

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	
DATE ENTERED	

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

1 NAME

HISTORIC

Patowmack Canal at Great Falls Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER

(within Great Falls Park, Virginia)

9200 Old Dominion Drive

NOT FOR PUBLICATION

CITY, TOWN

Great Falls

CONGRESSIONAL DISTRICT

10th

STATE

Virginia

VICINITY OF

CODE

51

COUNTY

Fairfax

CODE

059

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input 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 Capital Region, National Park Service

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

Washington

VICINITY OF

D.C.

STATE

20242

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Fairfax County Courthouse

Fairfax County Courthouse

STREET & NUMBER

4000 Chain Bridge Road

CITY, TOWN

Fairfax, Virginia 22030

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Engineering Record

DATE

1974-1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington

STATE

D.C.

DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Patowmack Canal at the Great Falls of the Potomac in Virginia is a skirting canal approximately 3/4 of a mile long and containing five locks, a large holding basin, two guard gates, a wing dam, and several other related features. It was constructed by the Patowmack Canal Company between 1785 and 1802 to provide passage around the Great Falls of the Potomac.

The canal consisted of: a large wing dam at its upper terminus, an upper guard gate, the canal bed, a large holding basin, a lower guard gate, the five locks including their attendant gates, and a stone jetty at its lower terminus. In addition, the town of Matildaville was to be constructed as an accompanying trade center and headquarters for the Patowmack Company.

Wing Dam (canal inlet)

At the upper terminus of the canal, a wing dam extended into the river approximately 1,200 feet. Its purpose was to channel water into the canal, especially at times of low water. Remnants of this structure indicate it was constructed of stones, possibly in wooden cribs, and its upper elevation would have been the operating level of the canal. Thus, surplus water simply flowed over the top of the dam. This structure is located 1,600 feet above the Great Falls Park Visitors Center.

Upper Spillway

Below the wing dam in the river side of the canal wall, there was a low masonry dam constructed in the bed of an existing stream channel. Its upper elevation was again the working level of the canal and it allowed excess water to spill over the dam and return to the river. This structure is only barely visible and is located 1,300 feet above the Great Falls Park Visitors Center.

Upper Guard Gate

Immediately below the upper spillway was the upper guard gate. This controlled the entrance of water into the entire canal system below this point. Evidence indicates that the gates were of the swing or mitre type. On the berm bank a heavy stone wall 20 feet thick extends nearly 40 feet into the berm wall to resist flood waters. On the river side, below the guard gate, the canal walls are about 20 feet thick and constructed of large stones, dry laid with a slight batter. In places these walls, extending 10 feet from the canal bed, rise from bedrock, and in places the canal bed was cut into bedrock from 1 foot to 3 feet. The guard gate is located 1,300 feet above the Great Falls Park Visitors Center.

Holding Basin

About 2,800 feet below the upper guard gates, a large holding basin was constructed. It is roughly triangular in shape, covering approximately 2 acres, with the long axis parallel to the canal. This basin provided for the turning and docking of the canal boats and a large impound area providing water to the locks located below it. The river side wall of this basin is constructed of stone of a size and manner similar to that below the upper guard gate. The berm-side wall no longer exists, but it is assumed it was constructed in a like manner. Water from the holding basin was

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NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

channeled into the locks of the canal through a lower guard gate, and the excess was returned to the river via a waste weir/spillway. This basin and its attendant waste weir and guard gate are located approximately 1,500 feet below the Great Falls Visitor Center.

Waste Weir/Spillway

In the river side of the basin wall there is a break in the masonry where the waste weir was located. The exact configuration of this structure cannot be determined at this time, but it may have been constructed of wood. Its purpose was to maintain a maximum operating level for the water in the holding basin.

Lower Guard Gate

The lower guard gate, located at the southwest end of the holding basin enabled the water in the locks below to be regulated. Hollow quoin stones of well dressed Seneca sandstone are visible in the walls on either side, thus indicating the use of a swing-type mitre gate. An extra 4-inch recess in the quoins accommodated two sliding wicket gates in each of the swing gates. The guard gate channel was 14 feet in width, and there was apparently extensive use of flat strap iron cramps in the coping and stones beneath them in the channel walls.

Locks

Below the guard gates were the locks which were numbered in descending order, with number I being at the upper end, adjacent to the holding basin, and number V being located near the weir.

Lock I

From the lower guard gate the canal wall is constructed of native stone. Lock I is approximately 100 yards below the guard gate and seems to have been 14 feet wide and 100 feet long, pocket to pocket. Its lift capacity was 10 feet. The walls were probably a composite of ashlar dressed red Seneca sandstone face over a rubble interior. The two pairs of gates were of a swing-type with sliding wicket gates. The upper lock gates and quoin stone coping were 2 feet, 2 inches above the level of the coping of the lower lock gates. The upper course is the only one currently in view and it consists of four stones with a recess of 8½ inches deep to receive the mitre sill. There was evidently little use of iron cramps in the lock walls, except in the gate pockets. There are currently a few bulges in the lock walls, and there has been some repair to the walls with brick, rubble, and cement in modern times. This feature is located 1,700 feet below the Great Falls Visitor Center.

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

Lock II

Lock II is 12 feet wide, 88 feet long between gate pockets and had a lift capacity of 15 feet. There were several types of stone used in the construction of this lock, with free stone used in all of the gate pockets. Ashlar red sandstone was used on the river side wall, except for a small section of rough cut nature stone. There are a large number of stonecutters' marks found in the stones of this lock, particularly in the free stone.

The lock gates were of the swing mitre type with butterfly wicket gates. There are indications that the cut stone in the gate pockets were cramped, but all pockets have since collapsed. About 30 feet of the upper end of the berm wall have collapsed below the breast wall, as have about 16 feet below the lower gate pocket, on the river side. This lock is located 1,800 feet below the Great Falls Visitor Center.

Locks III, IV, and V

Locks III, IV, and V were a riser, or stairstep, of locks, each being immediately adjacent to the other, and sharing the common gate between them. Lock III is 12 feet wide, 111 feet long, and has a lift of 15 feet. Locks IV and V, however, were blasted from the bedrock with black powder in hand-drilled holes. Lock III is unique in that the lock bends 18 degrees within the lock itself. These locks are 2,100 feet below the Great Falls Visitor Center.

Jetty

At the lower end of the gorge of Locks IV and V, the canal returns to the Potomac River. On the river side of this gorge, a stone jetty was built into the river to protect the entrance/exit to the canal. Presently there are no known remnants of this jetty remaining.

ASSOCIATED FEATURESMill Site

Just below the Great Falls Visitor Center and adjacent to the river side canal wall are the foundations of an old mill. Period maps refer to the existence of a grist mill, while more recent maps refer to a saw mill. Ruins of masonry walls indicate the water wheel pit was adjacent to the wall of the canal and that it was fed from the canal by a wooden flume from some distance above the location. The remains of an existing masonry weir which now feeds water to the complex seems to be of more recent construction and probably is not original to the construction of the mill.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 4

Forge/Foundry Site

Just below the mill site are the remains of footings and foundation for a forge/foundry. Archeological evidence has revealed the function of this building through excavation of both artifacts and slag. There are also the remains of a cast iron pipe below the foundation which seems to lead from the canal bank to the river bed. It is assumed this would have enabled the use of a turbine as power necessary for a forge.

Matildaville

Initially it was planned for a small town of 40 acres to accompany the development of the canal as a trade center and headquarters of the Canal Company. Lighthouse Harry Lee, father of General Robert E. Lee, was the founder of this town. Due to the financial failure of the canal the town never fully developed and all that currently remains are the ruins of a few structures. It is known that there were additional wooden structures, including, among others, warehouse and workmen's quarters, but no remains of these are known.

Dickey's Inn (Myers Tavern)

This building survived for many years following the failure of the canal and Matildaville. It was constructed of logs, squared and whitewashed, of two stories, with five rooms upstairs and two downstairs, and a kitchen. During the Civil War the inn was used for a Confederate Army headquarters. The building burned in 1942, and the chimney still partially stands surrounded by a pile of rubble. The inn is located 1,500 feet below the Great Falls Visitor Center.

Spring House

The spring house, located near Dickey's Inn, served to keep perishables cool. The floor of the spring house was approximately 30 inches below grade. All that currently remain are the foundation walls, the spring inlet, and a small set of stairs.

Superintendent's House

The Superintendent's house was constructed in 1796 of stone and brick. It was two stories with a front elevation of 25 feet and a depth of 35 feet. At present only the foundation and some of the corner stones remain standing. It is located 1,700 feet below the Great Falls Visitor Center.

General Appearance

The Patowmack Canal is currently in "ruin," in that much of the canal bed is filled with debris and silt. It is quite possible, however, that the canal prism is intact throughout the major portion of its length. The lock gates are no longer in existence, as the locks were dismantled in 1830, but significant archeological and documentary evidence exists to accurately interpret their manner of construction.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 5

Associated Historic Artifacts

All historic artifacts and documents original to or historically associated with the property described herein and in National Park Service ownership and control are defined as components of this property for the National Register. Such materials are listed and described in the park's museum catalog.

SIGNIFICANCE

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 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 type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input 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 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 1785-1830

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Patowmack Company was organized to construct a canal system making the Potomac River navigable for trade from Georgetown to Harpers Ferry. If the Potomac River could be made navigable, it was a short land passage from Harpers Ferry to the Monongahela or Youghiogeny Rivers and then to the Ohio River, which at that time was a principal route to the west. Canals were to be built at Great Falls, Little Falls, Seneca, Shenandoah, and House Falls. Only at Little Falls and Great Falls were locks required. During this period canals with locks were uncommon in the United States, and thus represented a significant engineering achievement.

The Patowmack Canal at The Great Falls of the Potomac was the largest of the five skirting canals on the Potomac. To re-enter the river below The Great Falls, a channel had to be blasted through solid rock. Holes were bored by hand into the rock and filled with blasting powder, and fired. This constituted one of the first uses of explosives in an American Engineering project.

George Washington, early in his life, realized the importance of the Potomac River as a route to the west. Before the Revolutionary War he was active in soliciting the interest of Virginia and Maryland legislators in a canal venture, and he was successful in securing the passage of an act in Virginia in 1772 for improving the Potomac. Due largely to Washington's influence, the legislators of Maryland and Virginia passed laws incorporating the Patowmack Company in 1784; Washington served as the Company's first president. Shares in the Patowmack Company were sold to subscribers. Although the country was in a period of financial stress, the stock was quickly taken with a large number of Alexandria residents participating. The states of Maryland and Virginia originally purchased 50 shares each, and by 1821 Virginia had 70 shares and Maryland held 220. These states purchased almost half of the 701 shares of the Patowmack Company, a sizable investment during a period when states did not promote extensive public works. The Patowmack Company's venture was one of the first state financed internal improvements in the USA.

Work on the canal began in 1785 and was completed in 1802, under the direction of several canal engineers, John Rumsey appears to have been the principal engineer. The Patowmack Company was a financial failure; however, it is significant for its early recognition of the need for an effective means of transportation between the east and west, and the development of canal building in the United States.

On August 15, 1826, the bankrupt Patowmack Canal Company dissolved and its charter and its charter and official papers passed to the Chesapeake and Ohio Canal Company.

Form No. 10-300a
(Rev. 10-74)

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NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The town of Matildaville was a speculative venture to parallel the development of the Patowmack Canal at The Great Falls. In a letter of February 13, 1789, to Thomas Jefferson George Washington stated, "...I conceive that place [future town site] must become very valuable... I cannot entertain a doubt of the establishment of a town in that place." The establishment of the town was financially undertaken by General Henry ("Light Horse Harry" Lee, who obtained a charter for the 40 acre townsite from the Virginia Assembly in 1790.

Lee and his business associates hoped that Matildaville would grow into an important industrial center in which surplus water from the canal could be used for power. With the failure of the Patowmack Canal at The Great Falls, Matildaville lost its economic base and ceased to function as a community, never realizing the expectations of Lee and the other investors.

The Patowmack Canal at The Great Falls survives today as an example of the Patowmack Company's pioneering canal venture in the United States. Although it, and the various structures associated with it, are in ruins, they still constitute significant remains of early canal technology and represent commercial speculation by individuals and states that marked much of the nation's growth.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 19

UTM REFERENCES

A	1, 8	3, 0, 4, 6, 2, 0	4, 3, 1, 9, 1, 8, 0	B	1, 8	3, 0, 5, 0, 8, 0	4, 3, 1, 8, 69, 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
c	1, 8	3, 0, 5, 3, 1, 0	4, 3, 1, 7, 7, 5, 0	D	1, 8	3, 0, 4, 7, 8, 0	4, 3, 1, 8, 4, 3, 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The entire canal is within the boundaries of Great Falls Park, Virginia. The canal enters the river above Great Falls. Its southern terminus is through a man made cut entering Mather Gorge. The nominated property includes only the canal and related ruins of the foundry, grist mill and Matildaville. The modern park visitor center abutting the canal is excluded. (See enclosed park leaflet for sketch map.)

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

STATE	Virginia	CODE	COUNTY	CODE
			Fairfax	
STATE		CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Gary Scott, Historian Nicolas Veloz, Curator May 2, 1978 July 12, 1979

ORGANIZATION George Washington Memorial Parkway DATE 557-3635

STREET & NUMBER Turkey Run Park TELEPHONE

CITY OR TOWN Mc Lean, Virginia 22101 STATE

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

Tucker Hill, Executive Director YES NO NONE *[Signature]*

Virginia Historic Landmarks Commission 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 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	DATE
ATTEST:	DATE
KEEPER OF THE NATIONAL REGISTER	

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 3

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 4

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MARYLAND

VIRGINIA

Great Falls Tavern Visitor Center
C&O Canal Nat'l Historical Park, Md.
(Reached via Exit 15 Beltway)

CONN ISLAND
AQUEDUCT DAM
FALLS ISLAND
OLMSTEAD ISLAND
Falls Overlooks
POTOMAC RIVER
Falls (the Spout)

1.8 KM (1 MILE)
TO MARINA AND
NATURE CENTER,
FAIRFAX COUNTY
PARK AUTHORITY

RIVER BEND ROAD

Mill Site
Forge Site

MATHER River

GORGE

Sandy Landing
(Rough Trail)

Cow Hoof Rock Overlook

Run Path

EXIT 15 BELTWAY - 4 MILES

Potowmack Canal
Mather River Trail
River Trail
Picnic Pavilion
Comfort Station
Matloeville

Lock 2

Lock 1

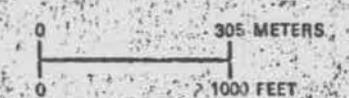
Guard Gate

OLD DOMINION DRIVE

OLD GEORGETOWN PIKE



- Hiking Trail (includes some fire roads)
- Paved Road
- Parking Lot
- Lock
- Foundation
- Stream
- Intermittent Stream
- Swamp



REV DEC 1975

M.28-48

M. 29-48

GCPO 1978 711 313/70

Great Falls Park is located at the intersection of Va. 103 (Georgetown Pike) and Va. 738 (Old Dominion Drive) in Great Falls, Virginia. It is administered by the National Park Service, U.S. Department of the Interior. Address inquiries to the Superintendent, George Washington Memorial Parkway, Turkey Run Park, McLean, VA 22101; or to Great Falls Park, 9200 Old Dominion Drive, Great Falls, VA 22066. Telephone 703-759-2915.

As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to assure that their development is in the best interests of all our people. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

National Park Service
U.S. DEPARTMENT OF THE INTERIOR

Falls Park, but it's really part of the Chesapeake & Ohio Canal National Historical Park. To get to the Great Falls Tavern Visitor Center, take exit 15, the first beltway exit across the river in Maryland.

HISTORICAL NOTES

The Indians rightly named the river Patowmack, or trading place. The river was in constant harmony with their way of life, providing food, water, and an easily accessible transportation network.

When the first Europeans settled in this area, they, too, saw the great river as a trading place, but one of even greater dimensions. They had the tools with which they could remove hazards and make the river navigable in its entirety.

As a young man, George Washington surveyed the Potomac River and envisioned it as a trade link with the west—the lands beyond the Appalachians. He wanted to tie the productive farmlands of the Ohio Valley, where he eventually owned thousands of acres, with the markets on the eastern seaboard. He proposed a series of five canals that would bypass the unnavigable stretches of the river. In 1784 the Patowmack Company was formed with Washington its first president.

Construction began the next year and was not completed until 1802. The canal at Little Falls on the Maryland side of the river just above Georgetown and the one at Great Falls took the longest time to build because they had to be fitted with locks which early American engineers had little experience in designing. Skirting canals were dug further upriver on the Virginia side at Seneca Falls and at Harpers Ferry. At other rough-water places on the river the canal company simply dredged and cleared a path right in the riverbed.



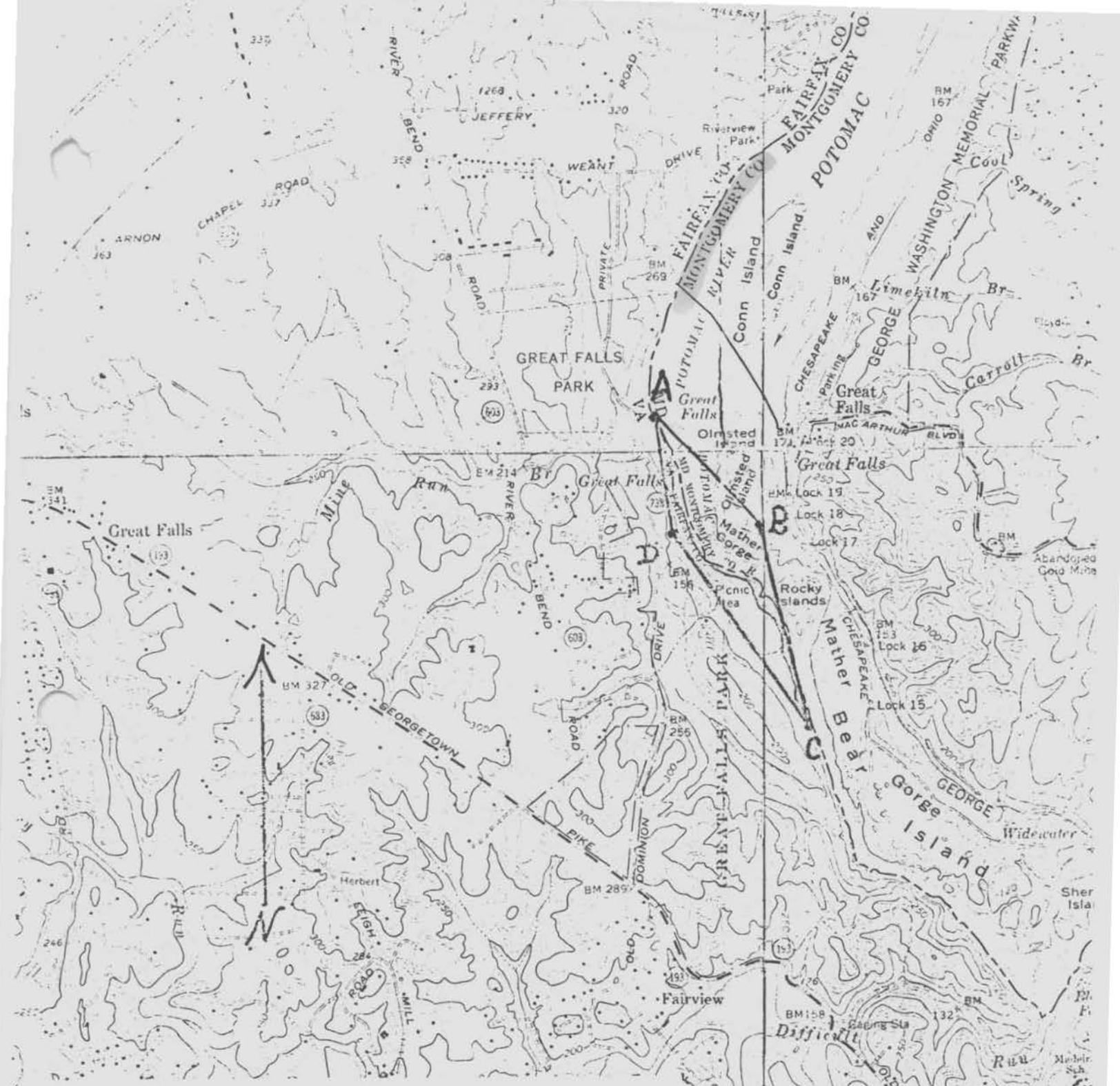
From Virginia the view of Great Falls is one of enduring beauty.

with decline came the town's demise as a trade center. The town never realized its original charter size of 17.2 hectares (43 acres), but it did have an inn, a forge, a gristmill and other out-buildings.

Although Washington's hope of uniting east and west by an inland waterway was a practical idea, his hopes for the canal system fell short of their full dimensions. Drastic changes in the water level of the Potomac River brought about by floods or droughts would close the canals. But poor management and a lack of operating capital also contributed to the Patowmack Company's lack of success. In 1828, the commercial rights to the Patowmack Company were sold to the Chesapeake & Ohio Canal Company, which was organized to build and operate a new canal on the Maryland side of the river. This canal eventually linked Cumberland and Georgetown in a continuous, closed-water system unaffected by all but the most drastic flooding of the Potomac River. By making the level of water in the canal constant, regardless of the river's height, the Chesapeake and Ohio Canal surmounted the major problem of the old Patowmack Canal.

The shifting of pressures in the earth and the cooling of certain sections of the earth's surface caused an uplift, and the Appalachian Mountains were formed. After this upheaval, approximately 180 million years ago, rain and surface water flowed down the mountains and through the Piedmont sections toward the Atlantic Ocean. One of the rivers thus formed was the Potomac.

A variety of plants and animals live along the banks of the river and in swamps and upland forests of the park. Here are found the pawpaw trees, whose edible fruit nourished Lewis and Clark in their journey to the Pacific Ocean; the rare trailing arbutus, whose dainty pink flower is like a treasure to all who find it; and the beaver, nature's own civil engineer. Here, too, are the wood duck, the orb-weave spider, the muskrat, the broadwing hawk, the red fox, the white-tailed deer, and the box turtle, which travels no farther in a lifetime than humans do on foot in a day. Take your time and look around; you're bound to find other forms of plant and animal life here at Great Falls.



UTM REFERENCES

M.29-48

- | | |
|----------------------|----------------------|
| A. 18 304620 4319180 | C. 18 305310 4317750 |
| B. 18 305080 3418690 | D. 18 304780 4318430 |

VIENNA QUADRANGLE
 VIRGINIA - MARYLAND
 7.5 MINUTE SERIES (TOPOGRAPHIC)

304

77° 15'

FAI
 7.5

Patowmack Canal at Great Falls
Fairfax County, Virginia
LCS Photo, NCR
Locks # 3,4,5, looking away from
the river

M:29-48

Patowmack Canal at Great Falls
Fairfax County, Virginia
L.C.S. Photo
View of watered portion of the canal above
Visitors Center

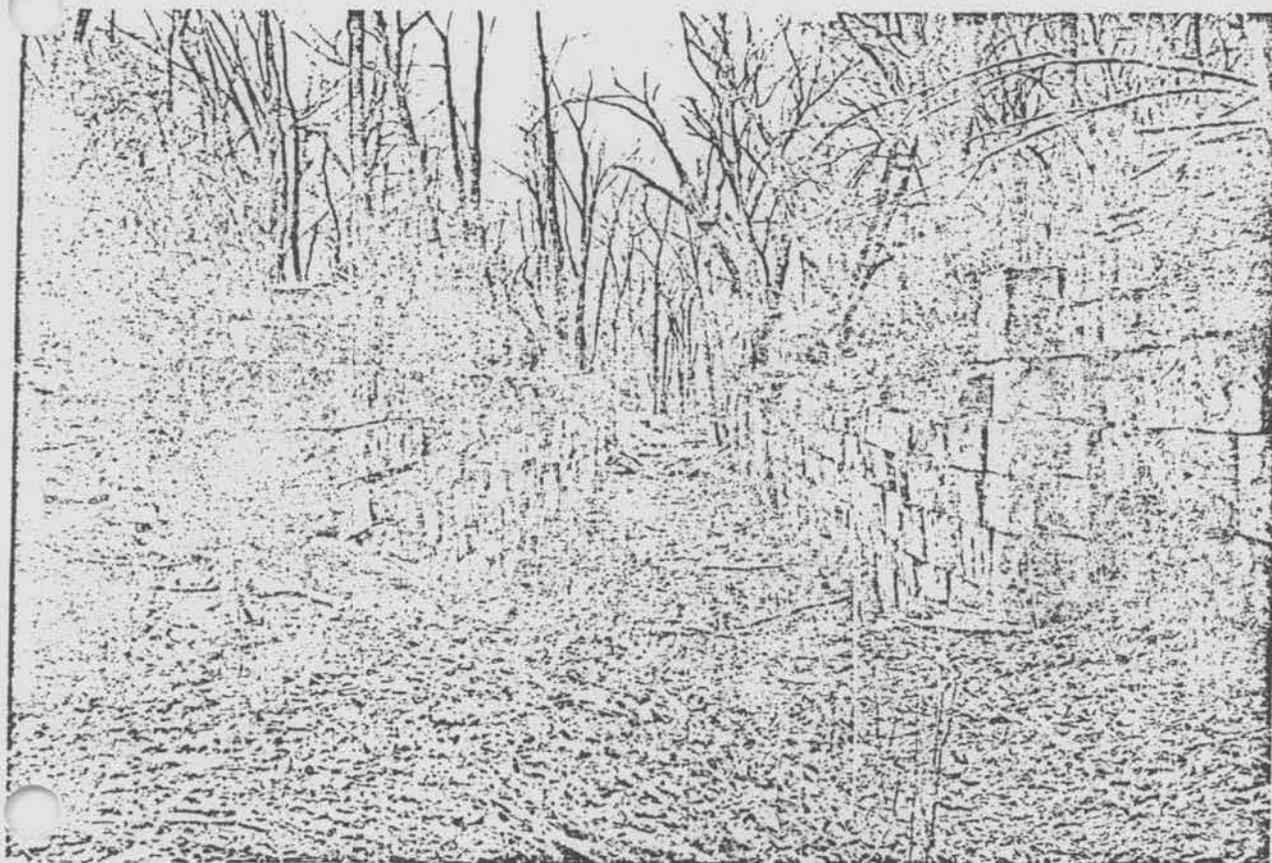
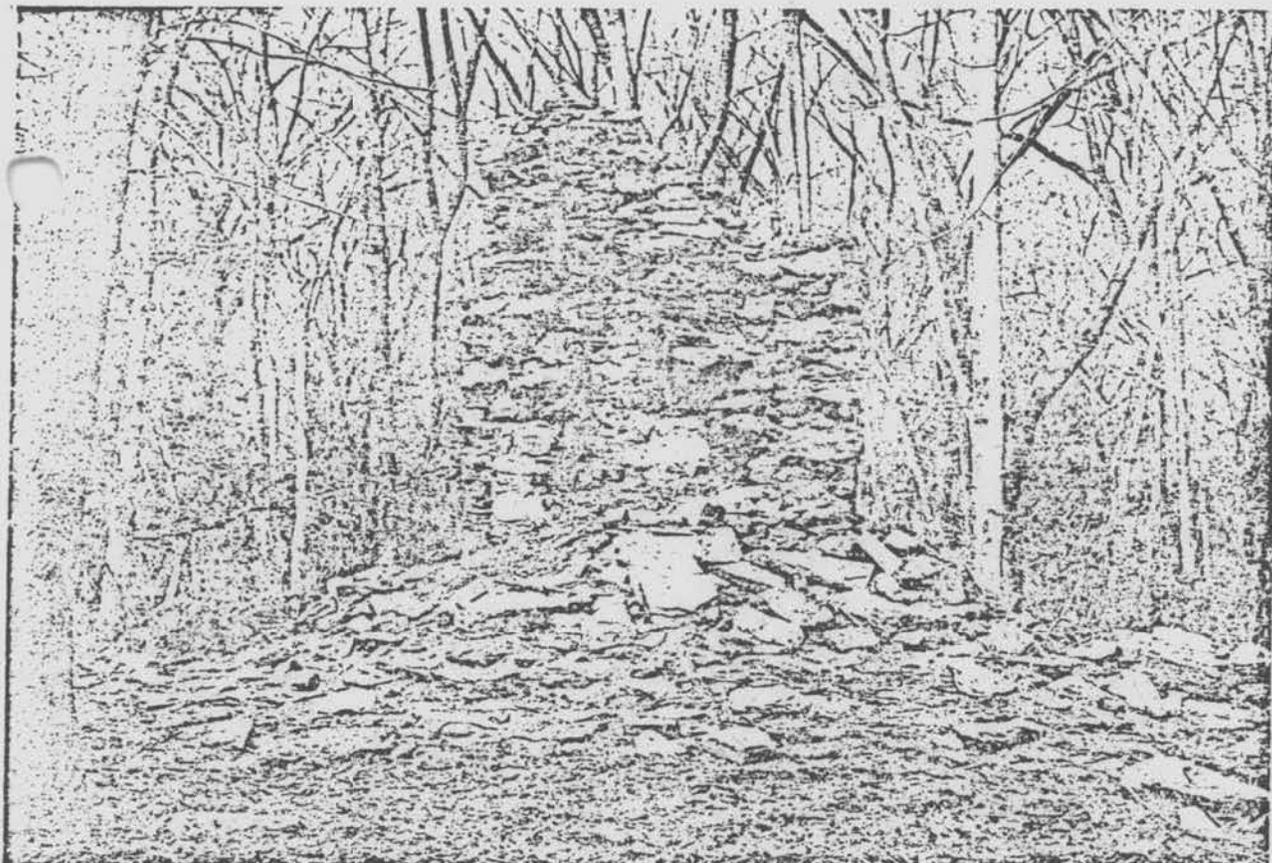
Patowmack Canal at Great Falls
Fairfax County, Virginia
LCS Photo, NCR
Dickey's Inn from ruins of
Matildayville

Patowmack Canal at Great Falls
Fairfax County, Virginia
Lock # 1
LCS Photo, NCR

M:29-48



M:29-48



Patowmack Canal at Great Falls
Fairfax County, Virginia
Lock # 1

Patowmack Canal at Great Falls
Fairfax County, Virginia
Lock # 2

Patowmack Canal at Great Falls
Fairfax County, Virginia
Locks # 3,4,5, looking toward
the river

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Engineering

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If required, credit should be

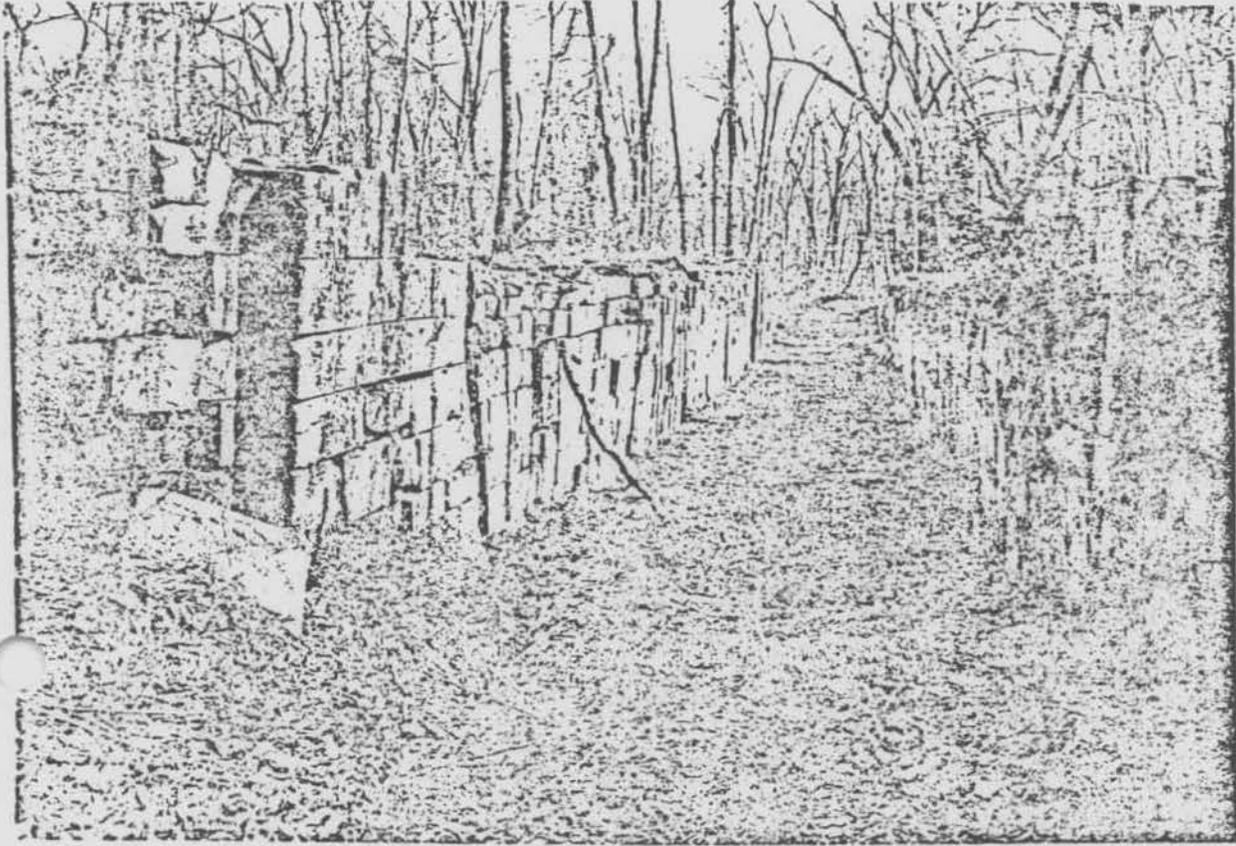
Historic American Engineering Record
National Park Service
Washington, D.C.

Beck Boucher

Photographer

19-7-1

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NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Patowmack Canal at Great Falls

AND/OR COMMON

2 LOCATION

CITY, TOWN

VICINITY OF

COUNTY Fairfax

STATE Virginia

3 MAP REFERENCE

SOURCE U.S.G.S. 7.5 Minute Series, Vienna, Seneca, Falls Church, & Rockville, Md.
Quadrangles

SCALE 1:24 000

DATE 1965, Photorevised 1971

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

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