

AL-IV-A-048

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maryland
COUNTY: Allegany
FOR NPS USE ONLY
ENTRY DATE

**1. NAME**

COMMON:  
Site of the Western Terminus of the C & O Canal

AND/OR HISTORIC:  
C & O Canal Basin

**2. LOCATION**

STREET AND NUMBER:  
east bank of the Potomac River, south of the mouth of Wills Creek

CITY OR TOWN:  
Cumberland

CONGRESSIONAL DISTRICT:  
Sixth

STATE: Maryland      CODE: 24      COUNTY: Allegany      CODE: 001

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input checked="" type="checkbox"/> Both	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
United States of America for the National Park Service (see continuation / sheet)

STREET AND NUMBER:

CITY OR TOWN:  
Washington

STATE:  
D.C.

CODE:  
11

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Allegany County Courthouse

STREET AND NUMBER:  
Washington Street at Prospect Square

CITY OR TOWN:  
Cumberland

STATE:  
Maryland

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:  
Maryland Register of Historic sites and landmarks

DATE OF SURVEY:  
 Federal     State     County     Local

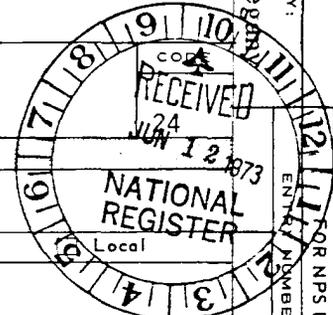
DEPOSITORY FOR SURVEY RECORDS:  
Maryland Historical Trust

STREET AND NUMBER:  
2525 Riva Road

CITY OR TOWN:  
Annapolis

STATE:  
Maryland

CODE:  
24



SEE INSTRUCTIONS

STATE: Maryland

COUNTY: Allegany

ENTRY NUMBER: 11211

DATE

7. DESCRIPTION		
CONDITION	(Check One) <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input checked="" type="checkbox"/> Unexposed	
	<table border="1"> <tr> <td>(Check One)  <input checked="" type="checkbox"/> Altered    <input type="checkbox"/> Unaltered           </td> <td>(Check One)  <input type="checkbox"/> Moved    <input checked="" type="checkbox"/> Original Site           </td> </tr> </table>	(Check One) <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered
(Check One) <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered	(Check One) <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The site of the Western Terminus of the C & O Canal (canal basin) is located in Cumberland, Maryland, at the juncture of the Potomac River and Wills Creek. The site of the canal basin is bounded on the west by the flood wall on the north by Baltimore Street; on the east by B & O Railroad tracks and Wineow Street, and on the south by the southwestern edge of the property of the Potomac Edison Company.

The site of the canal basin consists of filled land now occupied by the Western Maryland Railway Station and freight sheds, the Kelly-Springfield Tire Company's parking lot; buildings associated with the Hazelwood Construction Company; an A & P Supermarket; a vacant lot; buildings of the Baur Lumber Company (owned by the National Park Service); a substation of the Potomac Electric Company; and a vacant lot owned by the National Park Service.

Originally this area consisted of a water filled basin at the Western Terminus of the C & O Canal. The canal waters emptied into the southern end of the basin. An arm of land extended from the northeastern edge of the basin southward for nearly 1000 feet which divided the basin into two inlets. Canal boats loaded and unloaded in the basin before turning east to journey to the eastern terminus in Georgetown.

The 19th Century maps by Simon Martinet (Martinet's Map of Maryland 1865 and 1884 editions) show the location of the basin. The 1884 edition indicates a branch of the B & O Railroad extending to the peninsula in the basin for loading and unloading coal. (see supplemental material included with Form 10-300).



SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	osophy	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	Architecture	<input type="checkbox"/> Social/Human-	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature	itarian	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	_____

STATEMENT OF SIGNIFICANCE

The C & O canal's importance has been twice reconized by the Department of the Interior; once with the designation of the Canal as a National Historic Landmark and once with the creation of a national park along the canal. Owing to the sometimes vague boundary descriptions included with National Historic Landmarks Maryland is making a specific nomination to commemorate the site of the Western Terminus of the canal. More than Georgetown, (the canal) basin at Cumberland has significance in American history because this site was the goal of the enormous effort required to construct the canal.

Begun on July 4, 1828, when John Quincy Adams turned the first spade of earth the completion of the C & O canal required another two decades. On October 10, 1850, the Canal officially opened in Cumberland. The western terminus at the mouth of Wills Creek saw action for over a century. Two of Simon J. Martinet's maps of Maryland (1865 and 1884) illustrate how the basin was enlarged for increased traffic and to facilitate the loading and unloading of canal boats. A 1910 photograph of the basin shows it crowded with boats.<sup>1</sup> However, within the next decades, as the canal declined in use, the basin was filled and converted to dry land uses.

<sup>1</sup>George L. Wellington, View of the C & O Canal Basin (photograph), The Cumberland Chronicle (June 1972).

SEE INSTRUCTIONS



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9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Cumberland Chronicle (June 1972).

Hansrote, Hazel Groves and Mary C. Miltinberger. Notes on Western Terminus of the C & O Canal. Maryland Historical Trust, Annapolis, Maryland and Cumberland, Maryland.

Martinet, Simon J. Martinet's Map of Maryland and the District of Columbia.... Baltimore: Simon J. Martinet, editions of 1865 and 1884. Hall of Records, Annapolis, Maryland. (see continuation

10. GEOGRAPHICAL DATA

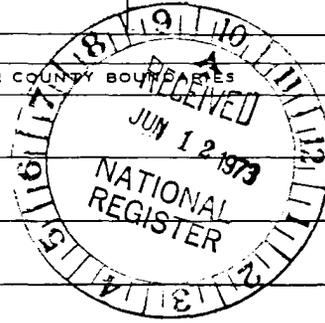
sheet)

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE			LATITUDE		LONGITUDE
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	39 °	39 '	04 "	78 °	45 '	51 "
NE	39 °	38 '	53 "	78 °	45 '	40 "
SE	39 °	38 '	36 "	78 °	45 '	49 "
SW	39 °	38 '	37 "	78 °	45 '	55 "

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 38

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:  
Nancy Miller, Historian

ORGANIZATION: Maryland Historical Trust      DATE: March 19, 1973

STREET AND NUMBER:  
2525 Riva Road

CITY OR TOWN: Annapolis      STATE: Maryland 21401      CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name Orlando Ridout IV  
Orlando Ridout IV

Title State Liaison Officer for Maryland

Date March 23, 1973

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
Director, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

Rejected by the National Register 4/24

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

AL-IV-A-048

STATE	
Maryland	
COUNTY	
Allegany	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

SITE OF THE WESTERN TERMINUS OF THE C & O CANAL

#4. Owners of Property

Western Maryland Railway  
Cumberland, Maryland 21502 Code 24

George F. Hazelwood Construction Company  
Howard Street  
Cumberland, Maryland 21502 Code 24

Mayor and City Council of Cumberland  
City Hall  
Cumberland, Maryland 21502 Code 24

A & P Food Store  
1 Wineow Street  
Cumberland, Maryland 21502 Code 24

Potomac Edison Company  
112 West Union Street  
Cumberland, Maryland 21502 Code 24

State of Maryland for State Roads Commission  
301 West Preston Street  
Baltimore, Maryland 21201 Code 24

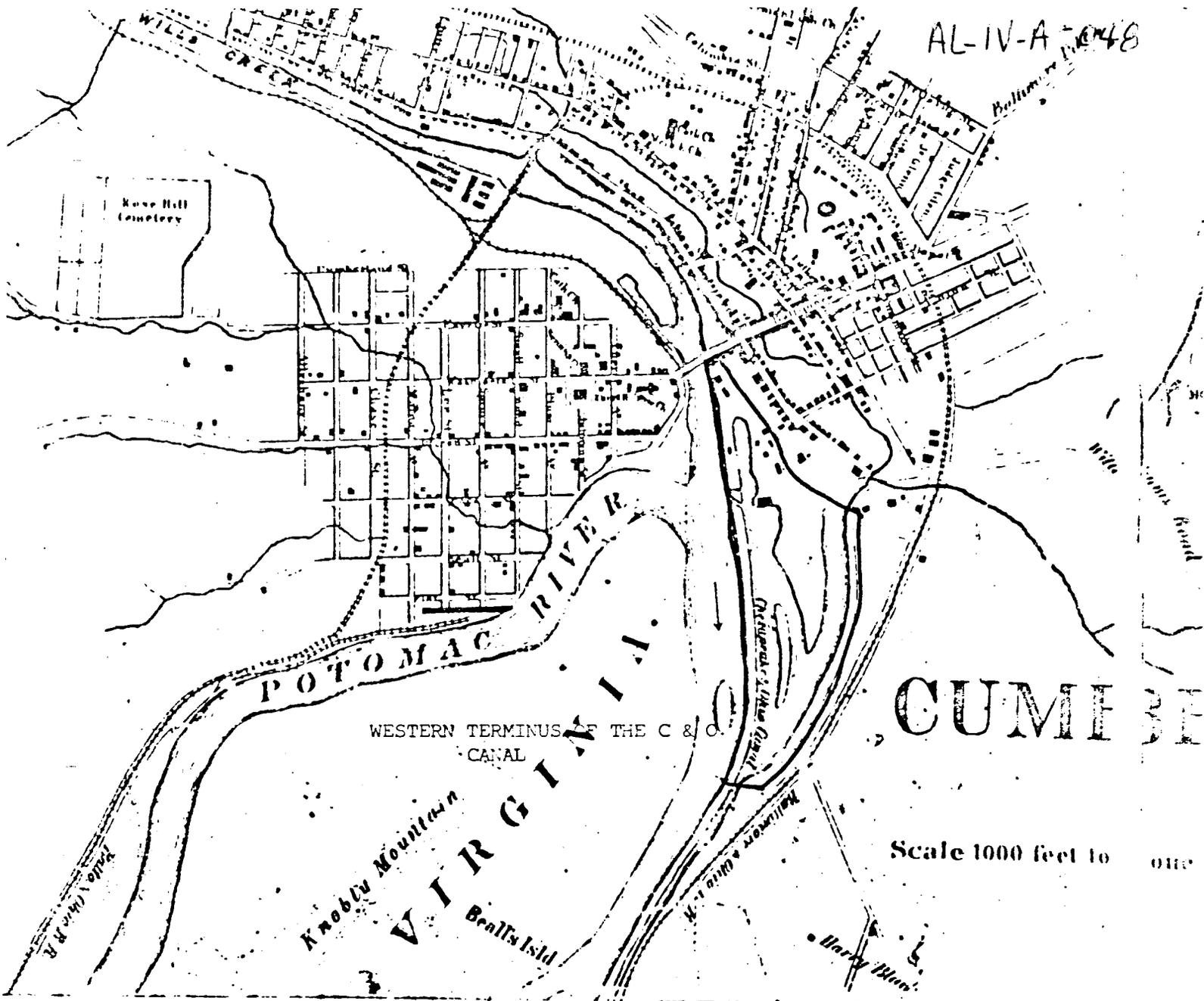
Kelly-Springfield Tire Company  
Kelly Road  
Cumberland, Maryland 21502 Code 24

#9. Major Bibliographical References

Thomas, James W. and T. J. C. Williams. History of Allegany County Maryland... reprint. 2 vols. Baltimore: Regional Publishing, 1969.



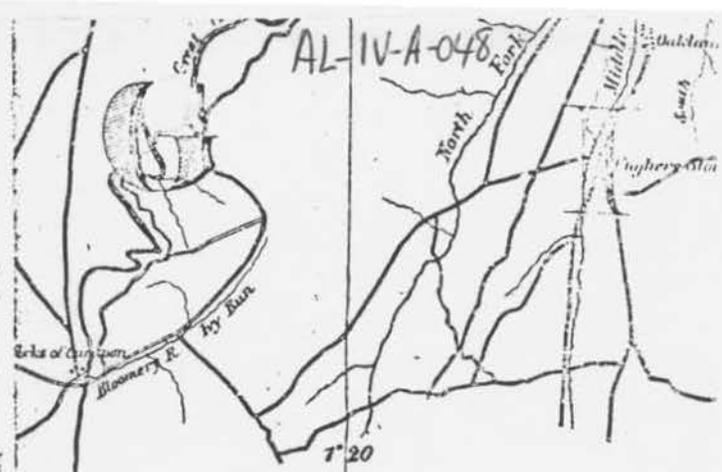
AL-IV-A-048



Simon J. Martenet, Martenet's Map of Maryland . . . , Baltimore:  
 Simon J. Martenet, 1865. Hall of Records, Annapolis, Maryland.

SUPPLEMENTAL MATERIAL: National Register Nomination Form 10-300  
 Site of the Western Terminus of the C & O Canal

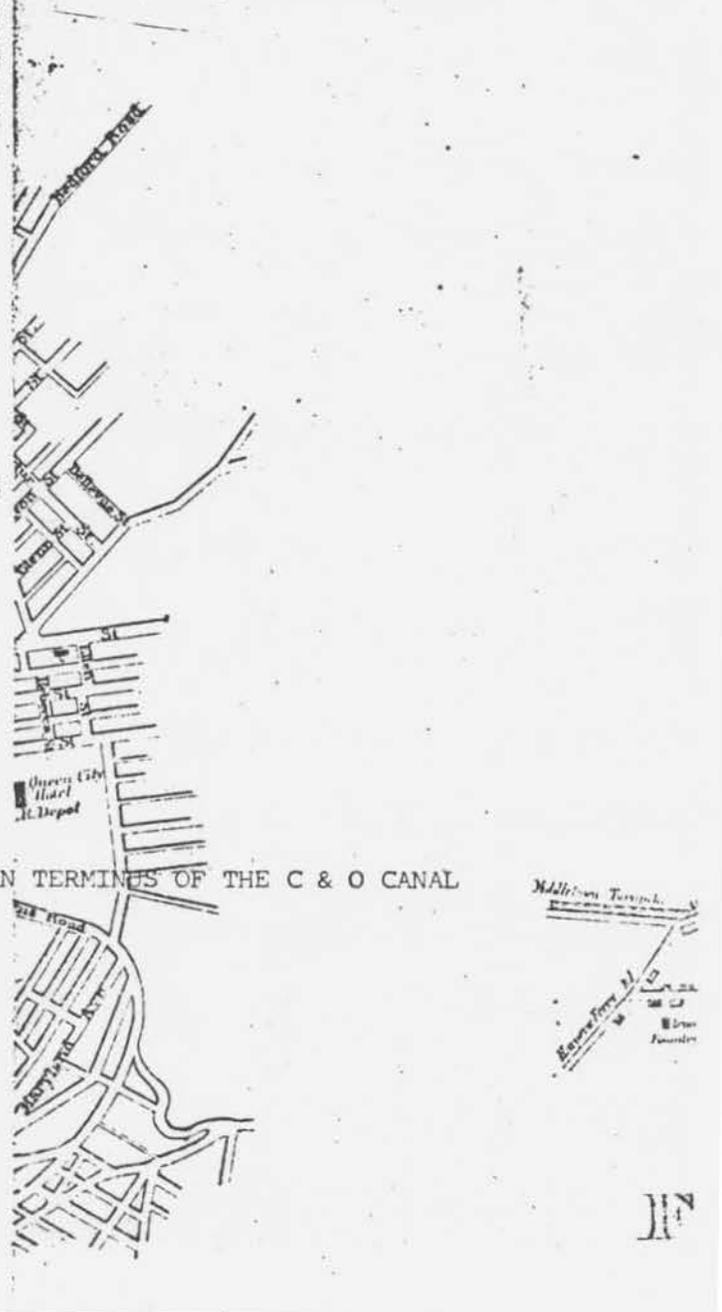
MARTENET  
 M A R T E N E T  
 C O N



Simon J. Martenet, Martenet's Map of Maryland and the District of Columbia . . . , Baltimore: Simon J. Martenet, 1884. Hall of Records, Annapolis, Maryland.



SUPPLEMENTAL MATERIAL: National Register Nomination Form 10-300 for the Western Terminus of the C & O Canal Site

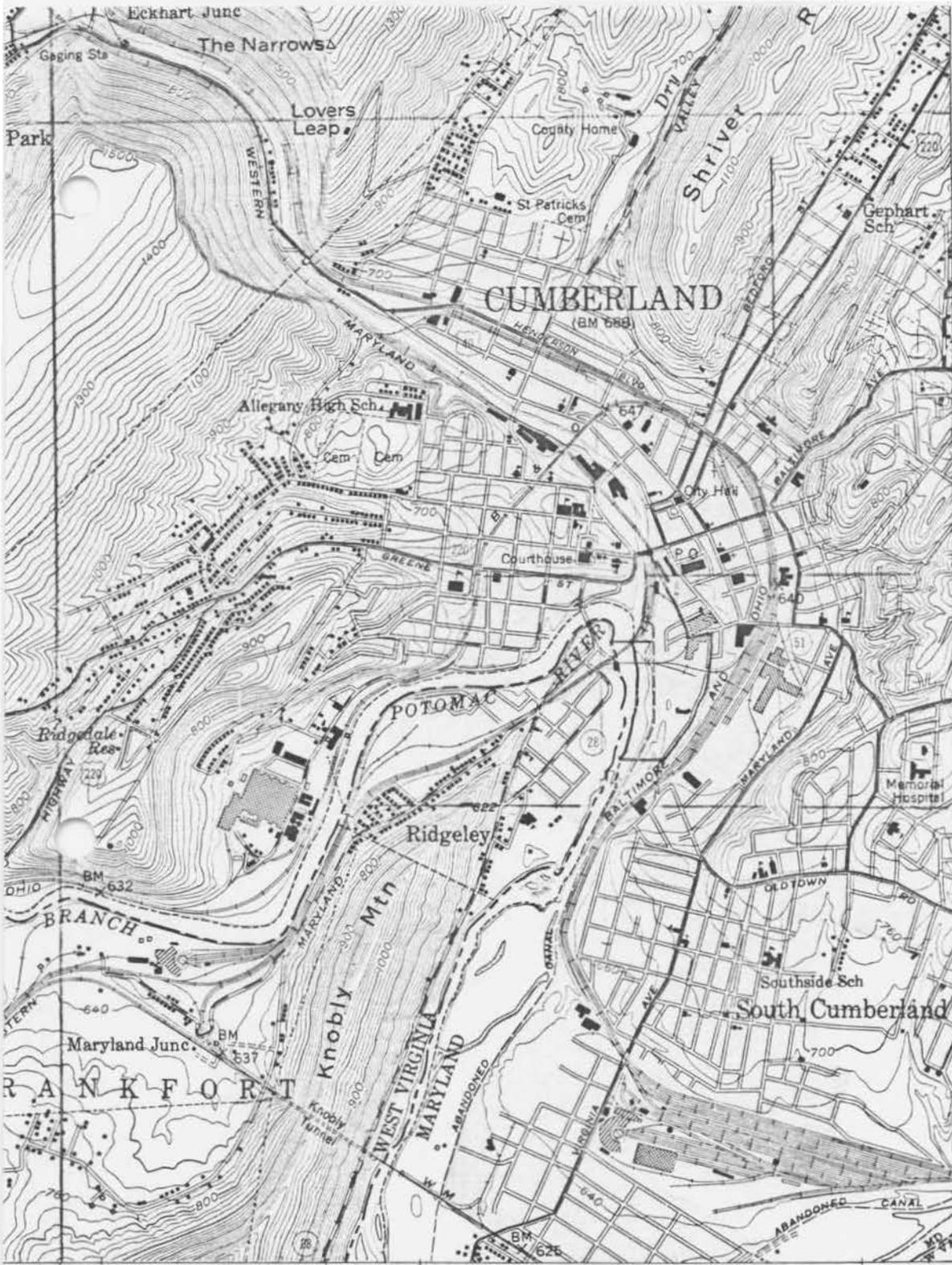


WESTERN TERMINUS OF THE C & O CANAL



11

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FLINTSTONE 12 MI.  
HANGCOCK 37 MI.

420 000 FEET  
(W.VA.)

site of the Western  
Terminus of the  
C&O Canal

NW 39° 39' 04"  
78° 45' 51"  
NE 39° 38' 53"  
78° 45' 40"  
SE 39° 38' 36"  
78° 45' 49"  
SW 39° 38' 37"  
78° 45' 55"

110 000 FEET  
(PA.)

39° 37' 30"  
78° 45'

691 692000m E. 2 210 000 FEET (W.VA.)

● INTERIOR—GEOLOGICAL SURVEY WASHINGTON D.C.—1971

SHORT GAP 6.2 MI.  
FORT ASHBY 11 MI.

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt - - - - -

U.S. Route      State Route



QUADRANGLE LOCATION

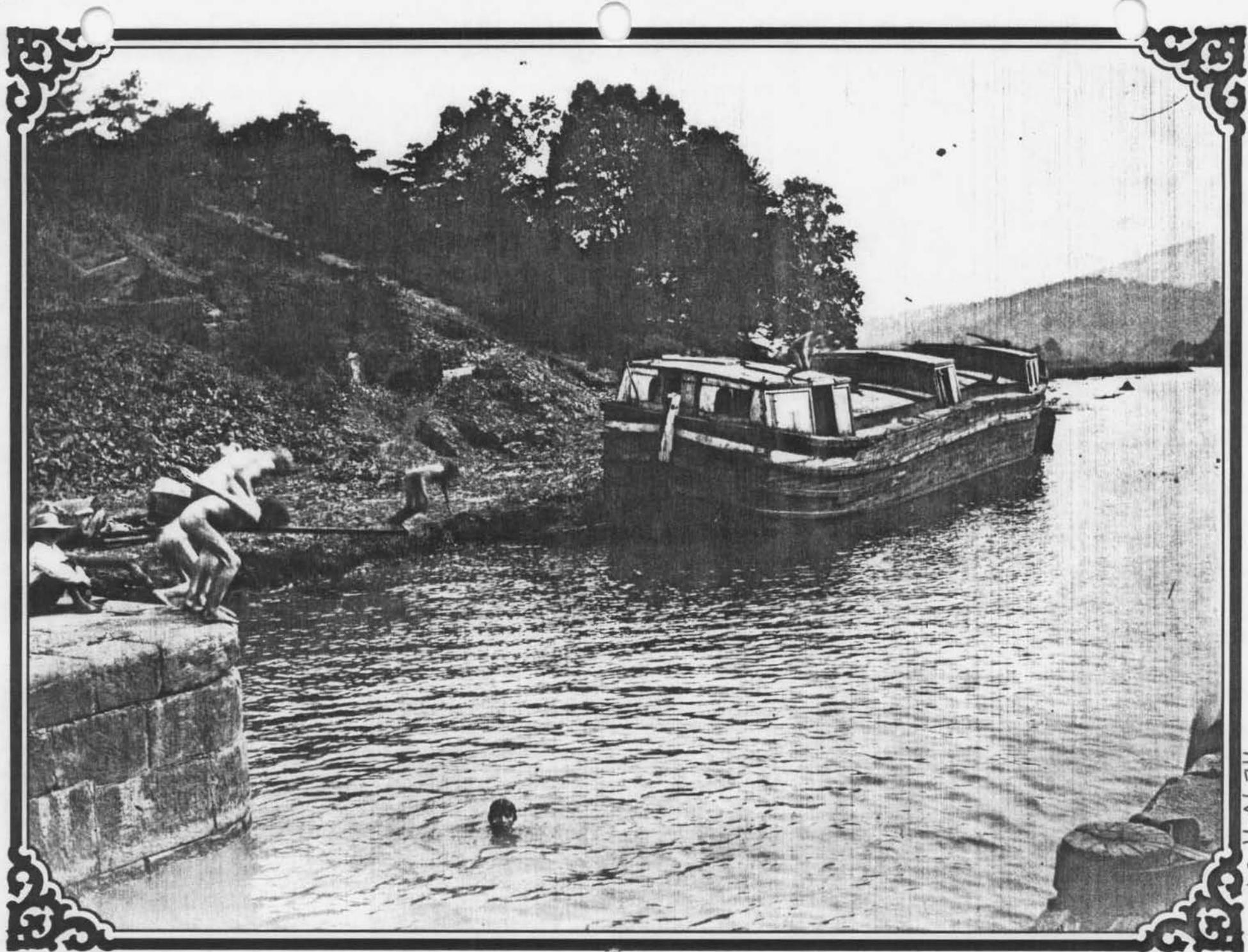
CUMBERLAND, MD.-PA.-W

NE/4 FROSTBURG 15' QUADRANGLE  
N3937.5—W7845/7.5

1949

AMS 5263 III NE—SERIES V833





AL-N-A-048



Allegany Co.  
Drumfest

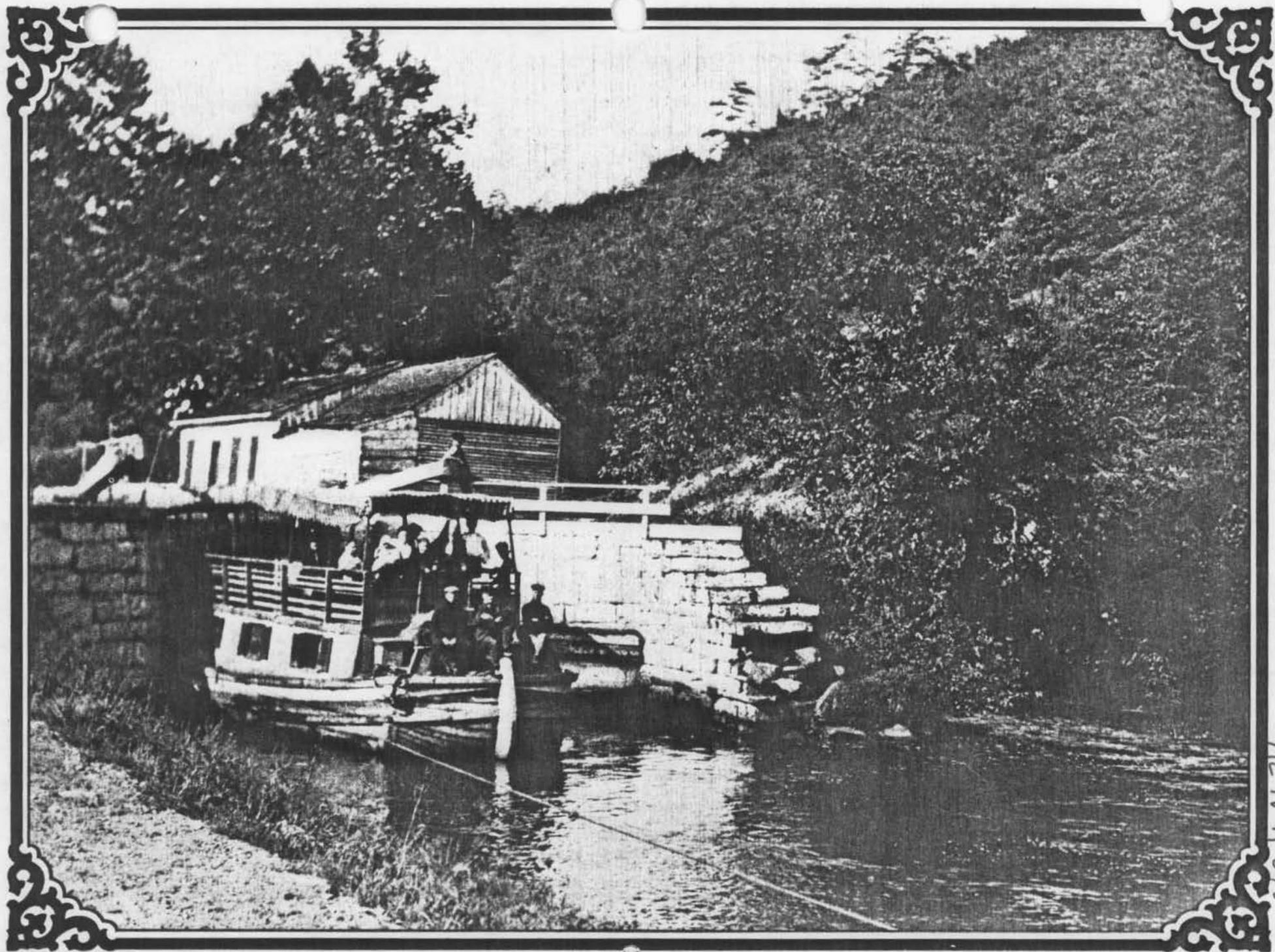
## *Skinny Dipping*

In the late nineteenth and early twentieth centuries, Cumberland could boast a full spectrum of summertime entertainments. The Potomac Boat Club and the Shawnee Canoe Club promoted boating for the well-to-do. A country club, complete with golf course and clubhouse was established on a hill overlooking the city in what is now the residential section of Johnson Heights. Parades, festivals, cir-

cuses and carnivals were a common feature of community life in summers.

Water activities were popular. Cumberland's Riverside Park at the mouth of Will's Creek, provided a waterside locale for socializing and entertainments. In 1908, J. Alfred Reid established a swimming beach on an island two miles up the Potomac from Riverside Park.

Reid was joined in 1912 by Fred "Buck" Dryer. Boats left Riverside Park for the beach every fifteen minutes during the summer months. There were other popular swimming spots in the Potomac and Will's Creek. Swimmers were often boys who ignored the requirements of formality. In 1908, the sheriff published a warning explaining that nude swimmers would be arrested.



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... .. and the family to run the boat and would ... ..

## *C & O Canal*

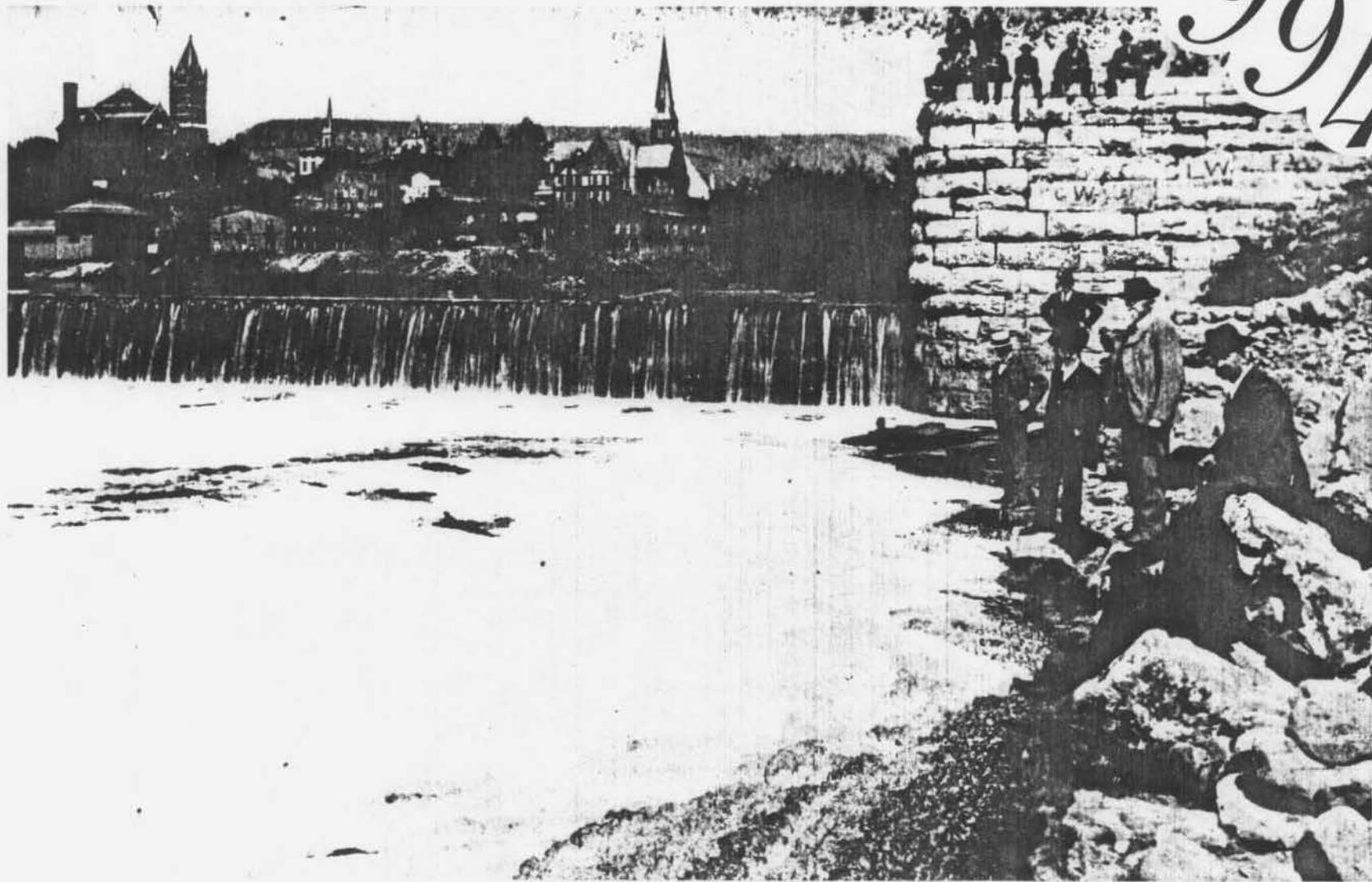
1904

The Chesapeake and Ohio Canal was begun in 1828, but did not reach Cumberland until 1850. Its route followed the Potomac from Georgetown to Cumberland. Throughout its career, the primary cargo was coal produced in the George's Creek Valley. The canal's most successful operating period was during the years between the end of the Civil War and the turn of the century. Its primary competitor was the B&O Railroad which carried the same coal to the same destinations.

Canal boats could usually carry a cargo of a little over 110 tons and could be pulled by a single mule. Most boats were built in Cumberland and were usually owned by the boatyards that built them or by the coal companies whose coal they carried. Boat owners would usually hire a man and his family to run the boat and would pay a set fee. It was common for entire families to live on the boat and to work together in traveling up and down the canal.

Canal boats were normally only used for hauling heavy cargos. Passengers seldom traveled on canal boats, for the B&O Railroad covered the same routes, but was much faster and more convenient. Nevertheless, excursion boats were available in Cumberland for pleasure trips and occasionally were chartered by groups for picnic excursions. For example, the Cumberland Concert Band, around the turn of the century, made short excursion trips on the canal and gave concerts for passengers while en route.

# Historic Calendar 1994



Holding Dam, Chesapeake and Ohio Canal, Cumberland, Maryland

AL-IV-A-048



AL-IV-A-048

Take from W. Md. Station looking South.  
Bridge obscures rest of basin area

Site of the Western Terminus of the C & O Canal

Mary Miltenberger

9/1973

FORM 10-301 A  
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Site of the Western Terminus of the C & O Canal	C & O Canal Basin	
2. LOCATION		
STATE	COUNTY	TOWN
Maryland	Allegany	Cumberland
STREET AND NUMBER		
east bank of the Potomac River, south of the Mouth of Wills Creek		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
Mary Miltenberger	September 1973	Rt. 2 Box 605 Union Grove Road Cumberland, Maryland
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Taken from Western Maryland Station looking south.  
Bridge obscures rest of basin area.





AL-IV-A-048

From Intersection of Baltimore St. + Wills Creek, looking South.

Site of the Western Terminus of the C & O Canal

Mary Miltenberger

9/1973

FORM 10-301 A  
(6/72)

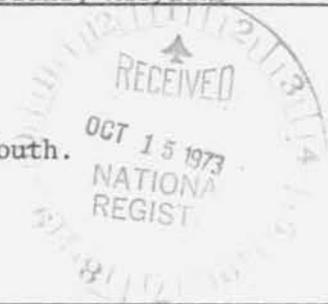
UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
PROPERTY PHOTOGRAPH FORM**

(Type all entries - attach to or enclose with photograph)

<b>1. NAME</b>		
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Site of the Western Terminus of the C & O Canal	C & O Canal Basin	
<b>2. LOCATION</b>		
<b>STATE</b>	<b>COUNTY</b>	<b>TOWN</b>
Maryland	Allegany	Cumberland
<b>STREET AND NUMBER</b>		
east bank of the Potomac River, south of the Mouth of Wills Creek		
<b>3. PHOTO REFERENCE</b>		
<b>PHOTO CREDIT</b>	<b>DATE</b>	<b>NEGATIVE FILED AT</b>
Mary Miltenberger	September 1973	Rt. 2 Box 605 Union Grove Road Cumberland, Maryland
<b>4. IDENTIFICATION</b>		
<b>DESCRIBE VIEW, DIRECTION, ETC.</b>		

From Intersection of Baltimore Street and Wills Creek. Looking South.





AL-IV-A-048  
Old Photo before Industrial Blvd was Built  
Looking West.

Site of the Western Terminus of the C & O Canal  
Mary Miltenberger

FORM 10-301 A  
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
**NATIONAL REGISTER OF HISTORIC PLACES**  
**PROPERTY PHOTOGRAPH FORM**  
(Type all entries - attach to or enclose with photograph)

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Maryland	Allegany	Cumberland
STREET AND NUMBER		
east bank of the Potomac River, south of the Mouth of Wills Creek		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
Mary Miltenberger	before Industrial Blvd. built	Rt. 2 Box 605 Union Grove Road Cumberland, Maryland
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Looking west, before Industrial Boulevard was built.





Site of Western Terminus of the C & O Canal

AL-IV-A-048

FORM 10-301 A  
(6/72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
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STREET AND NUMBER		
east bank of the Potomac River, south of the Mouth of Wills Creek		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
Mary Miltenberger	Spring 1973	Maryland Historical Trust 2525 Riva Road Annapolis, Maryland 21401
4. IDENTIFICATION		
DESCRIBE VIEW, DIRECTION, ETC.		

Looking south from Baltimore Street Bridge



GPO 932-009

looking south from Baltimore street Bridge

Mary Miltenberger spring 1973