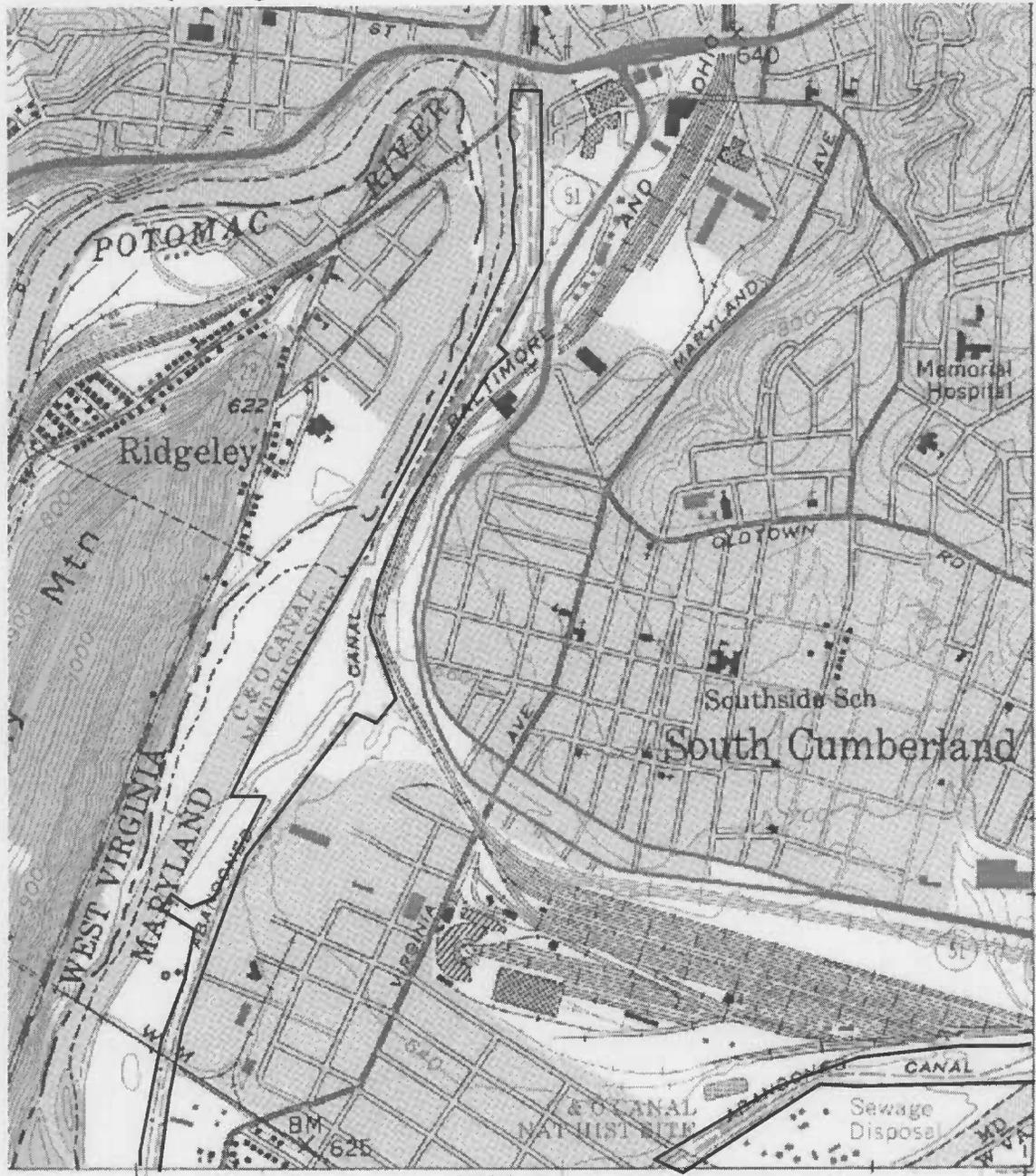
AL-I-B-086  
C&O Canal National Historical Park  
Cresaptown Quadrangle



AL-I-B-086  
C&O Canal National Historical Park  
Evitts Creek Quadrangle



AL-I-B-086  
C&O Canal National Historical Park  
Cumberland Quadrangle



1. STATE <b>Maryland</b> COUNTY <b>Allegany</b> TOWN _____ VICINITY _____ STREET NO. _____ ORIGINAL OWNER _____	HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY
	2. NAME <b>Chesapeake &amp; Ohio Canal &amp; Tunnel</b> DATE OR PERIOD _____

(6A. & 7A) The Chesapeake & Ohio Canal and Tunnel

The Chesapeake and Ohio Canal reached Cumberland in 1850, twenty-two years after it was begun. It connected the Queen City to the tidewater at Georgetown. Although a tremendous accomplishment, it was relegated to a place of secondary importance from the start by the fact that the B. & O. Railroad had made the connection to Baltimore eight years earlier. The distance from Cumberland to Georgetown by canal was slightly over one hundred eighty-six miles. Approximately forty-seven miles are in Allegany County. Included in these forty-seven miles are nineteen locks and lockhouses, four stone aqueducts, and the tunnel near Paw Paw, West Virginia. These structures still exist, although severely deteriorated and in some cases in need of considerable repair. A section of the canal near Oldtown has been renovated by local fishing enthusiasts, and from this a visitor can obtain a good idea of how the canal must have looked during the time of its operation. The lockhouses are kept closed and the canal with its locks, aqueducts, and tunnel are all that remain of one of the most colorful periods in the history of transportation. For seventy-four years, with brief periods of interruption, barges plied the waterway carrying coal and other commodities, but the canal never did live up to expectations as far as the amount of commerce was concerned.

The stone masonry work in the locks and aqueducts is of the highest caliber. Native stone, cut by hand and individually fitted, represents an art in early America that has long since ceased to be practiced. These locks portray an excellent use of materials and an uncommon skill in craftsmanship.

The C. & O. Canal Tunnel near Paw Paw was a major engineering achievement for the time. Some 3,080 feet in length, the tunnel was cut through solid rock and lined with a vaulted brick ceiling and brick sidewalls. The towpath through the tunnel was reduced to five feet and a sturdy guardrail was built to keep the men and animals from falling into the water. A great deal of the original railing still stands and in various places the grooves from the towcables can be seen across it.

Water for the canal was a problem; supplies were obtained by building a series of dams and accompanying aqueducts at various points on the Potomac. These dams controlled the flow of water in the canal and insured a constant supply.

It should be pointed out here that any recommendations or suggestions as to the future development of the canal can only be realized through the National Park Service inasmuch as they are the sole owners of this historic property. However, in our opinion the development of the canal would be of great benefit to Allegany County, and if there is any feasible means of speeding up the contemplated improvements, it should be investigated and attempted.

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

3. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC. Source: <u>Historic Landmarks in Allegany County; A staff report by the Allegany County Planning &amp; Zoning Commission, Cumberland, Md., Jan. 1965</u>	9. NAME, ADDRESS AND TITLE OF RECORDER  DATE OF RECORD _____
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1. STATE Maryland COUNTY Allegany TOWN Cumberland VICINITY Canal St. STREET NO. surrounds southern end of TOWN through to Canal Street  ORIGINAL OWNER undeveloped land ORIGINAL USE U.S. Dept. of Interior PRESENT OWNER National Park--22 miles PRESENT USE at Washington, D.C. WALL CONSTRUCTION NO. OF STORIES		HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY <b>AL-6</b>  2. NAME C & O CANAL  DATE OR PERIOD Planned 1828 STYLE Completed 1850 ARCHITECT BUILDER	
		3. FOR LIBRARY OF CONGRESS USE	

4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC Yes

OLDEST CANAL IN THE UNITED STATES--designed by Geo. Washington, who never lived to see it. Washington, D.C. to Cumberland, Md.  
 1828-July 4--Meeting to plan the Canal.  
 1836-Jan.-----Announcement that the appropriation had been exhausted. Panic occurred in Cumberland, Md., and town lots were offered at insignificant prices. A Town meeting was held and resolution passed urging the Legislature to appropriate \$2,500,000 to continue the work. A committee was named to go to Annapolis and present the petition of CUMBERLAND PEOPLE to continue the Canal. It was THE PEOPLE OF CUMBERLAND WHO FOUGHT FOR IT'S COMPLETION TO THE WESTERN TERMINUS IN DOWNTOWN CUMBERLAND. Subscription of \$1,375,000 gave Maryland full control.  
 1850-June 11--The western level was ready and at 5 p.m. Chas. B. Fisk, the Chief Engineer, opened the wickets in the feed gates and allowed the waters of the Potomac river to fill the new channel.  
 1924--C & O Canal closed because of damage by flood waters. Raley Bender made the last run. The Canal property was acquired by the B & O Railroad by pledging the canal property to the Reconstruction Finance Corporation as security for a loan.  
 1938--The B & O RR sold the Canal property to the U.S. Government for \$2,000,000. 22 miles made into a scenic park at Washington, D.C.  
 1950--Aug.-Rep. Glenn Beall, Sr. sponsored bill (64-Stat. 905) act of Congress which would allow U.S. Dept. of Interior to trade the land, as a convenience to the B & O RR.  
 1961--Jan. 18-Pres. Dwight Eisenhower, as one of his last acts of office designated the CANAL AS A NATIONAL MONUMENT--the full 186 miles to Cumberland, Md. --over---

5. PHYSICAL CONDITION OF STRUCTURE Endangered Interior Exterior

6. LOCATION MAP (Plan Optional)		7. PHOTOGRAPH	
8. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC. Newspaper, History books and Photographs plus personal knowledge. by Hazel G. Hansrote.		9. NAME, ADDRESS AND TITLE OF RECORDER Hazel Groves Hansrote, V-Chairman Maryland Historical Trust Allegany County Dec. 15, 1970.  DATE OF RECORD	

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

1969-Jan.23--STATE ROADS COMMISSION traded 183.55 acres in Washington County, Md. for the 16.02 acres of prime land at the WESTERN TERMINUS in Cumberland, Md. This transaction was handled in Arlington, Va.

1969--Meeting held in Cumberland by Tourism Committee of Maryland to check area where the VISITORS CENTER was to be placed.

1970--Map # 21 of the OFFICIAL CANAL MAPS, based on complete field inspection shows Cumberland marked "detail omitted" with the statement "Canal Bed from 183.5 to Cumberland filled as a result of road construction".

" The Level Walkers, Hikers and Bicycle Riders enjoy a beautiful stretch of TOW\*PATH and will long remember the skyline of Cumberland, Maryland as they reach the WESTERN TERMINUS.

1970--Rep. Glenn Beall, Jr. backed a Canal bill that passed the House that will not include Cumberland, Md. in the 5 year plan. The U.S. Department of Interior has not included nor does it mention one cent to be spent, in Cumberland, of the 20 million dollars.

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A total of 17½ million tons of coal was taken from Allegany County during the 74 years of operation of the Canal.

When "Coxey's Army" arrived in Cumberland on its way to Washington in 1894, with Gen. Jacob Coxey's group of unemployed seeking relief and trying to gain favor for his plan for the unemployed.....the men were placed on Canal boats and taken down the canal. A picture showing the men boarding the boats can be seen in the Transportation Room at History House, Cumberland.

MANIPULATORS are being allowed to present our history incorrectly.

Fall--1970--HUNDREDS of RESIDENTS AND VISITORS (CANAL HIKERS, ETC.) HAVE SIGNED PETITIONS FOR VISITOR'S CENTER TO BE BUILT IN CUMBERLAND WHERE IT RIGHTFULLY BELONGS.

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