

**A PRELIMINARY HISTORICAL STUDY
ON THE AREA ALONG THE MARYLAND SHORE
OF THE POTOMAC AT GREAT FALLS
DURING THE HEYDAY
OF THE CHESAPEAKE AND OHIO CANAL
1858–1880**

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Preface to the 2014 Electronic Edition

By the time this document was transcribed and prepared for electronic publication, much had changed in the Great Falls Area, requiring that some text be edited or added, either in the main body of the text or in footnotes.

One important change made throughout was the conversion of the term “Stop Lock” to “Guard Gate”. Reference to the stop and guard gates as a lock is systemic in the literature, but incorrect, as these structures possess only one gate and are not a true lock. Additionally, the gate at Great Falls, like that at Dam 4, constitutes the structure that passes the canal through the guard wall. When flood waters threaten the canal above the wall, the gate is closed to close the gap it creates in the guard wall, as well as holds water back in the canal. The stop gates found elsewhere along the C&O Canal, are only as high as the top of the prism berms (thus are like locks, aqueducts, and other structures in this regard), whereas the guard gates must be as high as the guard wall.

The original Historical Study included 14 pull-out maps that have not been included in this edition.

It should be noted that the report was done in 1939 and many changes have occurred in the area covered during the subsequent years.

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Introduction

The twenty-two years from 1858 to 1880 have been selected as the period to be represented on the base historic sheet for Chesapeake and Ohio Canal. This study on the Great Falls, which is based upon the research thus far completed for this historic map, is a statement on the physical appearance of the Maryland shore of the Falls section during this period. When all the known sources have been examined, this, and the additional information further research may disclose, will be shown in the documented cartographic form required for the master plan of historic areas. The following justification is submitted for the selection of the 1858–1880 period.

Since this map will ultimately include the entire canal from Georgetown to Cumberland, it is obvious that the period should commence within a reasonable time after 1850, the year in which the canal was completed to Cumberland. Likewise, it does not seem logical to extend it beyond 1889, when the Johnstown flood carried away a great number of the early canal structures, and forced the company into bankruptcy.

During the twenty-two years from 1858 to 1880, the Chesapeake and Ohio Canal Company reached the height of its use and prosperity. At no other time during its history did the enterprise come so near to operating as a successful business concern. The tonnage of materials transported on the canal rose from 167,000 tons in 1852¹ to 372,000 in 1865², and during the peak year of 1875 the aggregate reached the figure of more than 900,000 tons.³ The excess of revenue over operating expenses in the late 1860's and early 1870's was sufficient to allow the company to begin reducing some of the prior liens securing its tremendous debt. The net revenue was more than \$200,000 in 1872, 1873, 1874 and 1875.⁴

The number of boats operating on the canal greatly increased during these years—reaching the total of about eight hundred around 1870.⁵ The activity on the canal was so great during this period that the unloading and storage facilities in Georgetown were greatly inadequate. The conditions were such that it was reported to the President and Directors in 1871 that:

¹ “Table B, Statement of Articles transported upon the Chesapeake and Ohio Canal during the year ending December 31, 1852”, in *Fifty-Fifth Annual Report of the President of the Chesapeake and Ohio Canal Company to the Stockholders, June 6, 1853* (Washington, 1853), p. 14.

² “Table C, Statement of Articles transported upon the Chesapeake and Ohio Canal during the year ending December 31, 1865, in *Thirty-Eighth Annual Report of the President of the Chesapeake and Ohio Canal Company to the Stockholders, June 4, 1866* (Washington, 1853), p. 15.

³ “Table G, Number of Boats cleared with coal from the Port of Cumberland during the years 1870 ... [to 1888]”, in *Sixty-First Annual Report of the President of the Chesapeake and Ohio Canal Company to the Stockholders, January 10, 1889* (n.p.n.d.) p. 23.

⁴ “Statements of the receipts into and the payments from the Treasury on account of current expenses for the following years, ending 1st June”, in *Forty-Seventh Annual Report of the President of the Chesapeake and Ohio Canal Company to the Stockholders, June 7, 1875* (Annapolis, 1875), p. 11.

⁵ *Ibid.*, pp. 11–26.

“...sixty to eighty boats have to lie along the canal banks [west of Georgetown] singly ...”, and, “often a string of loaded boats a half mile in length is seen lying above the collector’s office in Georgetown” waiting to be unloaded.⁶

With this advance in canal business came a corresponding increase in the facilities and structures along the banks. A feed or general merchandise store was built at a surprisingly great number of the locks,⁷ and warehouses and additional unloading facilities were constructed.⁸ Dry-docks for repairing and building canal boats were added.⁹ During this period, a telephone line was built by the company along the entire length of the canal.¹⁰ It was, indeed, the heyday of the Canal, and for this reason seems the period best suited for representation on the base historic sheet. It had been preceded by a long financial struggle to complete the work to Cumberland, and followed by a period in which the traffic steadily decreased until 1888 only 286,000 tons of coal were transported.¹¹ In 1889 the company was forced into bankruptcy, and from that time until 1924 was operated for the receivers. A base historic map showing the canal during the years of its greatest prosperity will identify a greater number of the historic structures than in any other period, and thus will provide the most useful record of the physical appearance of the Chesapeake and Ohio Canal.

⁶ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, 1867–1872*, p. 498, (hereafter cited as *Proceedings, 1867–1872*). All Proceedings of the Company, cited in this study, are MS. Volumes filed in the Division of Interior Department Archives, The National Archive.

⁷ *Ibid.*, pp.274, 289, 382–383.

⁸ *Ibid.*, pp. 374–375, 406–407, 467; cf., *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, 1858–1866*, pp. 111, 227, (hereafter cited as *Proceedings, 1858–1866*).

⁹ *Proceedings, 1858–1866*, p. 391.

¹⁰ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, 1872–1877*, pp. 94 - 97, (hereafter cited as *Proceedings, 1872–1877*).

¹¹ “Table G, Number of Boats cleared with coal from the Port of Cumberland during the years 1870 ... [to 1888]”, in *Sixty-First Annual Report of the President and Directors ..., January 10, 1889* (n.p.n.d.) p. 23.

I. The Great Falls Tavern, Montgomery County, Maryland

The largest historic structure on the Maryland shore of the Great Falls of the Potomac is the old tavern located on the eastern bank of the Chesapeake and Ohio Canal at Lock 20. Dating from the first half of the nineteenth century, the structure has experienced a long and colorful career as a lock keeper's house, tavern and hotel, private club-house, and general concession center for recreation seekers at the Great Falls. The central, stone portion of the structure was placed under contract by the Chesapeake and Ohio Canal Company as Lock House 12, in December, 1828.¹² This unit of the structure was enlarged during the course of construction, after July, 1830, when:

Authority was given to the President [of the C & O Canal Company] to enlarge the dimensions of Lock keepers house No. 12, on Section 18, and No. 15, on Section 34; provided the entire cost of the former shall not exceed \$1,300, and of the latter \$1,000¹³

A considerable addition to House 12 apparently was contemplated by this authorization. The original unit of the structure had been let on contract for \$700, and the allotment of \$1,300, or nearly twice twice the original price, would have provided sufficient funds for the construction of a rather large addition.¹⁴

Available evidence, in fact, tends to show that construction of the northern, or southern wing, or possibly both, of the existing tavern structure, was undertaken in the summer of 1830. The work of enlarging House 12 was sufficiently advanced by November, 1830, that the Canal Company was receiving offers from persons interested in opening a tavern there. The section of the canal between the Little Falls and Seneca had just been opened and prospects for a brisk patronage of a tavern at Great Falls seemed bright.¹⁵ W. W. Fenlon, who became keeper of Locks 19 and 20, in November, 1830, was also granted the privilege of maintaining a tavern in the structure at Great Falls.¹⁶ The enlargement of the original unit of House 12 apparently was well under way at that time, for it would have been rather difficult for Fenlon to have opened a tavern in the original stone structure, due to its small size.

Evidence is clear that still further additions to the Great Falls structure were undertaken as soon as Fenlon was placed in charge there. On November 20, the Canal Company

Ordered, That as a consideration to W. W. Fenlon for taking charge of Locks 15, 16, 17, 18, 19 & 20, (in addition to the regular pay allowed for keeping the same when the present keepers may be

¹² *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company*, A, 1828–1829, pp. 128–129, (hereafter cited as *Proceedings, 1828–1829*).

¹³ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company*, B, 1830–1831, pp. 147–148, (hereafter cited as *Proceedings, 1830–1831*).

¹⁴ *Proceedings, 1828–1829*, pp. 409, 411.

¹⁵ *Second Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company ...* (Washington, 1830), pp. 31–32; cf., *Third Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company ...* (Washington, 1831), pp. 4–5.

¹⁶ W. W. Fenlon to the President and Directors of the Chesapeake and Ohio Canal Company, Washington, Nov. 5, 1830 (Ms., C & O Records, The National Archives); cf., *Proceedings, 1830–1831*, pp. 223–225.

discharged;) the President [of the Canal Company] be authorized to expend \$200 in the construction of a kitchen to Lockkeepers house No. 12; \$500 for an additional building and \$100 for other outhouses for the same.¹⁷

The \$200 then allowed for the building of the kitchen to House 12 was the second amount allotted for the enlargement of this structure. Together with the \$1,300 allotted in July, 1830, for “enlarging” House 12, this amount brought the total for this purpose to \$1,500. By adding the \$500 for the “additional building” and the \$100 “for other outhouses”, structures which were described as “appendages to Lockkeeper’s house No. 12”, the gross amount allotted by this date was \$2,100. There seems but little question that all of the above sums were allotted for additional construction at the Great Falls building. The expenditure of the \$200 sum is clearly specified. Since the expenditure of the several amounts authorized at this time, by one order of the Canal Company, was allowed “as a consideration to W. W. Fenlon”, who occupied House 12, and as the allowing of such additional “considerations” to the lockkeepers was customary, it is believed logical that the several amounts were intended for expenditure on House 12. While it is possible that the \$500 for the “additional building” could have been expended in the construction of a building separate from House 12, this is hardly probable, since there is no evidence that the Canal Company built any other structures at Great Falls in this period.¹⁸ It is possible that the existing southern wing of the Great Falls structure, which served as a kitchen prior to the Civil War due to the fact that the house had no separate kitchen in this period,¹⁹ was built with the \$800 allotted for constructing the “Kitchen”, the “additional building” and its “outhouses.”

Additional evidence from the records of the Canal Company shows that President Charles F. Mercer, on December 11, 1830:

...contracted with W. W. Fenlon for the erection of sundry out-houses, as appendages to Lockkeeper’s house No. 12; and it was Ordered [by the Canal Company] That \$50 be advanced to said Fenlon on account.²⁰

Work continued on House 12 during the winter and spring of 1830–1831, and on April 19, the Canal Company reported that

A bill was passed for W. W. Fenlon for \$45—for three months services as keeper of Locks No. 19 & 20 to 1st instant, being the usual rate for keeping two locks; bay-being Ordered inasmuch as the house [12, at Lock 20] was not finished according to agreement.²¹

¹⁷ *Proceedings, 1830–1831*, p. 238.

¹⁸ See the first floor plan of the Great Falls tavern as exhibited on the following maps: 1, “Map of the Potomac River about great Falls, showing the works of Washington Aqueduct Surveyed by order of Captain M. C. Meigs, U. S. Engineers Chief Engineer of the Washington Aqueduct in the month of September 1858”; 2, “No. 6 Washington Aqueduct Map of Potomac Dam [1858]”; 3, “Falls Division W.[ashington] A.[queduct] Map of Section No. I [1859]”. The above maps are located in the Map Files Section, Office of Engineers, United States Army.

¹⁹ I. R. Maus, Georgetown, D.C., to the President and Directors, Chesapeake and Ohio Canal Company, Jan. 22, 1868, (Ms., C/ and O. Records, The National Archives); cf., Statement of William H. Case, Cabin John, Maryland, made in the spring of 1939. Mr. Case was born in the Great Falls tavern in 1859, while his father, George Washington Case, was lock-keeper there. Mr. William Case spent his boyhood at Great Falls and for many years leased and ran the tavern. Today, at the age of 80 years, he has a remarkable reminiscent memory. His statement, which is of considerable corroborative value, will hereafter be cited as Case Statement. See Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service.

²⁰ *Proceedings, 1830–1831*, pp. 244–245.

²¹ *Ibid.*, pp. 305, 307.

By early June of that year, however, work on the Great Falls structure was sufficiently advanced for it to have become an established tavern. When Colonels John J. Abert and James Kearney, United States Topographical Engineers, reached Lock 20, in their examination of the Canal in June, 1831, they reported that

At this lock we found an excellent hotel kept by Mr. Fenlon. The house is built upon the ground of the company, and with the company's funds, and is a necessary and great accommodation to those who visit this interesting work.²²

This is the only contemporary statement referring to the actual existence of a hotel at Great Falls. Accounts of contemporary travelers do not mention a tavern at this location.²³

Further work on Lock House 12 was undertaken during June, 1831. A resolution was offered and adopted by the Canal Company, on June 10

That the President of the Company be authorized to contract for plastering with a composition of Sand, common lime if necessary, and Shepherdstown [West Virginia] cement, in suitable proportions, the exterior of the Lock-keeper's house at Crommelin [Great Falls, MD]; and that he be empowered to incur such additional expense on the same as may be required to finish the part of the edifice above the lower story and to erect a porch in front of the Stone center of the house.²⁴

Certainly it would appear logical that the existing brick northern and southern wings of the Great Falls structure were partially finished by the date this extensive authorization was issued. Otherwise, there would have been no necessity for making the specific reference to the "Stone center of the house" in placing the location of the porch, which was ordered built. This 1831 authorization apparently again alludes to the projected two-story brick wings of the structure, when it provides for the finishing of the "part of the edifice above the lower story." The "Stone center of the house", or the original unit of House 12, was by specification only a story and a half in height.²⁵ This authorization would appear, therefore, to have contemplated the completion, in its present form, of the second story of the northern and southern wings and center portion of the Great Falls tavern. The extensive additions to the "edifice" at Great Falls, provided for by this authorization, including the completion of the upper or second story, the building of the northern half of the existing western porch, and the stuccoing or "plastering" of the exterior walls, appear to have been completed before the commencement of the winter of 1831–1832.

No further work on the house at Great Falls was undertaken during that winter, but in April, 1832, the president of the Canal Company was "authorized to contract for Venetian Blinds for the House at Crommelin [Great Falls, MD]."²⁶ Obviously in this instance "Venetian Blinds", meant literally the ordinary outside slatted shutters, which were common in this area, and often referred to by this misnomer. The existence of outside shutters and window hardware, which appear original, together with the condition of the window

²² *Report of Col. John J. Abert and Col. James Kearney, of the United States Topographical Engineers, Upon an Examination of the Chesapeake and Ohio Canal...* (Washington, 1831), p. 96.

²³ See, for example, E. T. Coke, *A Subaltern's furlough ...* (London, 1833), pp. 115–120, 130–136; Frances Trollope, *Domestic Manners of the Americans...* (London, 1839–1926), pp. 247–249; Charles Lanman, *Adventures in the Wilds of the United States...* (Phil. 1856), Vol. I, pp. 512–514; Vol. II, pp. 245–255.

²⁴ *Proceedings, 1830–1831*, pp. 382, 384.

²⁵ *Specification of a Lock keepers house...* circa, Nov, 1828, (Ms., C & O Records, The National Archives); cf., *Proceedings, 1828–1829*, pp. 128–129.

²⁶ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, C, 1831-2-3*, pp. 127–128.

jambs, tends to show that the Great Falls structure had provision only for the common slatted shutter. During September 1832, the house at Great Falls was painted. The color of the paint used was not given in the records.²⁷ The enlarged structure appears to have been finally completed by that date, since it was painted then, and available records contain no references to further work on the house during that period.

During the second and third quarters of the nineteenth century, the house at Great Falls served intermittently as a hotel or tavern and lockhouse, and sometimes as both. In August 1848, the Canal Company ruled that the lock keeper at Great Falls could sell no intoxicating liquors at the lock house located there, and then commonly known as the “Crommelin House.”²⁸ This ruling continued in effect for many years before and after the War Between the States. During September 1849, the Canal Company adopted the policy:

That after the expiration of the current year for which they were respectively rented [for use as taverns], the building commonly known as the “Crommelin House,” and the building commonly known as the “Rushville House” [at Seneca, MD] be no longer rented, but the same shall be used and considered as Lockhouses, the former for the occupation of the Lockkeeper of Locks Nos. 19 & 20 and the latter of Lock No. 23...²⁹

In June 1851, the Canal Company allowed the “Ball Room” at the “Crommelin House” to be rented for use as a grocery store.³⁰ It was not until January 1858, however, that the Canal Company allowed the re-establishment of a hotel or “ordinary” at the “Crommelin House” by giving Henry Busey, keeper of Locks 19 and 20, permission to open one there “for the accommodation of visitors to the Great Falls.”³¹

The tavern structure at Great Falls, which Henry Busey occupied in 1858, was essentially the same in form as when it was completed in 1832.³² However, construction of the line of the Washington Aqueduct, which was commenced in 1853 and which ran immediately to the north and east of the tavern had so damaged the structure by 1861, that it was reported to be “in a very dilapidated condition” and would require the expenditure of \$1,200 to “put the building in as good condition as it was before the injuries [were] sustained.”³³

The tavern structure at Great Falls as originally built apparently did not contain a room specifically set aside as a kitchen. While the President of the Canal Company was authorized in November 1830, “to spend \$200 in the construction of a kitchen to Lockkeepers house No. 12”,³⁴ existing evidence at the structure, together with other evidence to be discussed, shows that a separate kitchen was not built at the tavern prior to the post Civil War

²⁷ *Ibid.*, pp. 219, 222-224.

²⁸ *Proceedings of the President and Directors*, Chesapeake and Ohio Canal Company, 1847–1852, p. 196.

²⁹ *Ibid.*, pp. 296–297.

³⁰ *Ibid.*, pp. 458–459.

³¹ *Proceedings, 1858–1866*, pp. 28–29.

³² See the first floor plan of the Great Falls tavern as exhibited on the following maps: 1, “Map of the Potomac River about Great Falls showing the works of the Washington Aqueduct Surveyed by order of Captain M. C. Meigs, U. S. Engineers Chief Engineer of the Washington Aqueduct in the month of September 1858”; 2, “No. 6 Washington Aqueduct Map of Potomac Dam [1858]”; 3, “Falls Division W.[ashington] A.[queduct] Map of Section No. 1 [1859].” The above maps are located in the Map Files Section, Office, Chief of Engineers, United States Army.

³³ *Proceedings, 1858–1866*, pp. 234, 240; cf., “Report of the Superintendent of the Washington Aqueduct, Washington Aqueduct Office, November 10, 1862”, pp. 1–3, in *Washington Aqueduct, Vol. I, 1862–1863*, United States Engineers Office, Room 1710, Navy Building, Washington.

³⁴ *Proceedings, 1830–1831*, p. 238.

decade. It is reported that G. W. Case, who was lock and tavern keeper at Great Falls between 1859–1872, had the family cooking done in the basement under the southern wing.³⁵

The periodic floods of this period apparently interfered with the continuous use of this basement as a kitchen, however. Writing on January 22, 1868, I. R. Maus, Superintendent of the Georgetown Division of the Canal, reported that:

...the Basement can be put in a good condition for a kitchen with little expense they have no other place for cooking but the room usually occupied for the parlor.³⁶

It would appear logical to conclude from Maus' last sentence that the basement had been used previously as a kitchen and could again be placed "in a good condition for a kitchen with little expense." His statement further implies that until the necessary work could be done on the basement, the lock keeper's family would have to continue to use the parlor, "as they have no other place for cooking but the room usually occupied for the parlor." The room called the parlor during this period, according to one report, was the large first floor room in the southern wing, under which exists a large basement, apparently used intermittently during this time as a kitchen.³⁷ In fact, it is reported that the first separate kitchen to be built at the tavern was a frame structure erected at the eastern end of the southern wing by Howard A. Garrett, when he leased the Great Falls house in 1876.³⁸ About 1926 William H. Case replaced the kitchen built by Garrett with the existing frame kitchen.³⁹

The porches on the Great Falls tavern were constructed at various times. The northern half of the western porch was apparently built after June 1831, when the President of the Canal Company was "empowered ... to erect a porch in front of the Stone center of the house [at Great Falls]."⁴⁰ The southern half of this porch was not added until after 1889.⁴¹ The eastern porch is reported to have been in existence during and after the Civil War era, and possibly even prior to this period, since the existing stairway on the southern end, which it served to protect, provided the only means of access to the second story of the southern wing for many years.⁴² I. R. Maus, Superintendent of the Georgetown Division of the Canal, reported in January 1868, that the "carpenter work at Crommelin Hotel [Great Falls tavern] is almost done except the eastern portico I have not done anything to that ..."⁴³ It would appear logical to conclude from his report that the eastern porch had then been built for some years and was in need of repairs, which were proposed but had not been made. The southern porch is also stated to date from the Civil War era, and has certainly been in

³⁵ *Proceedings, 1858–1866*, pp. 28–29; *Proceedings, 1872–1877*, pp. 41, 49; cf., Case Statement.

³⁶ I. R. Maus, Georgetown, D. C., to the President and Directors of the Chesapeake and Ohio Canal Company, Jan. 22, 1868, (Ms., C & O Records, The National Archives).

³⁷ Case Statement.

³⁸ Liber 67, Land Record EBP No. 15, pp. 171 & 174, Montgomery County Circuit Court, Record Room, Clerk's Office, Rockville, Maryland; cf., *Proceedings, 1872–1877*, p. 248; Case Statement; See also the ground floor plan of the tavern, showing this kitchen, on "Property Map of the Chesapeake and Ohio Canal Co. From District Line to Lock 22 ... Surveyed by B. F. Mackall under the direction of G. L. Nicholson, Gen'l Man'g'r", May 1896, (hereafter cited as C & O 1896 Map).

³⁹ Case Statement.

⁴⁰ *Proceedings, 1830–1832*, pp. 382–384.

⁴¹ Case Statement; cf., C & O 1896 Map. For contemporary views of the western porch see Appendix, Photographs 2–3, & 5–9.

⁴² Case Statement.

⁴³ I. R. Maus, Georgetown, D. C., to the President and Directors of the Chesapeake and Ohio Canal Company, Jan. 22, 1868, (Ms., C & O Records, The National Archives).

existence since 1896.⁴⁴ The existing northern porch, which is commonly known to be a modern addition to the tavern, was erected in 1929 by William H. Case.⁴⁵ The existing eastern, western and southern porches all had wooden floors originally, the concrete work being added recently.⁴⁶

Fences and walks around the Great Falls tavern have undergone several changes during their existence. Prior to the Civil War, and in the post war era, a breast high white picket fence enclosed a small rectangular yard along the northern wing; being located about 25 feet from the line of the building. At a point on a line with the eastern side of the northern wing, the northern fence formed a right angle, and extended southward to the edge of the building. The western end of the northern fence was joined at a right angle by another section of pickets, which extended southward along the western side of the building, about mid-way between it and the lock. Another picket fence enclosed the space between the northern and southern wings on the eastern side of the building.⁴⁷ Between 1913 and 1925, while the tavern served as a private club, a head high post and rail fence enclosed the entire tavern lot; and the existing board fences are of more recent origin.⁴⁸ The original walks around the tavern, of which there is one remaining example extending from the western porch to the lock, were of brick. The slate or stone walks on the eastern side of the tavern were laid between 1913–1925, while the concrete walks were built within the last decade.⁴⁹

Howard A. Garrett, a figure long identified with business interests at the Great Falls area, and who probably occupied the tavern for hotel purposes in 1875, leased the structure in 1876 from the Canal Company, and operated it in conjunction with his store on the tow-path at Lock 20, until early in the 1880's.⁵⁰ Prior to his occupancy of the tavern, all drinking water had been brought from a spring about 300 yards northeast of the house, on Carroll Branch. Since 1877, the existing well on the eastern side of the tavern, which Garrett had dug in that year, has supplied the water.⁵¹

The existing interior and exterior structural details, floor plans and elevations of the Great Falls tavern were recorded by the Historic American Buildings Survey,⁵² of the National Park Service, during the winter of 1938–1939. These drawings may be consulted at the Library of Congress or the National Park Service.

⁴⁴ Case Statement, cf., C & O 1896 Map. (Appendix, Photographs 2, 5, 7).

⁴⁵ Case Statement, Numerous contemporary photographs in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service, fail to show a northern porch on the tavern until a very recent time; cf., C & O 1896 Map. (Appendix, Photographs 2–5).

⁴⁶ Case Statement.

⁴⁷ Case Statement; cf., contemporary photographs of the tavern fences in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photographs 2–8).

⁴⁸ *Ibid.*

⁴⁹ *Ibid.*

⁵⁰ See Howard A. Garrett to A. P. Gorman, President of the Canal Company, March 31, 1874, (Ms. C & O Records, The National Archives); cf., Liber 67 Land Record, EBP, No. 15, pp. 171 & 174; 94 Land Record, JA-6, p. 141, Montgomery County Circuit Court, Record Room, Clerk's Office, Rockville, Maryland; cf., *Proceedings, 1867–1872*, p. 207; *Proceedings, 1872–1877*, pp. 120 & 248; *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, 1877–1890*, pp. 205 & 402, (hereafter cited as *Proceedings, 1877–1890*); cf., Case Statement.

⁵¹ *Proceedings, 1877–1890*, p. 9; cf., Case Statement.

⁵² See HABS Drawings, No. MD 56, 11 sheets, 1938–1939. (Appendix, Drawings 1–11).

II. C & O Canal Company Structures at Lock 20

1. The Pivot Bridge

A foot or pedestrian bridge appears to have existed across Lock 20, at the Great Falls, since the early days of the Canal. By the summer of 1831, a “drawbridge” had been built on Section 18 of the Canal, which is located at Great Falls.⁵³ The evidence does not show, however, that this “drawbridge” was actually built at Lock 20, although it is logical that a bridge would have been needed there as soon as this section of the canal was opened in 1830. If a bridge was built at Lock 20 by 1831, it was replaced in 1835, since in January of the latter year, the records of the Canal Company refer to “the Pivot Bridge about to be constructed at Lock No. 20” and places the lockkeeper in charge of it.⁵⁴ The exact position of the bridge on Lock 20 has varied during its existence. In 1858–1859, the bridge apparently was located near the northern end of the lock, and opposite the northern wing of the tavern.⁵⁵ Contemporary photographs and the existing pivot hole in the eastern wall of Lock 20, show that by 1900 and thereafter, the bridge was located about ten feet from the southern quoin of the lock.⁵⁶

The pivot bridge at Lock 20 was of simple wooden construction, with a narrow deck, to which, on its northern edge, was attached a single handrail consisting of two uprights and a crossbar at the top. Attached to the under timbers of the eastern end of the deck was an iron pin, which worked in an ironbound pivot hole in the stonework of the lock wall. On the eastern end of the bridge was a wooden box containing stones, which acted as a counterweight in moving the bridge on its pivot, when it was opened. Above the counterweight were wooden handles, which were grasped in moving the bridge.⁵⁷ The present type of stationary footbridge existing at Lock 20 was installed about 1924.⁵⁸

2. The Lock Shanty

The small frame lock shanty located at the northeast corner of Lock 20 appears to be of comparatively recent origin. Unlike the practice followed at a number of other locks on the canal, it does not appear that a lock shanty was built at Lock 20 during the early days of the canal. None of the early maps of the area show the outline of such a structure.⁵⁹ It is also reported that originally there would have been no necessity for the creation of such a structure at Lock 20, since it was the custom of the lock tender, until recent times, to sleep

⁵³ *Proceedings, 1830–1831*, pp. 327, 328.

⁵⁴ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company*, D, 1833–1835, pp. 214, 217–218.

⁵⁵ See position of the bridge on Lock 20 as shown on “Falls Division W.[ashington] A.[queduct] Map of Section No. I,” 1859; cf., Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858”.

⁵⁶ See contemporary photograph of this pivot bridge in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photographs 2, 6–8)

⁵⁷ *Ibid.*, cf., Case Statement.

⁵⁸ Case Statement.

⁵⁹ See “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September, 1858”, and “Falls Division W.[ashington] A.[queduct] Map of Section No. I”, 1859.

in the north ground floor room of the center part of the tavern, which is very convenient to the lock.⁶⁰ The careful and detailed property map made by the Canal Company in 1896 also fails to show a lock shanty at Lock 20.⁶¹ However, three years later, in 1899, evidence shows that a lock shanty then existed in its present location at this point.⁶² The structure of the shanty at Lock 20 also provides unique evidence of its probable age. This shanty has always been of rather modern and finished clapboard construction, while the older shanties were uniformly built of cruder upright board and batten construction.⁶³

3. Stable and Feed House on the Towpath

Two small, crude structures, a mule stable and a feed house or barn, existed for several years on the northwestern edge of the towpath, abutting the spillway at Lock 20. These structures are reported to have been built by the Canal Company shortly after 1900, and were removed about 1913 to their present location on the towpath, some 300 feet north of Lock 20.⁶⁴

4. The Telephone Line

One of the first private industrial telephone systems to be built in this country was installed along the Chesapeake and Ohio Canal during the year 1879.⁶⁵ At Great Falls the poles and line ran along the western edge of the towpath, and an instrument was located in Garrett's Store on the towpath at Lock 20.⁶⁶

5. Snubbing Posts and 150 Yard Posts

Two wooden posts, which were used in passing boats through the lock, were customarily located on the towpath near each end of the Lock 20.⁶⁷ Wooden posts, similar to snubbing posts, and called "150 yard posts", were also located on the towpath, 150 yards on each side of Lock 20. They marked the distance at which "... any descending or ascending boat or float ..." upon reaching "... shall be permitted to pass such lock before any boat or float not the same level."⁶⁸ In other words, the first boat to pass the "150 yard post", in approaching a lock would be the first one allowed to pass through the lock.

6. The Waste Weir and Flume above Lock 20

⁶⁰ Case Statement.

⁶¹ C & O Map 1896.

⁶² See floor plan of the lock shanty exhibited on the map "No. I Topographical Survey of the Great Falls of the Potomac River and Property of the Great Falls Power Company, June 1899" in Map Files Section, Office Chief of Engineers; cf., Case Statement.

⁶³ See contemporary photographs in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service. (Appendix, Photographs 2, 3, 5, 7-15, 19-20, 22-23).

⁶⁴ *Ibid.*, cf., Case Statement. (Appendix, Photograph 3)

⁶⁵ *Proceedings, 1877-1889*, p. 92-97, 207-208; cf., *In the Circuit Court of the United States for the District of Maryland, in Equity, Daniel K. Stewart vs. The Chesapeake and Ohio Canal Company and Others*, Complainant's Brief (Baltimore, 1879?), p. 106, *Respondent's Brief*, (Baltimore, 1879?), pp. 328-335.

⁶⁶ *Ibid.*, cf., Case Statement.

⁶⁷ See contemporary photographs in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service; (Appendix, Photographs 3, 22); cf., *By-Laws, Rules and Regulations; in force on the Chesapeake and Ohio Canal, 1st April 1851* (Baltimore, 1894), p. 14, (hereafter cited as *Rules, 1851*).

⁶⁸ *Rules, 1851*, p. 11. See a contemporary photograph of the 150 yard post at Lock 20 in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service. (Appendix, Photograph 2).

The existing waste weir and flume located in the towpath immediately north of Lock 20, according to available evidence, appears to date from 1882–1883.⁶⁹

⁶⁹ *Proceedings, 1877–1890*, pp. 202–203. See a contemporary photograph of the waste weir and flume above Lock 20 in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service. (Appendix, Photograph 3).

III. The Suspension Bridge to Conn's Island.⁷⁰

A semi-suspension foot bridge to Conn's Island (that is, to the section formerly called "Falls Island"), which abuts the towpath at the southern end of Lock 20, was first erected about 1880 by private interests and the Canal Company. The existing bridge⁷¹ [at the time of the 1939 version of this report] was erected after the 1936 flood in the Potomac Valley, which destroyed the former structure.⁷²

⁷⁰ There have been substantive changes to the location of the bridges and trails to the viewpoint subsequent to the original version of this report. Young had indicated that the original bridges were to Conn's/Fall's Island, but that network of related islands below the dam for the Washington Aqueduct system was renamed Olmsted Island in 1965 for Frederick Law Olmsted.

⁷¹ The current Olmsted Island Trail was opened in 1992, 20 years after Hurricane Agnes destroyed its predecessor, built in 1967.

⁷² See "Map of Potomac River about Great Falls showing the works of the Washington Aqueduct ... September 1858", and C & O 1896 Map; cf., Case Statement.

IV. C & O Canal Company Structures Northeast of the Tavern

1. The Shop Building

A carpenter and repair shop for the Canal Company's works appears to have existed at Great Falls since the opening of the Canal in 1830. The present shop, located some 1,000 feet north of the tavern, on the berm or east bank of the canal, occupies the site of the original one. The old shop, built of heavy pine timbers, and some 60 by 80 feet in size, is reported to have been larger than the present one.⁷³ The old shop, which underwent periodic repairs before and after the Civil War, was destroyed by fire and replaced by the present structure between 1893 and 1896.⁷⁴

2. The Collier Dwelling (non-existent)

A dwelling house erected by the Canal Company occupied two sites about 150 yards north and northeast of the tavern, between 1859 and 1896. This small frame structure was first erected on the slope of the hill just beyond the northeast corner of the old gatehouse of the Washington Aqueduct.⁷⁵ About 1875 the structure was moved to a point near the berm bank of the canal, some 250 feet north of the tavern. It was then occupied by Richard Collier, a canal employee, who resided in the house until shortly after 1896, when it was razed by the Canal Company.⁷⁶

3. Canal Company Residence Site

On the slope above the southern edge of the Conduit Road, and at a point about a quarter of a mile northwest of the Great Falls tavern, the remains of the foundation of a building are still to be seen. This building appears to have been the frame residence built in this location by the Canal Company about 1850 and destroyed by fire in 1889.⁷⁷ The location apparently is the same as the one labeled "Old Building Site" on Drawing No. 3008, of the Great Falls area, prepared by the National Park Service in the winter of 1938–1939.

⁷³ See "Map of Potomac River about Great Falls showing the works of the Washington Aqueduct ... September 1858", "Falls Division W.[ashington] A.[queduct] Map of Section No. I," 1859, and C & O 1896 Map; cf., Case Statement. See also the statement of Mr. Thomas E. Bissett, Bethesda, MD, made in the spring of 1939. Mr. Bissett was employed in the C & O shop at Great Falls for many years after 1886. His statement, which is in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service, will hereafter be cited as *Bissett Statement*.

⁷⁴ *Ibid.*, cf., Issac R. Maus, Superintendent of the Georgetown Division of the C & O Canal, to the President and Directors of the Chesapeake and Ohio Canal, Nov. 30, 1868, (Ms., C & O Records, The National Archives). (Appendix, Photograph 1) (Appendix, Drawings 12–14)

⁷⁵ Case Statement; cf., "No. 6 Washington Aqueduct Map of Potomac Dam," 1858, (Map Files Section, Office, Chief of Engineers).

⁷⁶ *Ibid.*, cf., C & O 1896 Map.

⁷⁷ Case Statement.

V. Road Locations at Great Falls, Maryland

1. Old Rockville Road

The available ante-bellum and Civil War maps of the Great Falls region all show one main road between Rockville and the tavern site on the canal. This road ran southwestwardly from Rockville, crossed the old River Road at Offutt's Cross Roads (now Potomac), and circled into the tavern area at Great Falls along the ridges to the northeast of that structure.⁷⁸ Immediately in the tavern area, this old road ran northeastwardly from the tavern. About 250 feet east of the berm bank of the canal, the road crossed Carroll Branch at a 30-degree angle. Ascending the slope beyond the branch, the road passed along the eastern side of the eastern most of the two frame dwellings now existing near this point, and then disappeared over the brow of the hill.⁷⁹ Beyond Carroll Branch nearly all traces of the old road have disappeared, as this section has been unused since about 1875, when the first Conduit Road was opened into Great Falls.⁸⁰

2. The Conduit Road

The right-of-way for the existing section of the Conduit Road into Great Falls was acquired between 1871 and 1873 by the United States Government, primarily for the service of the Washington Aqueduct.⁸¹ This section of the Conduit Road was opened first as a dirt highway in 1875.⁸² Between 1904 and 1905 it was partly macadamized, but by 1911 it was in such bad condition that a complete rebuilding of the section was undertaken in 1912. Finally, by the midsummer of 1815, the Conduit Road between Angler's Club and Great

⁷⁸ Compare the location of this road on the following maps: 1, "Map showing the projected Works for supplying the cities of Washington & Georgetown with water From Surveys made in Nov. & Dec. 1852 ... Surveyed under the Direction of Lieut. M. C. Meigs, Corps of Engineers ...; 2, Map of the Potomac River about the Great Falls, showing the works of the Washington Aqueduct ... September 1858; 3, Topographical Approaches on the Left Bank of the Potomac to Washington City ... 1861; 4, Surveys for Military Defenses Map of N. Eastern Virginia and Vicinity of Washington ... 1862; 5, Map of Montgomery County, Maryland ... 1862; 6, Martenet and Bond's Map of Montgomery County, Maryland ... 1865." Maps numbered 1 and 2 are from the Map File Section, Office, Chief of Engineers; maps 3-5 are from the Division of War Department Archives, The National Archives; and map 6 is from the Map Division, Library of Congress.

⁷⁹ *Ibid.*, cf., C/ and O. 1896 Map, and printed map "Lands of the Great Falls Syndicate," circa, 1875, (C & O Records, The National Archives); cf., Case Statement.

⁸⁰ *Annual Report upon the Improvement and Care of Public Buildings and Grounds in the District of Columbia, and Washington Aqueduct ...* (Washington, 1875), p. 3, 18 (U.S. Engineers Office, Navy Building).

⁸¹ See Liber, J. A. No. 33, pp. 97-102, Record Room, Montgomery County Circuit Court, Clerk's Office, Rockville, Maryland; cf., *Report of Major George H. Elliot ... Chief Engineer of the Washington Aqueduct for the Year ending September 30, 1871* (Washington, 1871), pp. 3, 6 and *Annual Report of Major O. E. Babcock ... Commissioner of Public Buildings and Grounds* (Washington, 1873), pp. 3, 19-20, (these two reports are in the U. S. Engineers Office, Navy Building). See also "Washington Aqueduct Property Map to accompany report dated Dec. 1, 1915, E. D. Hardy, Sup't" (U. S. Engineers Office, Navy Building); and W.[ashington] A.[queduct] Road From Great Falls to Angler's Club Re-Survey Sept. 1913",)Office of the Surveyor for Montgomery County, Rockville, Maryland.

⁸² *Annual Report upon the Improvement and Care of the Public Buildings and Grounds in the District of Columbia, and Washington Aqueduct ...* (Washington, 1875)

Falls was fully surfaced along its existing route, with tarvia-bound macadam 16 feet wide.⁸³

3. Access Lane East of the Tavern

The narrow lane, which passes along the eastern yard of the Great Falls tavern, and continues to a point on the berm bank just above Lock 19, appears to have been originally opened in the 1830's, with the completion of the tavern structure. With the building of the Garrett residences in the 1870's and the erection of the Canal Company's stable and buggy shed about 1890, this access lane apparently was extended to its present termination.⁸⁴

⁸³ *Annual Report upon the Maintenance and Repair of the Washington Aqueduct ...* (Washington, 1904) p. 726; (Washington, 1905), p. 734; (Washington, 1906), p. 2090; (Washington, 1911), p. 2944; (Washington, 1913), p. 1456; (Washington, 1914), p. 3328; (Washington, 1915), p. 3692. (U. S. Engineers Office, Navy Building).

⁸⁴ *Proceedings, 1831-1833*, p. 219, 222- 224; *Proceedings, 1872-1877*, pp. 48, 65, 119-120; cf., "Map of the Potomac River about Great Falls showing the Works of the Washington Aqueduct ...September 1858", and C & O 1896 Map.

VI. Washington Aqueduct Structures Northeast of the Tavern

1. The Old Gatehouse

The old gatehouse of the Washington Aqueduct, located opposite the northeastern corner of the tavern, was begun in 1853 and finally officially declared completed in 1877.⁸⁵

2. Old Construction Building (non-existent)

Northeast of the Great Falls tavern, along the Old Rockville Road and Carroll Branch, at various places within a quarter of a mile of the tavern, were located for a number of years several construction buildings, sheds and shanties, which have long since disappeared. These temporary frame structures were erected during the building of the line of the Washington Aqueduct, between 1853 and 1863, and were all razed between 1874 and 1880.⁸⁶

Moving northeastwardly from the tavern, along the eastern side of the existing Conduit Road, the first of these construction buildings was located about 225 feet from the tavern, between the Collier house and the site of the present brick and stone residence just above the old gatehouse. This one-story *frame shanty*, apparently used as a dwelling by the Washington Aqueduct gate keepers, was removed in 1874 when construction of the brick and stone residence was begun. This shanty was about 31 by 13 feet in size, with a porch 26 by 13 feet.⁸⁷

At the foot of the slope, below the existing brick and stone residence, was located a rough one-story *rectangular frame building*, about 25 by 75 feet in size, known as the “Cement House”, in which cement was stored.⁸⁸ Some ten feet beyond the northeastern corner of the “Cement House” was a small *tool house* about 25 feet square.⁸⁹

About 225 feet beyond this tool house, nearly on the southern edge of the present road, was another one-story frame *dwelling shanty*, some 25 by 50 feet in size, which was occupied for many years by an employee of the Washington Aqueduct named Sullivan.⁹⁰

⁸⁵ See “Report of the Superintendent of the Washington Aqueduct, Washington Aqueduct Office, November 10, 1862”, pp. 1–3, and “Annual Report of the Chief Engineer and General Superintendent of the Washington Aqueduct ... October 1, 1864”, p. 1; *Annual Report of Theodore B. Samo, Engineer in Charge of the Washington Aqueduct* (Washington, 1866), pp. 2–3; “Report of the Engineer of the Washington Aqueduct ... October 1, 1866,” p. 3; *Report of ... General N. Michler, in charge of Public Buildings, Grounds, Works ...* (Washington, 1867), pp. 30–31; *Ibid.*, (Washington, 1868), p. 21; *Ibid.*, (Washington, 1869), pp. 3, 14; *Annual Report of Major O. E. Babcock ... Commissioner of Public Buildings and Grounds* (Washington, 1873), pp. 3, 20; *Annual Report upon the Improvement and Care of Public Buildings and Grounds in the District of Columbia, and Washington Aqueduct* (Washington, 1876), pp. 2, 22; *Ibid.*, (Washington, 1877), pp. 5, 11 (all preceding reports in *Washington Aqueduct, Vol. I, 1862–1883*, (U. S. Engineers Office, Navy Building).

⁸⁶ *Ibid.*, cf., *Annual Report of Major O. E. Babcock ... Commissioner of Public Buildings and Grounds* (Washington, 1873), pp. 3, 20 and *Annual Report upon the Improvement and Care of the Public Buildings and Grounds in the District of Columbia, and Washington Aqueduct ...* (Washington, 1875), pp. 3, 18, (U. S. Engineers Office, Navy Building); cf., Case Statement. The ground floor outlines of these structures are exhibited on “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September, 1858.”

⁸⁷ *Ibid.*

⁸⁸ *Ibid.*

⁸⁹ *Ibid.*

⁹⁰ *Ibid.*

Across the old Rockville Road (or the existing Conduit Road at this point), from the “Cement House”, and between the road and Carroll Branch, was located the most famous of the old construction buildings of the Washington Aqueduct. This was a *large story and a half frame structure*, about 40 by 100 feet in size, with an “L” shaped wing, 40 by 50 feet, on the northeastern end. This building originally served as a barracks for the laborers on the aqueduct. From about the end of the Civil War until 1878, when it was razed, the building was occupied by Richard Jackson, who lived in the structure and maintained a notorious saloon and café there.⁹¹ Jackson’s establishment was conveniently located just outside the Canal Company’s property, where the sale of intoxicating liquors was strictly prohibited, and he thus fell heir to a lucrative canal patronage.

⁹¹ *Ibid.*

VII. Brick and Stone Residence of the Washington Aqueduct

Construction of the existing brick and stone residence of the Washington Aqueduct located on the slope just to the northeast of the old gatehouse was begun in November 1874, and construction continued at intervals during 1875 and 1876, until the structure was finally completed early in 1877.⁹²

⁹² Compare *Annual Report of Major O. E. Babcock ... Commissioner of Public Buildings and Grounds* (Washington, 1873), pp. 3, 20; *Annual Report upon the Improvement and Care of Public Buildings and Grounds in the District of Columbia, and Washington Aqueduct...* (Washington, 1874), pp. 15–16; *Ibid.*, (Washington, 1875), pp. 3, 17–18, 21; *Ibid.*, (Washington, 1876), pp. 3, 28; *Ibid.*, (Washington, 1877), pp. 5, 15, (preceding reports in U. S. Engineers Office, Navy Building); cf., Case Statement.

VIII. Modern Aqueduct and Private Structures Northeast of the Tavern

The frame dwellings and garage, existing within the enclosure of the Washington Aqueduct or War Department reservation at Great Falls, and beyond the northeastern bank of Carroll Branch, were erected in 1927.⁹³ The miscellaneous private frame dwellings outside the reservation, on both sides of the Branch and the Conduit Road were erected about the same year, or within the preceding decade.⁹⁴

⁹³ Compare *Annual Report of the Chief of Engineers, 1926, Extract, Increasing Water supply, District of Columbia ...* (Washington, 1926), pp. 1922–1931; *Ibid.*, (Washington, 1927), pp. 1946, 1952; *Ibid.*, (Washington, 1928), p. 2046; (U. S. Engineers Office, Navy Building); cf., Case Statement.

⁹⁴ Case Statement.

IX. The Garrett Structures at Great Falls

Howard A. Garrett, the leading business figure at Great Falls, Maryland, during the last quarter of the nineteenth century, built several frame structures near the tavern building, and at least three of these still remain.

1. The Garrett Store (no longer extant)

Garrett commenced his business enterprises at Great Falls late in 1869, after the Canal Company had ordered, on October 12, that he be given

permission to erect a Feed Store on the towing path side of the Canal at Lock No. 20 for ten years at an annual rent of \$20 per year, (said property to be reoccupied at the will and pleasure of the Co.) provided on Spirituous Liquors are sold on the premises.⁹⁵

His original store apparently was located on the western edge of the towpath, near the northern end of Lock 20, and is reported to have been a small frame building, hardly more than a shack.⁹⁶ This structure was erected to supply feed and equipment for the mules towing the canal boats, and to supply provisions and merchandize to the canal boatmen. As his business grew, Garrett needed a larger store, and it is reported that by 1879 he had completed a larger building on the same site. The second structure was a two story frame building, some 28 by 50 feet in size, with clapboard front and side walls, and a board and batten rear wall. Along the front of the building, which faced the lock, was a single shed porch with plain, square timber posts. The structure rested upon stone foundation walls, portions of which still remain. The upper floor was divided into four rooms, for living purposes, and here Garrett maintained his home. The lower floor consisted of a large store room, a small office in the northwestern corner, and at one time, a barroom along the northern wall. The building was about 16 feet from the lock wall, and a stone walkway connected the structures.⁹⁷

After Garrett left the store, in 1894, its new management fell into disrepute with the Canal Company, and the entire structure was razed by the Company about 1910.⁹⁸

2. The Three Dwellings South of the Tavern

The three structures existing along the berm or eastern bank of the canal, immediately to the south of the Great Falls tavern, were built by Howard A. Garrett, apparently between

⁹⁵ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company, 1867–1872*, p. 207; cf., “List of Rents on Georgetown Division [C & O Canal]”, 1869 (?), (Ms., C & O Records, The National Archives).

⁹⁶ Bissett Statement.

⁹⁷ *Ibid.*, cf., Liber 94, Land Record, JA 6, p. 141, Record Room, Montgomery County Circuit Court, Clerk’s Office, Rockville, MD; cf., Case Statement. See also contemporary photographs of this structure in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photograph 2).

⁹⁸ *Ibid.*, cf., *Proceedings, 1877–1889*, pp. 139, 141; and Liber 134, JA No. 46, Deeds I, Record Room, Montgomery County Circuit Court, Clerk’s Office, Rockville, Maryland.

1873 and 1884.⁹⁹ The exact year in which each structure was built is not positively shown by available evidence.

The records of the Canal Company show that in August 1872, the “Howard A. Garrett & Co., at the Great Falls” applied to the Company “for permission to build a dwelling House on the Berm side of the Canal, between Locks Nos. 19 and 20.”¹⁰⁰ On October 3 of that year, the Canal Company took favorable action on Garrett’s request when

Mr. Bannon from the Committee on Water Rents & Leases made a favorable report on the application of H. A. Garrett & Co. for a lease of land on the berm side of the canal at Great Falls for the purpose of erecting a dwelling house thereon, upon such conditions as may be approved by the President.¹⁰¹

On January 1, 1873, Garrett received a lease from the Canal Company of the “land at Great Falls for ten years ... at an annual rent of \$36”; and this lease was later renewed at its termination.¹⁰²

Exactly which of the three frame structures, existing between Locks 20 and 19, Garrett erected first under the provisions of the 1873 lease is not shown by available records. However, it is reported that the third house below the tavern and nearest Lock 19, now dilapidated and unoccupied, was the first erected, probably before the end of 1873.¹⁰³ Its physical appearance and condition would also tend to show that it is probably the oldest structure of the three. After about 1875, this particular structure was used for many years as a lock house for the keeper of Lock 19.¹⁰⁴

The frame house now occupied as a dwelling immediately below the Great Falls tavern, and located between the log cabin and the frame structure immediately above Lock 19, appears to have been the second dwelling built by Garrett. Apparently it was finished by 1874, since it is reported to have been occupied by John (also called “Jean”) Bissett, a Canal Company carpenter, who came to Great Falls in December 1874.¹⁰⁵

The log cabin located just below the southern wing of the tavern, is reported to have been the last structure built by Garrett. It was first occupied by William Hauser, who clerked in Garrett’s Store. After the 1889 flood, the log cabin was used as the lock house for the keeper of Lock 20.¹⁰⁶ Garrett transferred the title of the three structures immediately south of the tavern to the Canal Company in 1894, when he relinquished his lease. On October 26, 1894, he and his wife conveyed to the Canal Company, for a consideration of \$250:

... a lot of land on the north or berm side of the Chesapeake & Ohio Canal, between Locks 19 & 20 ... being the same land leased to said Howard A. Garrett by the said Chesapeake & Ohio Canal by a certain lease dated fourteenth day of April 1887 [the renewal of the 1873 lease], said lease to expire 1st day of January 1897, reference to which said lease is hereby made for

⁹⁹ *Proceedings, 1872–1877*, pp. 41, 43, 61, 65, 119, 120; cf., Liber 134, JA No. 46, Deeds I, Record Room, Montgomery County Circuit Court, Clerk’s Office, Rockville, Maryland; cf., C & O 1896 Map; Case Statement.

¹⁰⁰ *Proceedings, 1872–1877*, pp. 41, 48.

¹⁰¹ *Ibid.*, pp. 61, 65.

¹⁰² *Ibid.*, pp. 119, 120; cf., Liber 67, Land Record, EBP No. 15, p. 171; Liber 134, JA No. 46, Deed I, Record Room, Montgomery County Circuit Court, Clerk’s Office, Rockville, Maryland.

¹⁰³ Case Statement.

¹⁰⁴ *Ibid.* See also HABS Drawing No. MD 56, 1938–1939. (Appendix, Drawings 15)

¹⁰⁵ Bissett Statement; cf., Case Statement. See also HABS Drawing No. MD 56, 1938–1939. (Appendix, Drawings 16)

¹⁰⁶ *Ibid.* See also HABS Drawing No. MD 56, 1938–1939. (Appendix, Drawings 17)

further description; together with all improvements thereon, more especially three certain houses thereon built by the said Howard Garrett about 1884...¹⁰⁷

¹⁰⁷ Liber 134, JA NO. 46, Deeds I, Record Room, Montgomery County Circuit Court, Clerk's Office, Rockville, MD.

X. Former C & O Canal Company Buggy Shed and Stable

Two small, crude frame structures stood for some 20 years after 1890 between Lock 19 and the first frame dwelling north of it. Erected by the Canal Company about 1890, the largest of the two structures was a stable for 6 or 8 horses, while the smaller building was a simple buggy shed. Both structures were built on the edge of the berm bank, with the stable located about 50 feet northeast of Lock 19, and the buggy shed some 25 feet beyond it. The buildings were removed about 1913.¹⁰⁸

¹⁰⁸ Case Statement; cf., C & O 1896 Map. Also see contemporary photographs in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photographs 10–12)

XI. Area at Lock 19

1. The Lock Shanty

The only structure ever built at Lock 19 appears to have been aboard and batten lock shanty similar to the one existing there today.¹⁰⁹ It was originally intended for the lock keeper's house at Lock 20 to serve the keeper of Lock 19 as well, and thus one of the original stone lock houses was not built at 19.¹¹⁰ The lock shanty provided shelter and storage space for the convenience of the assistant to the keeper of Lock 20, who operated Lock 19. After about 1875, the first frame dwelling to the north of Lock 19 was used as a residence for the keeper of that lock.¹¹¹

2. The Sluiceway and its Bridge

The size of the sluiceway, which passed around the northern and eastern side of Lock 19, may be judged by its existing bed. The lower end of the sluiceway was at one period crossed by a narrow board-decked log footbridge, with log railings.¹¹²

¹⁰⁹ See contemporary photographs of this shanty in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photographs 10–12).

¹¹⁰ *Proceedings, 1828–1829*, pp. 128–129, 157–159; cf., “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858” and “Falls Division W.[ashington] A.[queduct] Map Section No I,” 1859.

¹¹¹ Case Statement.

¹¹² See contemporary photographs referred to. (Appendix, Photograph 11 - 12).

XII. Area at Lock 18

1. The Lock House

The lock house at Lock 18, now in ruins, was one of the original stone lock houses on the canal, completed in 1830, and it remained in good condition until about 1930, when it was burned.¹¹³ The structure had two entrances, one through the center of the western wall, facing the lock, and one near the western edge of the southern wall. Small, square, unroofed wooden stoops or porches stood before each entrance.¹¹⁴ Immediately below the southern side of the house there have existed from time to time one or more small, frame outhouses about the size of a lock shanty.¹¹⁵ None of these is in existence.

2. The Lock Shanty

A lock shanty, which has long since disappeared, formerly existed on the eastern side of Lock 18, near its northern end.¹¹⁶

3. The Sluiceway

A small sluiceway formerly passed between the wall of Lock 18 and the front or western stoop of the lock house.¹¹⁷ The course of its bed may still be observed.

¹¹³ *Proceedings 1828–1829*, pp. 128–129, 157–159; cf., 1. “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858”; 2. “Falls Division W.[ashington] A.[queduct] Map of Section No. I,” 1859; 3. C & O 1896 Map; cf., Case Statement.

¹¹⁴ See also contemporary photographs of the house at Lock 18 in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service. (Appendix, Photograph 13 - 15). (Appendix, Drawings 18)

¹¹⁵ *Ibid.*

¹¹⁶ *Ibid.*

¹¹⁷ *Ibid.* (Appendix, Photographs 13–15).

XIII. Area at Lock 17

1. The Lock House

The unoccupied existing frame lock house at Lock 17 dates from about 1898, when it was built by the Canal Company.¹¹⁸ No other structure appears to have been erected at Lock 17 prior to that date.¹¹⁹

¹¹⁸ Case Statement.

¹¹⁹ *Proceedings, 1828–1829*, pp. 128–129, 157–159; cf., “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858” and C & O 1896 Map.

XIV. The Guard Gate Between Locks 16–17

Two hundred feet above Lock 16 exists the foundations and wing walls of the old Guard Gate which was operated at this point from about 1830 until 1924.¹²⁰ In reality, the structure was not like the other locks on the Canal, but was more of a dam or “stop” wall which could be placed across the canal to aid in controlling its waters at time of flood, or when necessity arose. Into large square grooves or recesses, opposite each other on the wing walls of the structure, heavy timbers similar to crossties could be dropped, one above the other, to form a wall across the Canal.

Stretching across the top of the Guard Gate was a rectangular one-story frame structure, which housed the machinery for lowering and raising the timbers, which fitted into the walls of the lock. This structure is reported to have been destroyed by the 1889 flood, and after that year the timbers were placed in the “lock” from an adjacent pile or platform.¹²¹ A Guard Gate structure very similar to the one formerly located above Lock 16, is in existence at Dam No. 4, between Sharpsburg and Williamsport, Maryland.¹²²

¹²⁰ Case Statement.

¹²¹ *Ibid.* For contemporary view see Appendix, Photograph 16.

¹²² See also contemporary photographs of this structure in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photograph 17 - 18), (Appendix, Drawings 19–20).

XV. Area at Lock 16

1. The Lock House

The fine two and a half-story stone lock house standing at Lock 16 was erected in 1837.¹²³ Features of its design show that it was not built by the original lock house specifications adopted in 1828, but probably followed the new specifications adopted in 1836.¹²⁴ The structure apparently cost over \$950 to build.¹²⁵

The front of the structure faced the lock. The front or central doorway on the second floor opened upon a small, square unroofed porch or stoop. The porch was protected by a railing and banisters. From the northern side of the porch, a high flight of steps, with a railing and banister along toe outer edge, led to the ground.¹²⁶

2. The Dam and Bridge

A large sluiceway formerly passed around the eastern side of Lock 16, between the yard of the lock house and the wall of the lock. At the southern end of this sluiceway may still be seen the remains of the log and stone cribwork dam and spillway which formerly existed here. Crossing this dam and spillway was a narrow log and timber footbridge, which had hand railings along both edges.¹²⁷

¹²³ *Proceedings of the President and Directors, Chesapeake and Ohio Canal Company*, E, 1836–1838, pp. 268, 271, (hereafter cited as *Proceedings, 1836–1838*).

¹²⁴ *Ibid.*, pp. 16, 18; cf., *Proceedings, 1828–1829*, pp. 128–129, 157–159.

¹²⁵ *Proceedings, 1836–1838*, pp. 253, 256.

¹²⁶ See also contemporary photographs of Lock House 16 in the Chesapeake and Ohio Canal file, Branch of Historic Sites, National Park Service. (Appendix, Photograph 19 - 20), (Appendix, Drawings 21–22).

¹²⁷ *Ibid.*, Existence of this bridge is indicated on “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858” and C & O 1896 Map.

XVI. Area at Lock 15

The desolate and damaged conditions left at Lock 15 by the disastrous 1936 flood make it difficult to visualize former conditions in this area. However, in the past, two lock houses, a lock shanty, a dam and a spillway and an interesting footbridge have existed at Lock 15.

1. The Original Lock House

Under the 1828 lock house specifications, a stone structure was erected on the towpath side of Lock 15, opposite the center of the lock, and existed there until it was totally demolished by the 1889 flood.¹²⁸

2. The Frame Lock House

About ten years after the 1889 flood, a small frame lock house was built by the Canal Company on the berm bank of the canal at Lock 15, just beyond the western end of the lock. This structure was destroyed by fire within a few years.¹²⁹ Today, nothing remains on the site but the foundations of the brick chimneys.

3. The Lock shanty

A board and batten lock shanty existed on the northern side of Lock 15 for some years after about 1890.¹³⁰

4. The Dam and Bridge

A wide sluiceway formerly passed around the eastern side of Lock 15, between the rocky berm bank and the lock. Near the southern end of this sluiceway still exist the remains of the massive log and stone cribwork and spillway which stood here. Crossing this dam and spillway was an interesting narrow log and timber foot bridge, with a single hand rail along its northern edge.¹³¹

¹²⁸ *Proceedings, 1828–1829*, pp. 128–129, 157–159; cf., Case Statement. The position of the original stone lock house at Lock 15 is clearly shown on “Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858.”

¹²⁹ Case Statement; cf., contemporary photographs of the frame lock house in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service; cf., C & O 1896 Map. (Appendix, Photograph 23).

¹³⁰ See contemporary photographs of Lock 15, referred to showing the lock shanty. (Appendix, Photograph 22 - 23).

¹³¹ See contemporary photographs, referred to, which show the dam and bridge. (Appendix, Photograph 22 - 23)

XVII. Natural Culture in the Great Falls Area

The existing natural growth and grassy clearings along the towpath and berm bank of the Chesapeake and Ohio Canal, in the Great Falls area approximate similar conditions here during the heyday of the Canal. The general pastoral scene is but little changed, it is believed. While the periodic floods have continually swept the lesser growth away, it has renewed itself naturally from time to time. With the exception of the large trees near the Great Falls tavern, however, most of the plants and shrubs are of comparatively recent origin.

Clearings and yards around the tavern and some of the adjacent Canal structures have previously been discussed, and except for the re-location of fences and the planting of ornamental shrubs, the grass and tree growth is probably typical of the prosperous era of the canal. The yards and garden plots around the three frame residences immediately south of the tavern probably have existed in their present form since they were established around these buildings erected by Howard A. Garrett soon after 1872.¹³² The sodded clearing along the berm bank of the Canal between Lock 19 and the Garrett residences apparently dates from about the year 1913, when the Canal Company's stable and shed, which had occupied this space, were razed.¹³³

The expanse of the berm bank northeast of the tavern, between that structure and the shop building, has customarily been grass grown, both along its slope and surface, presenting a vista unbroken by heavier growth.¹³⁴ The slopes of the towpath were usually grass covered, as were the edges of the towpath surfaces. Along the center of the towpath surface a well beaten dirt path was worn by the continual passage of the mules and driver. In some instances, special efforts were made to seed the towpath with grass and to plant trees along its western and southern edge, as a part of the maintenance operations along the Canal.¹³⁵ In areas where there was considerable pedestrian use of the towpath, such as between Lock 20 and Garrett's Store, the exposed earthen surface of the towpath was larger and such turf as existed was kept short.¹³⁶

Very little cleared space has ever existed along either of the canal banks or around the locks, between Lock 16 and 19. The narrow right-of-way of the Canal in this section, together with the rocky terrain of the abutting property, has prevented the establishment of

¹³² *Proceedings, 1872–1877*, pp. 41, 48, 61, 65, 119–120; cf., Liber 67, Land Record, EBP No. 15, p. 171 and Liber 134, JA No. 46, Deeds 1; cf., C & O 1896 Map.

¹³³ Case Statement.

¹³⁴ See "Map of the Potomac River about the Great Falls showing the works of the Washington Aqueduct ... September 1858", C & O 1896 Map, "Washington and Vicinity, Department of the Interior, U. S. Geological Survey, Maryland, District of Columbia, Virginia ... Surveyed in 1913–1915, culture revised in 1927 ... Edition of 1929, reprinted 1932"; cf., contemporary photographs of this area in the Chesapeake and Ohio Canal files, Branch of Historic Sites, National Park Service. (Appendix, Photographs 1–2).

¹³⁵ *Proceedings, 1830–1832*, pp. 382, 383; *Proceedings 1836–1838*, pp. 132–132.

¹³⁶ See *Proceedings, 1828–1829*, pp. 133, 157–159; cf., C & O 1896 Map, and contemporary photographs of this area previously referred to. (Appendix, Photographs 1–3, 9–10, 12, 21–22).

sizeable yards or gardens, and has restricted the planting of ornamental shrubs or grass plats to a minimum.¹³⁷

¹³⁷ See *Proceedings, 1828–1829*, pp. 155, 157–159; cf., C & O 1896 Map, and contemporary photographs of this area previously referred to. (Appendix, Photographs 1 –8, 10 - 23).

APPENDIX A. PHOTOGRAPHS

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1. Circa 1950, looking northwestward, immediately above the tavern at Great Falls, Maryland. Structure on the berm or right bank of the canal, in the distance, is the shop building. [The original photo in the study was not of the area described and a photo from approximately the same perspective as in the description above has been substituted.]



2. Circa 1900, looking southeastward, at the northern and western sides of the Great Falls tavern. Details to be noted are the picket fence, the lack of a northern porch, and the existence of a western and southern porch, the lock shanty for Lock 20, and the Pivot Bridge over Lock 20. On the extreme right edge of this photograph, at Lock 20, barely to be seen is the porch and front of Garrett's Store. The well-worn towpath should be noted, and upon it, in the lower right corner of the photograph may be seen one of the "150 Yard Posts". Notice also should be taken of the grassy berm bank and clearing north of the picket fence at the tavern. A work barge and the excursion boat *Louise* are moored at the wharf.



3. Circa 1910–1912, a later view of the Great Falls tavern, looking southeastward. Notice should be taken of the fact that a board fence then existed along the northern yard of the tavern, and that no northern porch existed on the tavern. Snubbing posts can be seen on the towpath at Lock 20. The stable and feed house then existed on the towpath, just north of the site of Garrett's Store, which had been razed by this date. North of the stable, in the towpath, can be seen the shallow open waste weir and the board covered flume. The close-up of the towpath shows its slope covered with grass and the surface worn smooth. Note the lock shanty at Lock 20.



4. 1902, close-up of a section of the northern side of Great Falls tavern. The attractive doorway can easily be seen since there was no northern porch at the time. The location and construction of the northern picket fence also can easily be studied.



5. Circa 1900, a view of the western and northern sides of the Great Falls tavern. There is no porch on the northern side of the structure. Notice should be taken of the picket and paling fence along the western side of the building. At the southwestern corner of the structure can plainly be seen the stairway leading to the southern porch. Note the lock shanty partially visible on the left side of the photo.



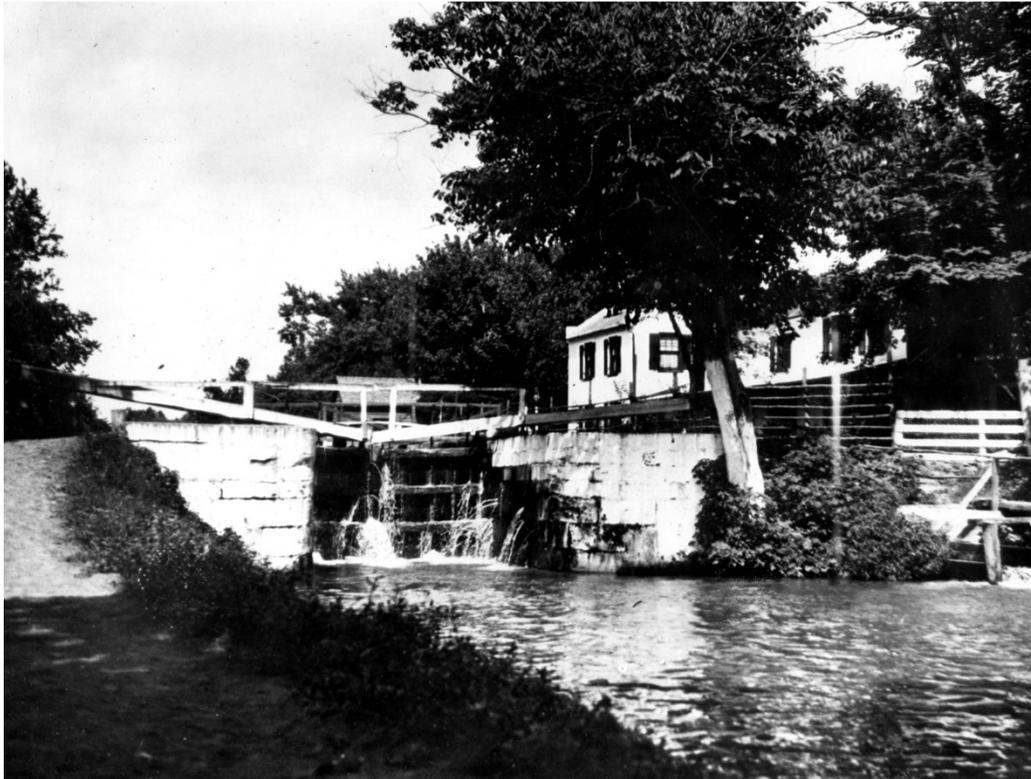
6. Circa 1913, a later view of the western side of the Great Falls tavern. At this time the structure was leased as a private club. The sign on the fence reads: "Lock Tavern Club, No Admittance". Note the high post and rail fence. Special notice should be taken of the close-up view of the pivot bridge, in the lower right corner of the photograph.



7. Circa 1900, looking towards the northeast at Lock 20 and the western side of the Great Falls tavern. The paling fence along this side of the tavern can be seen, as well as the stairway leading to the southern porch. Some details of the pivot bridge over Lock 20 can be seen. The worn surface and grassy slopes of the towpath should be noted. Note the lock shanty at Lock 20.



8. Circa 1913, a view of Lock 20 and the southern and western sides of the Great Falls tavern. Further details of the fences, the pivot bridge and the sluiceway around Lock 20 can be noted. Note the lock shanty at Lock 20.



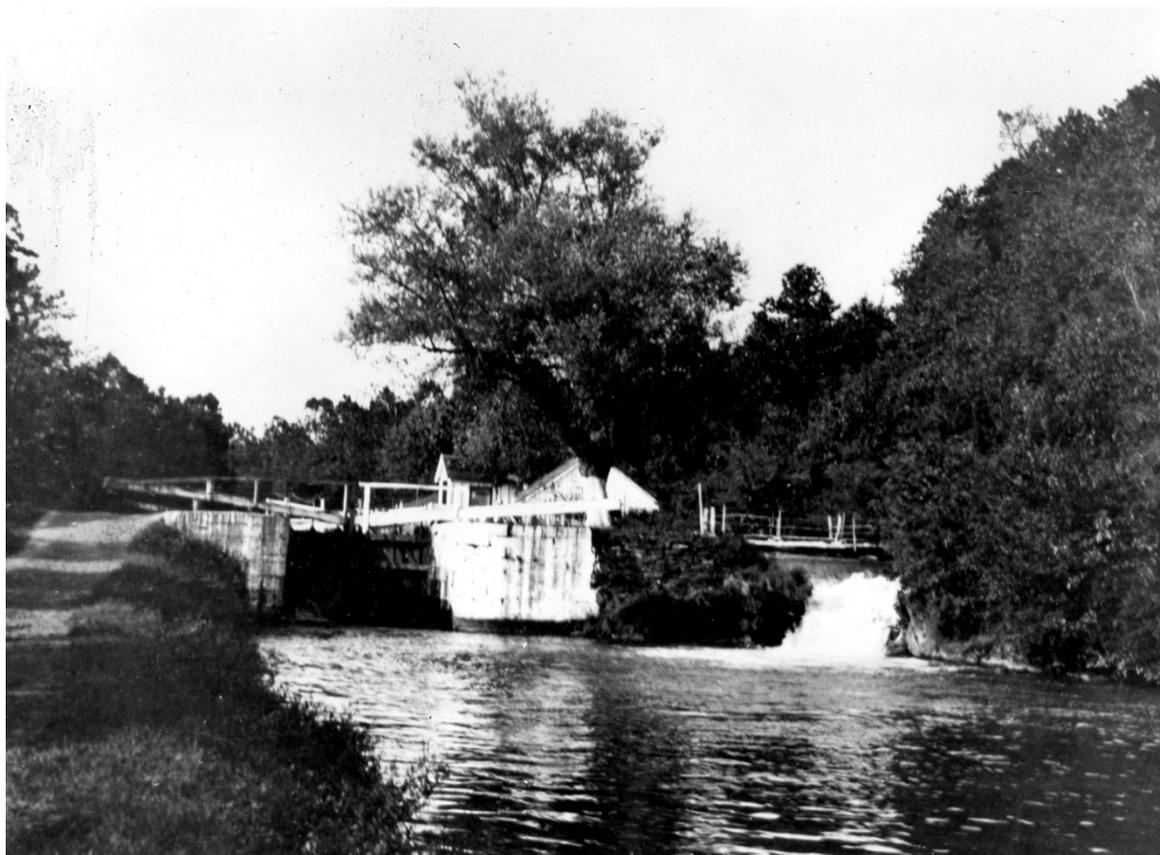
9. Circa 1913, practically the same view of the tavern as in photograph 7, except that this is from a slightly different angle. In the left corner of the photograph may be noted the grassy slopes of the towpath and its worn surface. Note the lock shanty at Lock 20.



10. Circa 1900, a view at Great Falls, looking southeastward from Lock 20 to Lock 19. Notice the worn area of the towpath at Lock 20; also the excellent view of the towpath surface and grassy slope between Locks 19 and 20. Nearly screened from view, on the berm bank, just south of the tavern, are Garrett's residences. In the distance, and just north of Lock 19, on the berm bank, may be seen the Canal Company's stable and buggy shed. The Lock shanty at Lock 19 also can be seen.



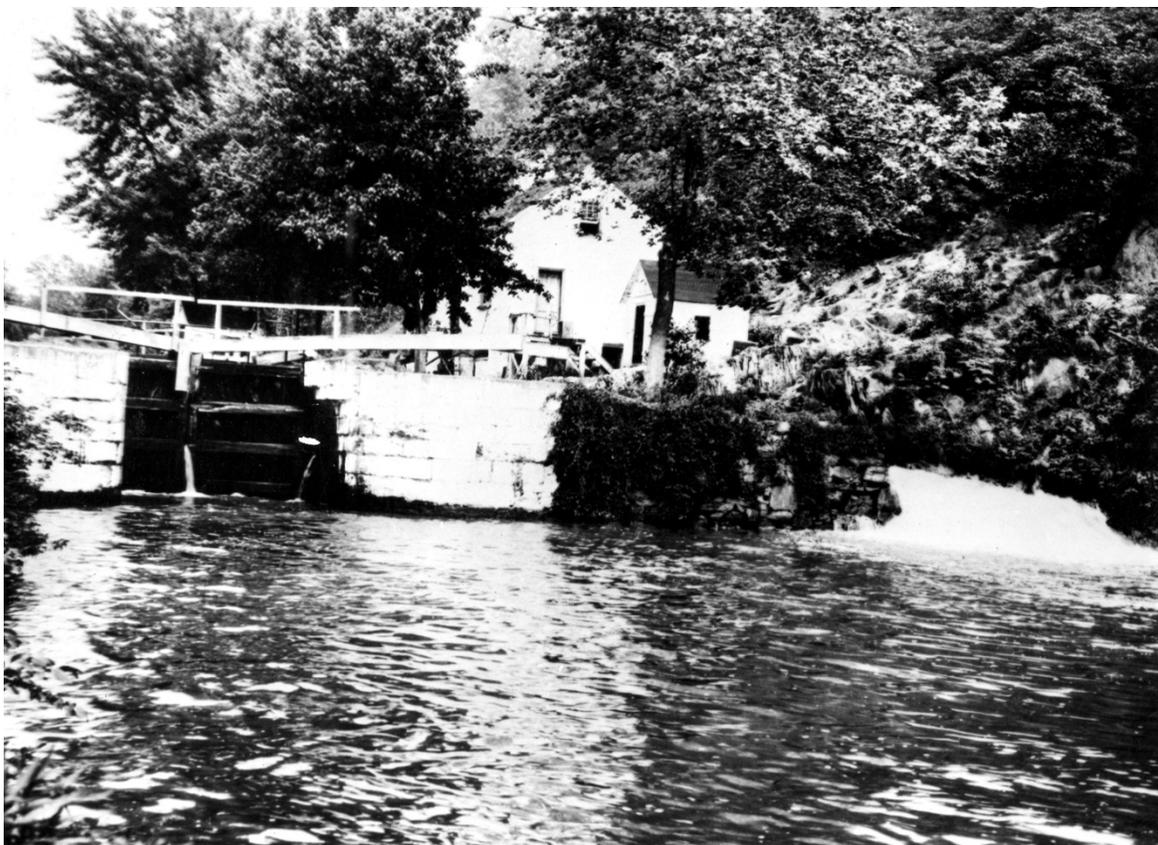
11. Circa 1900, close-up of southern end of Lock 19, showing spillway and footbridge. The board and batten lock shanty can be seen, and beyond it can be noted a part of the roof of the Canal Company's stable.



12. Circa 1900, another view of Lock 19, looking toward the northeast. The lock shanty, the footbridge over the sluiceway and spillway, and the Canal Company's stable in the background, may be seen. The narrow worn path along the surface of the towpath, and the grassy surface and slope of the towpath also should be noted.



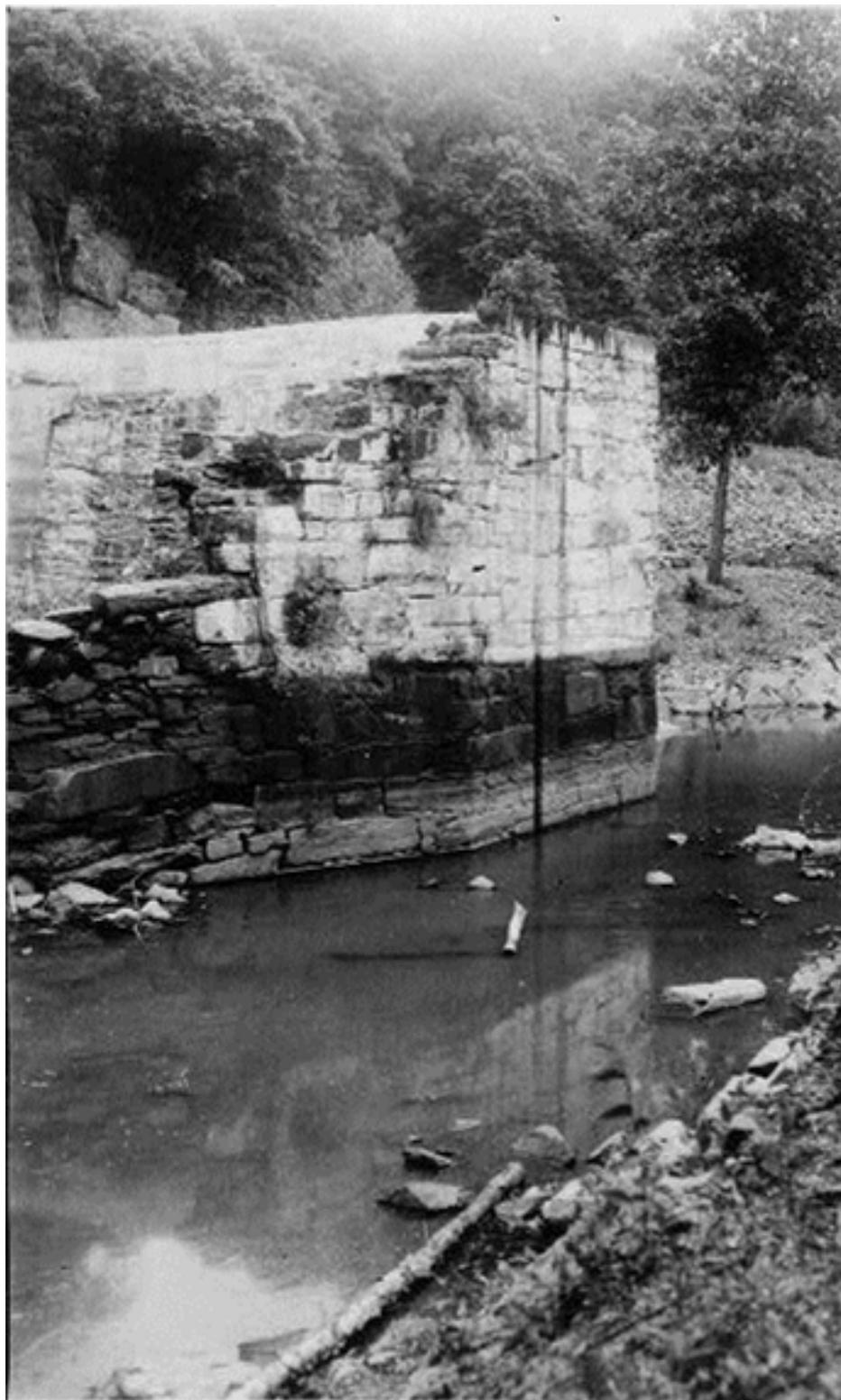
13. Circa 1900, a view of Lock 18, looking toward the southeast. This is an excellent view of the typical early stone lock house, which is now in ruins at the site. The northern opening of the sluiceway around Lock 18 may be seen, and the details of the lock shanty observed. Some type of footbridge across the lock may also be noted.



14. Circa 1900, a view of Lock 18, looking northeastward. The southern entrance to the lockhouse and the basement entrance may be noted. One of the early outhouses, south of the lockhouse, can be seen. The lock shanty and footbridge on the lock can also be seen. The southern end of the sluiceway is also shown.



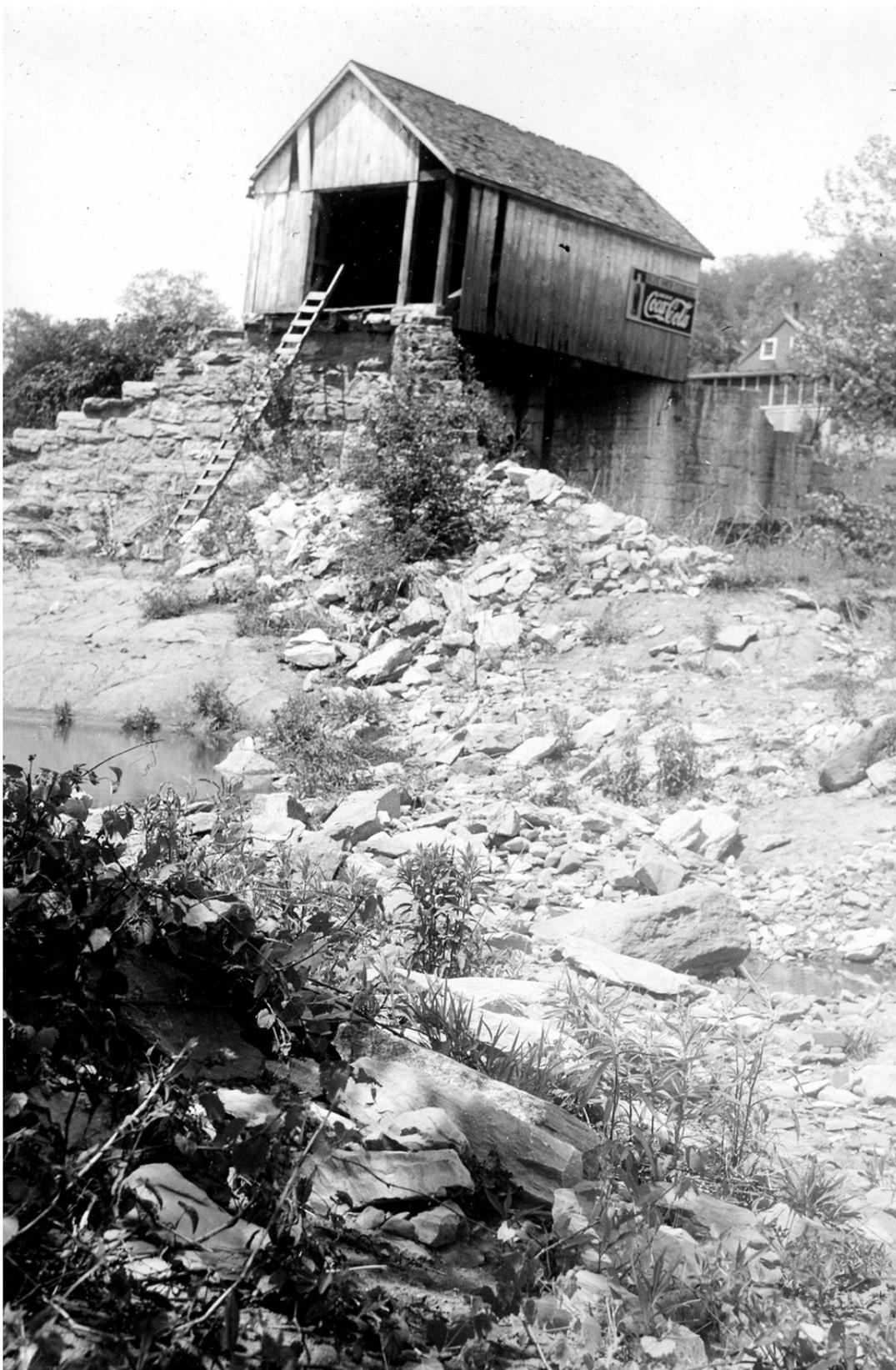
15. After 1900, a later view of Lock 18, very similar to photograph 14. Two other outhouses are shown, a clearer view of the footbridge across the lock is given, the lock is open, and the southern end of the eastern wall of the lock is patched, in this view.



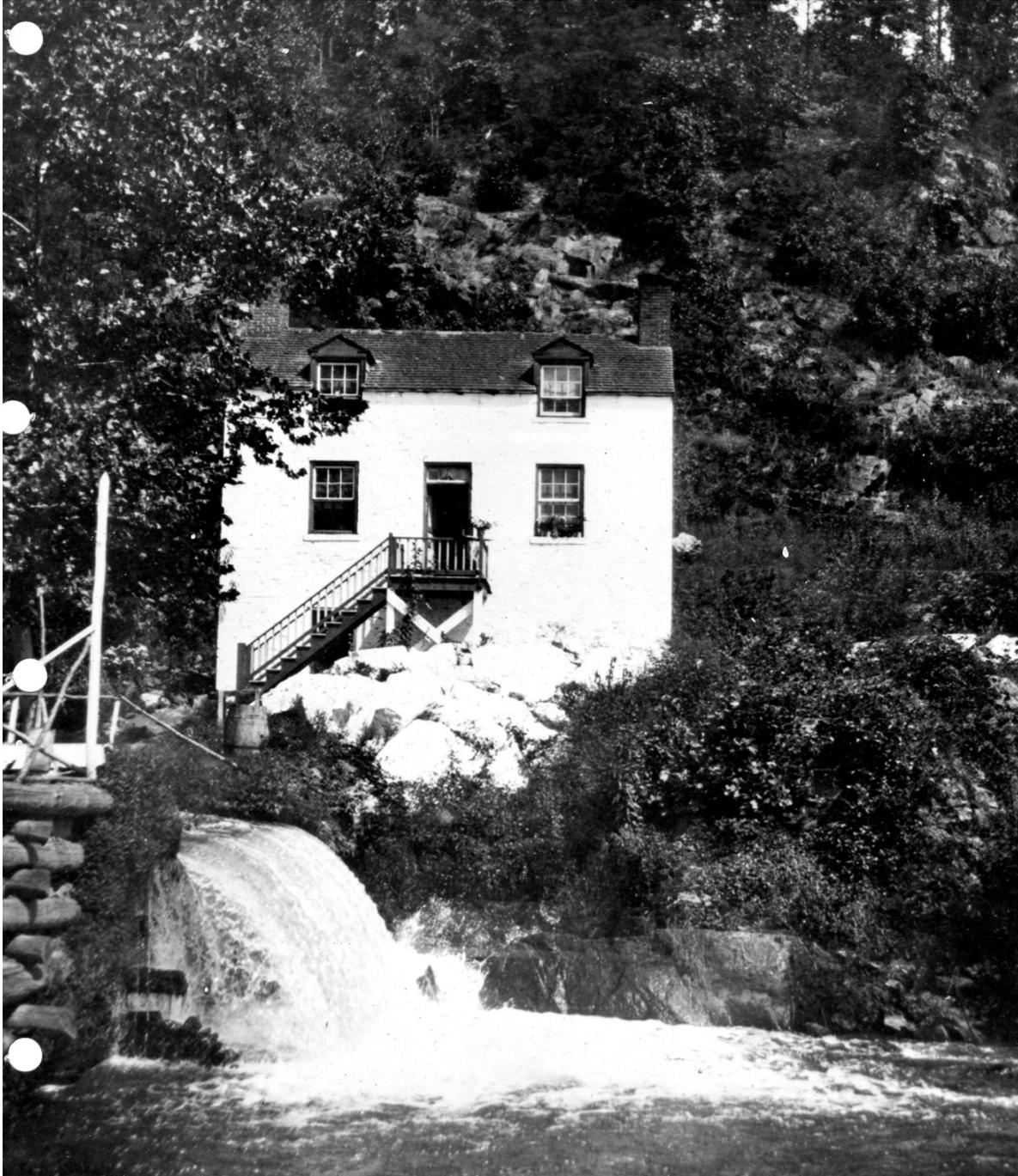
16. 1910, looking east toward the Guard Gate above Lock 16. Note that the frame superstructure or house above the Guard Gate, which housed the machinery for lowering and raising the stop logs, is not in existence at this date.



17. 1939, a view of the Guard Gate structure at Dam 4 (subsequently rebuilt), which is similar to the one that formerly existed above Lock 16. Note the heavy stop logs or timbers and grove in which they rested.



18. 1939, another view of the Guard Gate at Dam 4.



19. Circa 1900, a view at Lock 16, showing a close-up of the western side of the fine stone lockhouse, which still stands on the site. The porch and stairway shown is not in existence today. The footbridge across the sluiceway, the spillway, and part of the stone and log cribwork of the dam may be seen.



20. Circa 1900, another view at Lock 16, quite similar to photograph 19, but taken at a different angle, and showing more of the downstream end of the bypass and the surrounding area. The rocky nature of the terrain should be noted.

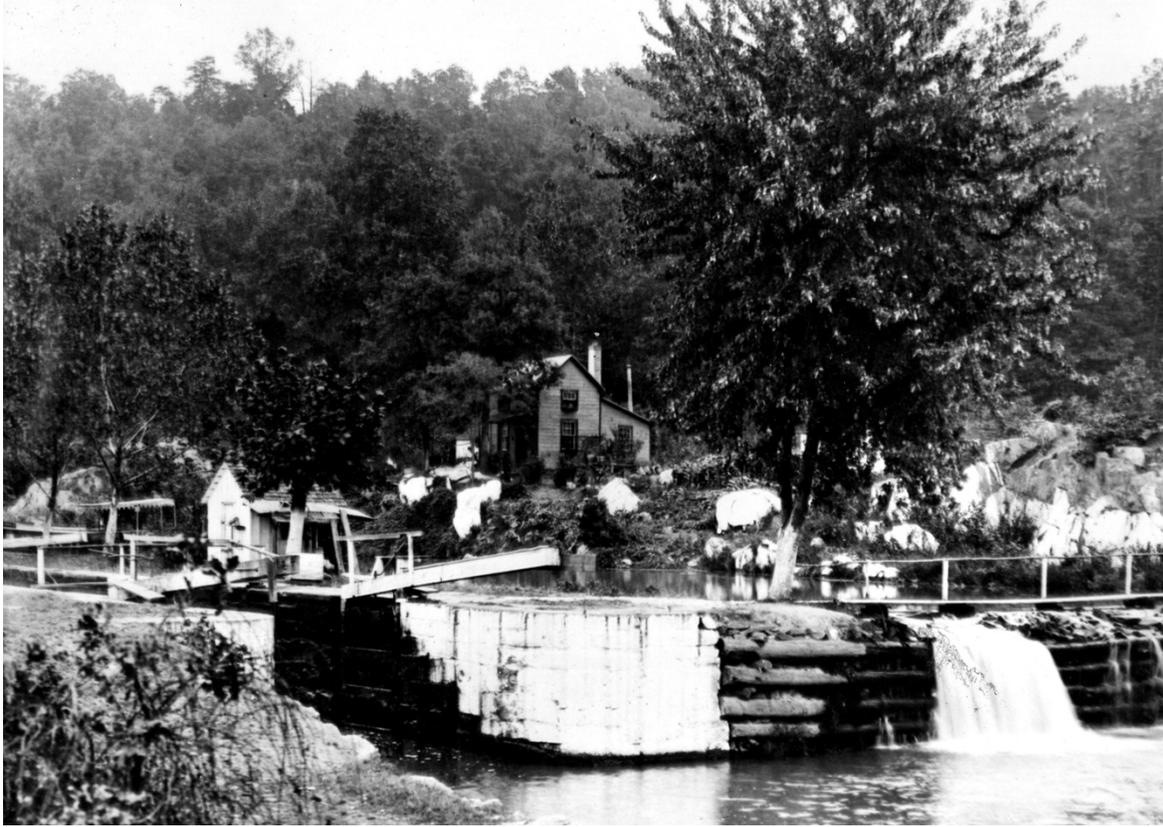


21. Circa 1900, a view along the canal immediately below Lock 16. The lockhouse and the Guard Gate beyond it can be seen in the distance. The grass grown condition of the tow-path, with its worn dirt and rock path is of special interest. The rocky terrain through which the canal passed at this point should be noted.



22. Circa 1900, a view looking southwestward across Lock 15 and the canal. The body of water in the immediate foreground of the photograph was the sluiceway along the eastern side of the lock. The footbridge at the southern end of the sluiceway crossed the dam and spillway, which existed here. Note the path which began at the eastern end of the footbridge, and which led northward to the lockhouse. Between the sluiceway and the lock may be seen the board and batten lock shanty, and beyond it, on the towpath, may be seen a snubbing post. Special notice should be taken of the very rocky terrain and the grass grown, rocky towpath passing along below the lock.

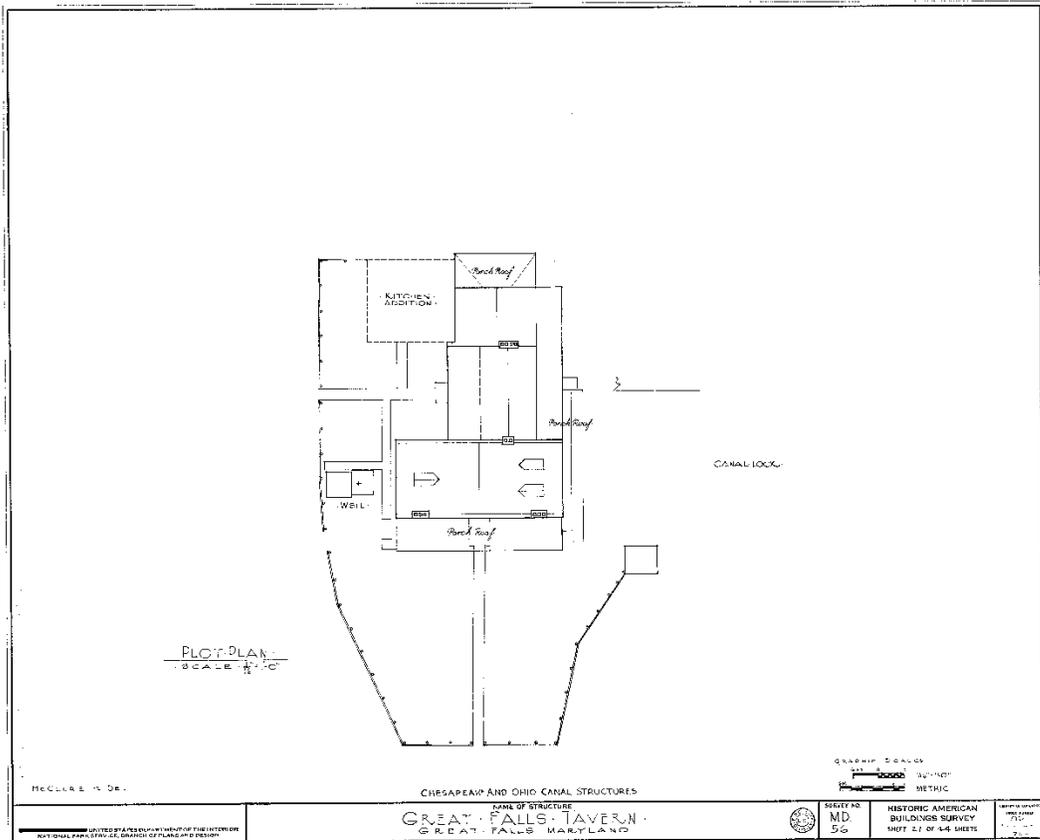
23. Circa 1900, a view at Lock 15 looking northeastward, or just opposite to the view presented in photograph 22. Here may be seen the frame lockhouse erected about 1899, but soon burned, the sluiceway, the log and stone cribwork dam and spillway and its foot-bridge, and the lock shanty. The rocky nature of the landscape is of interest.



APPENDIX B: DRAWINGS

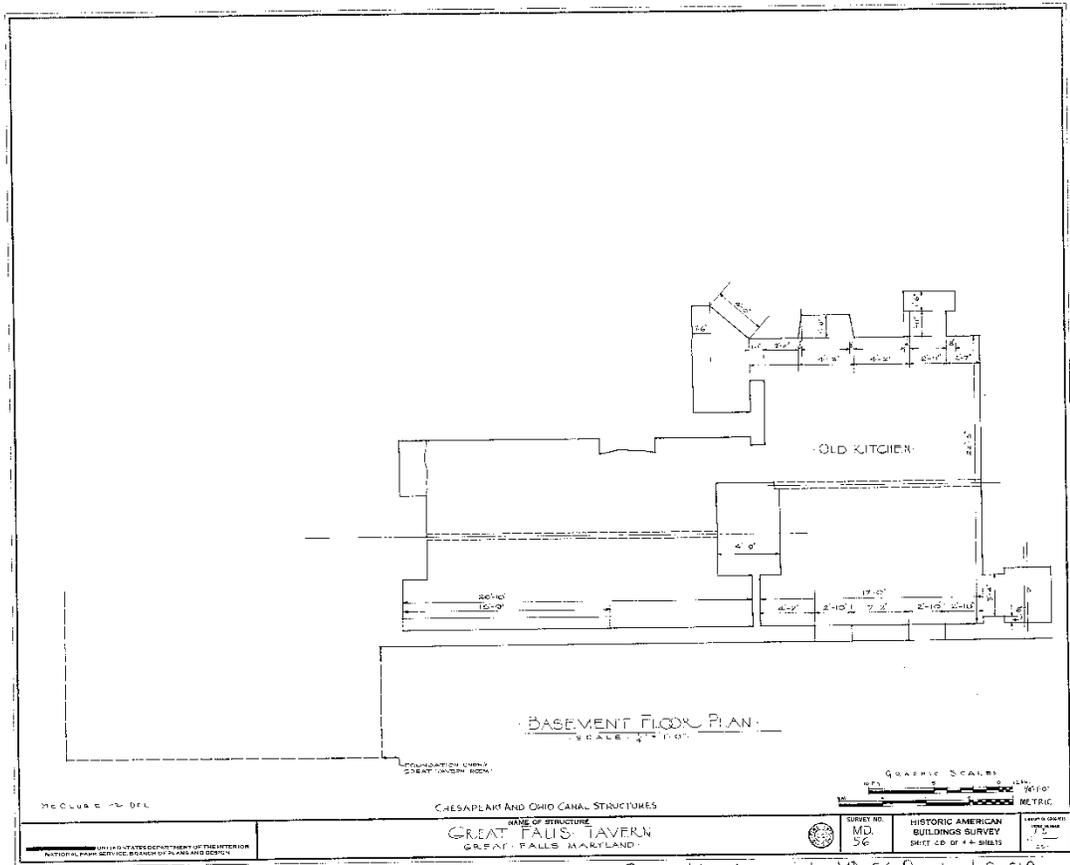
NOTE: All drawings are by HAER (the Historic American Engineering Record).
See: www.loc.gov/pictures/collection/hh/
And: www.nps.gov/history/hdp/habs/

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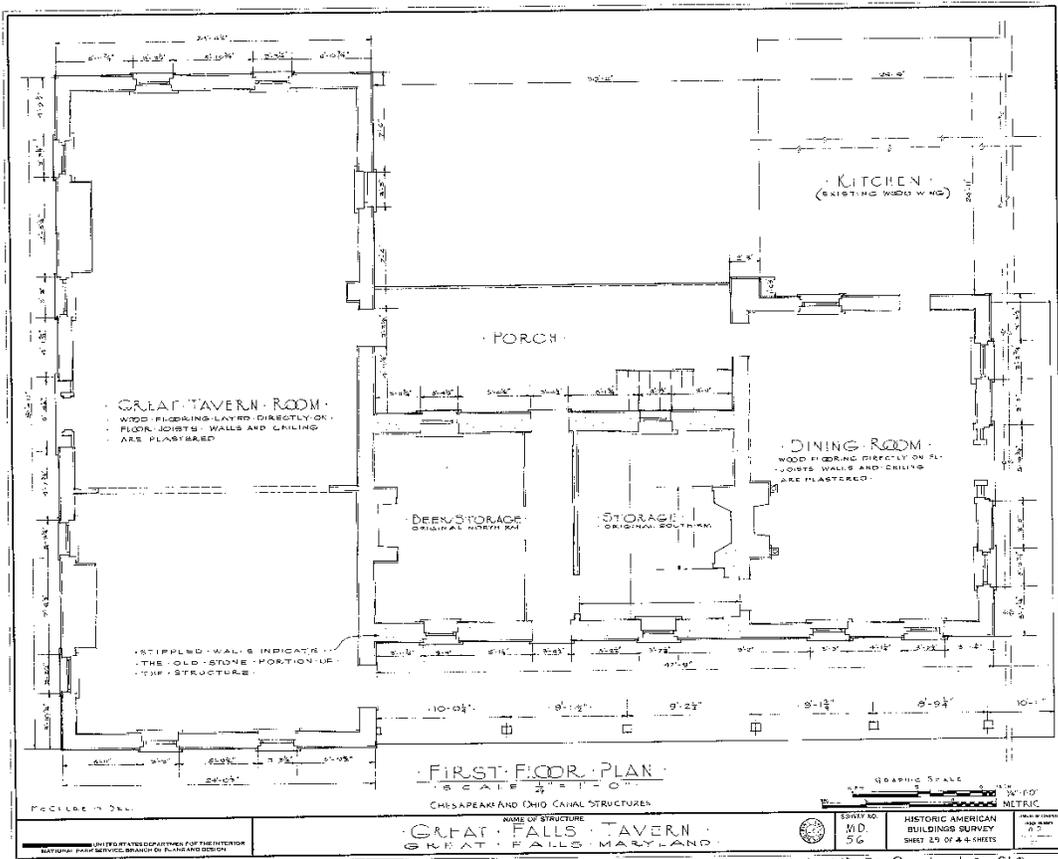
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1. Great Falls Tavern Plot Plan.



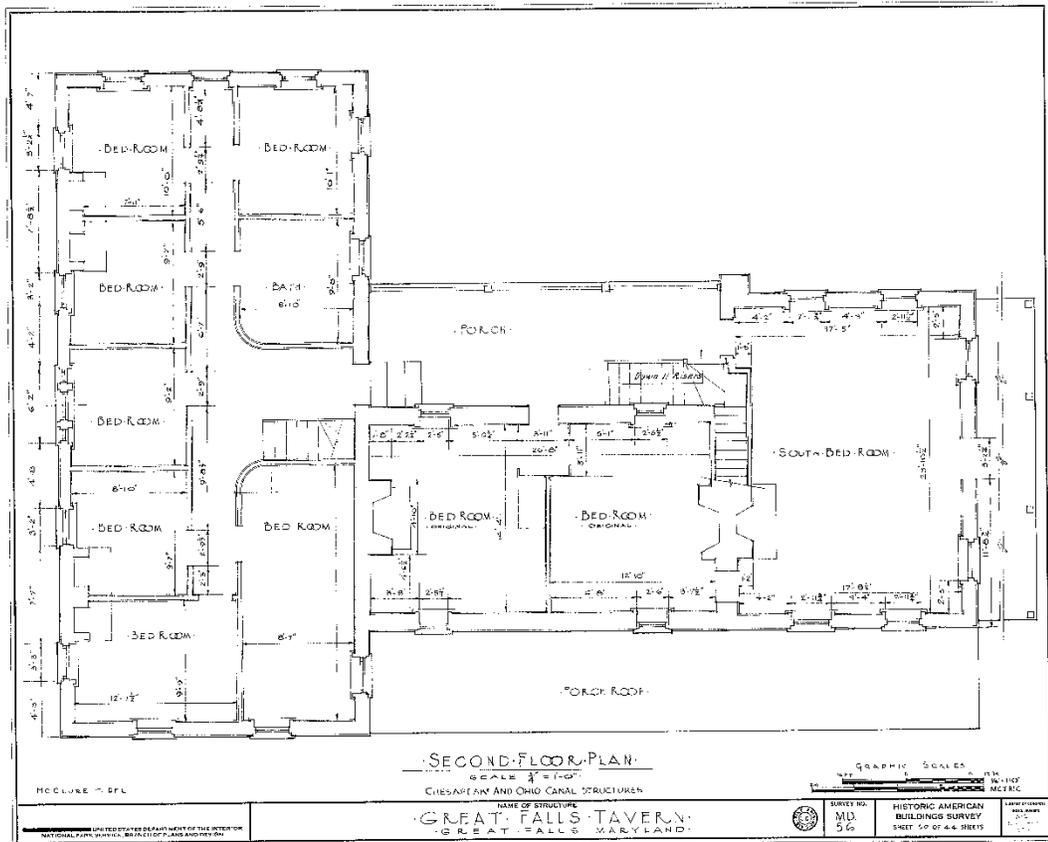
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2. Great Falls Tavern Basement Floor Plan.



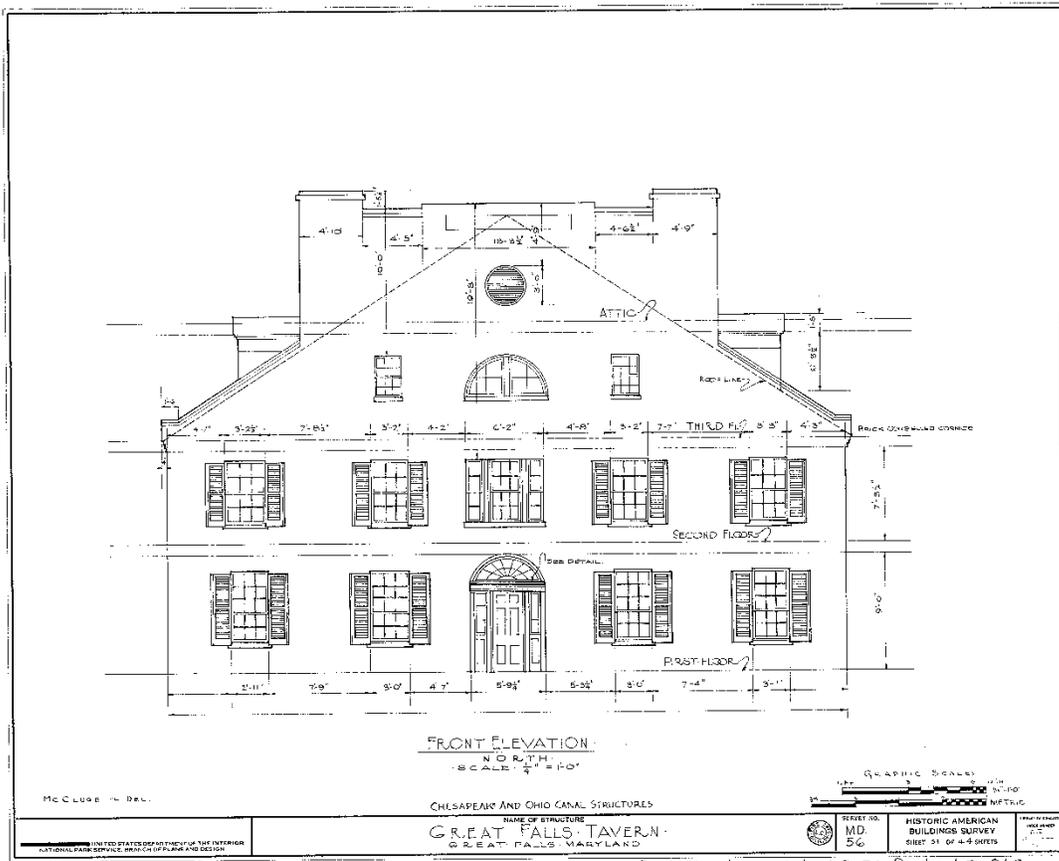
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3. Great Falls Tavern First Floor Plan



Survey No. changed to MD-56-R sheet 4 of 10

4. Great Falls Tavern Second Floor Plan



Survey No. changed to MD-56-R sheet 5 of 10

5. Great Falls Tavern Front Elevation



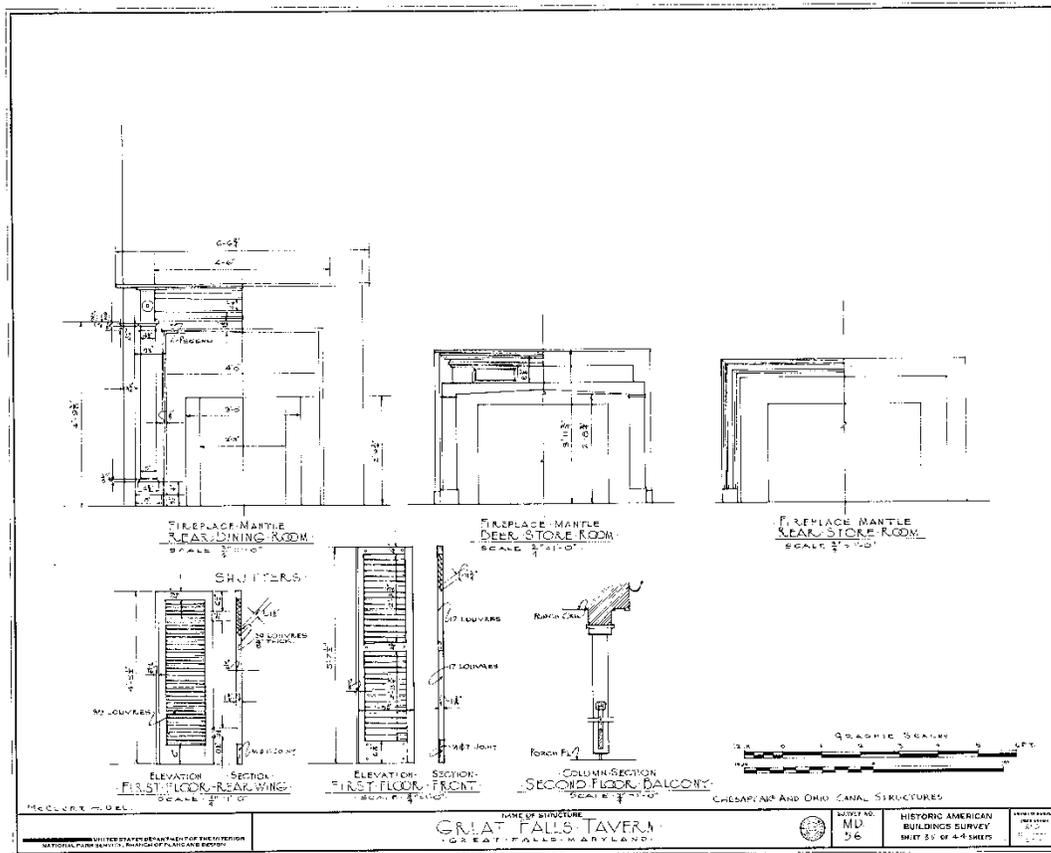
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7. Great Falls Tavern Rear Elevation.



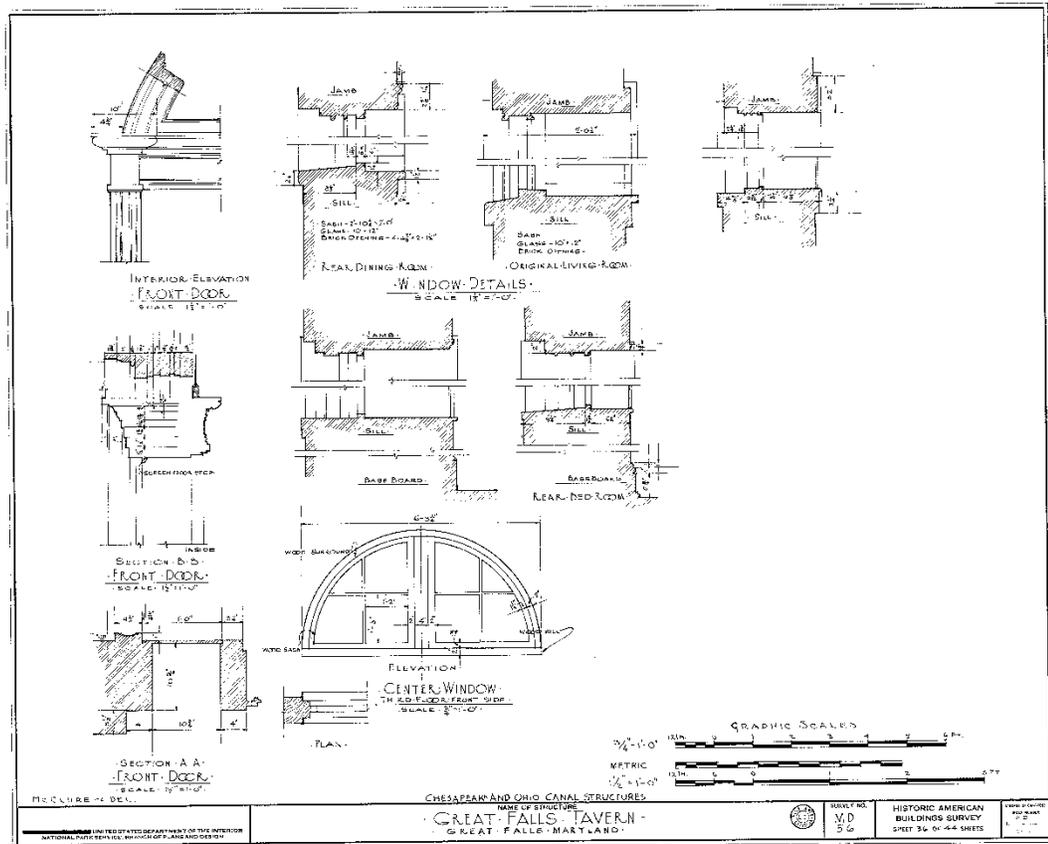
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8. Great Falls Tavern West Elevation.



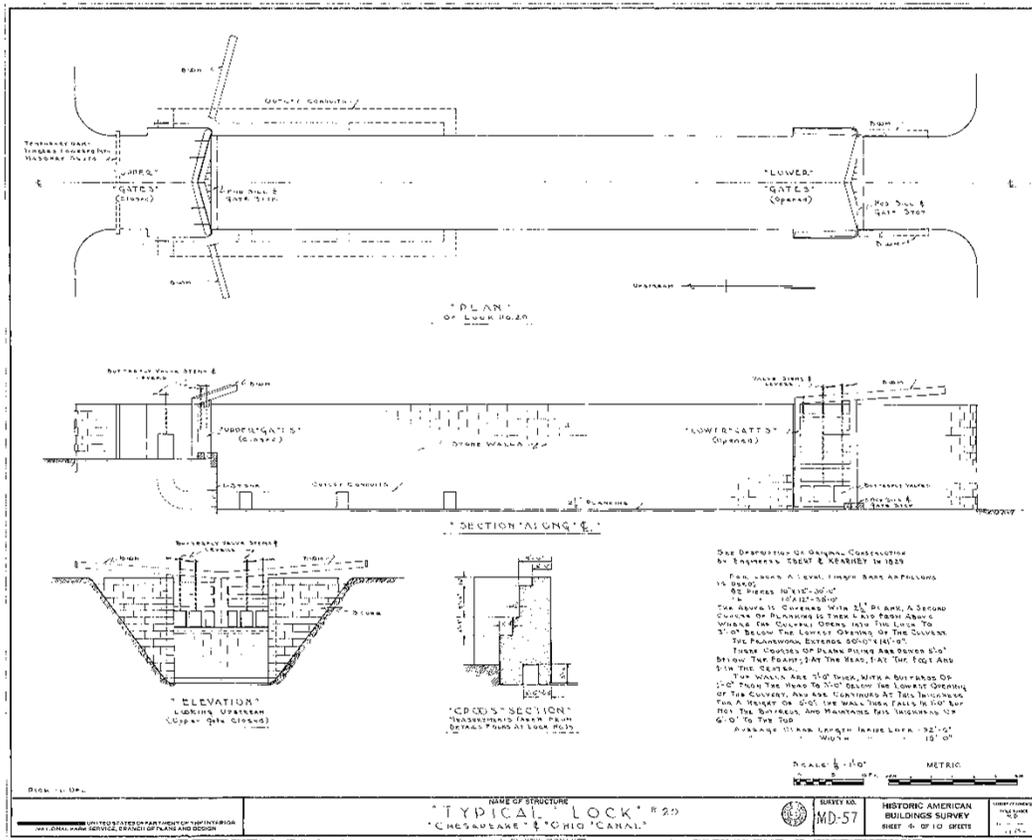
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9. Great Falls Tavern Rooms, Stairs, and Balcony.

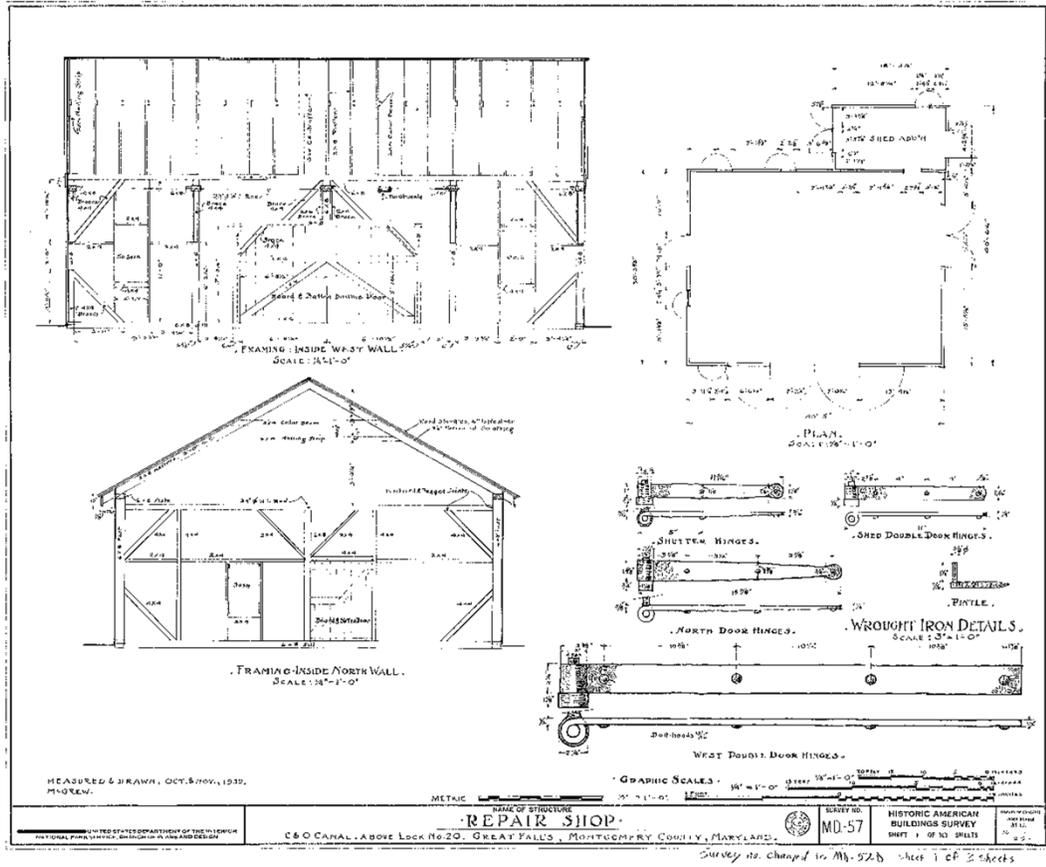


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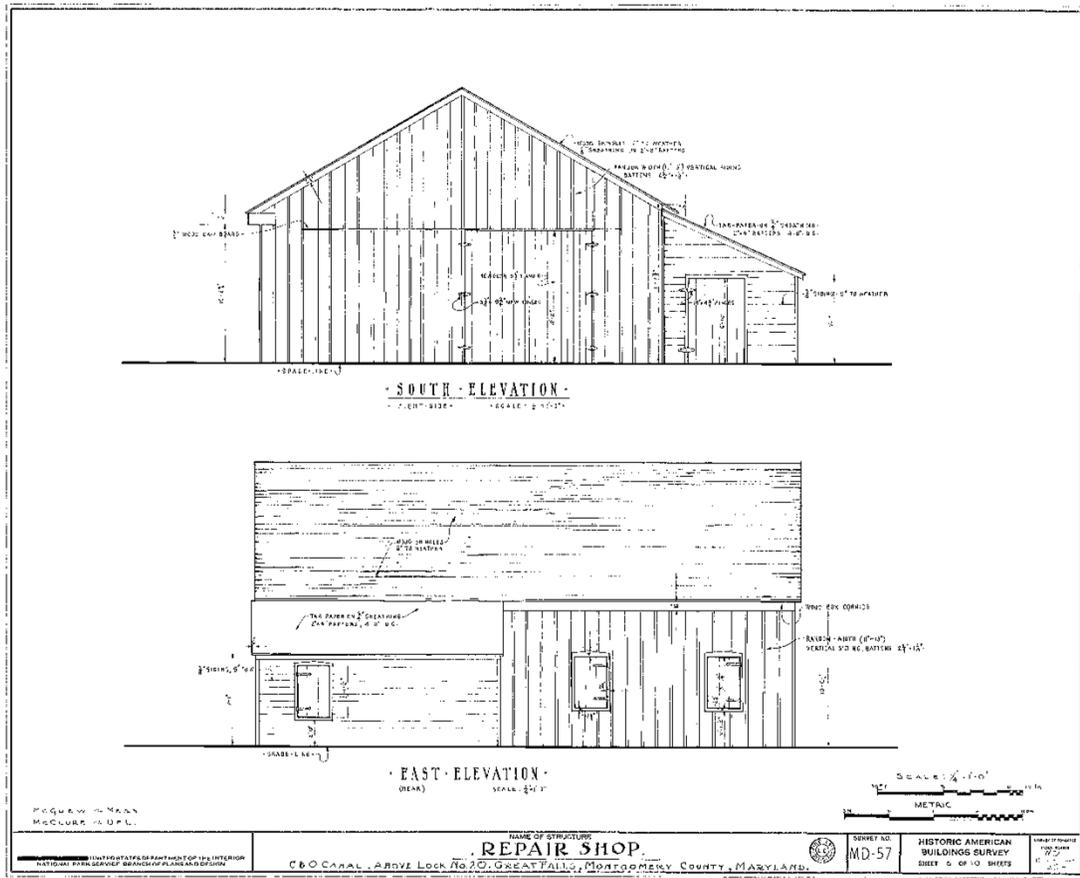
10. Great Falls Tavern Details.



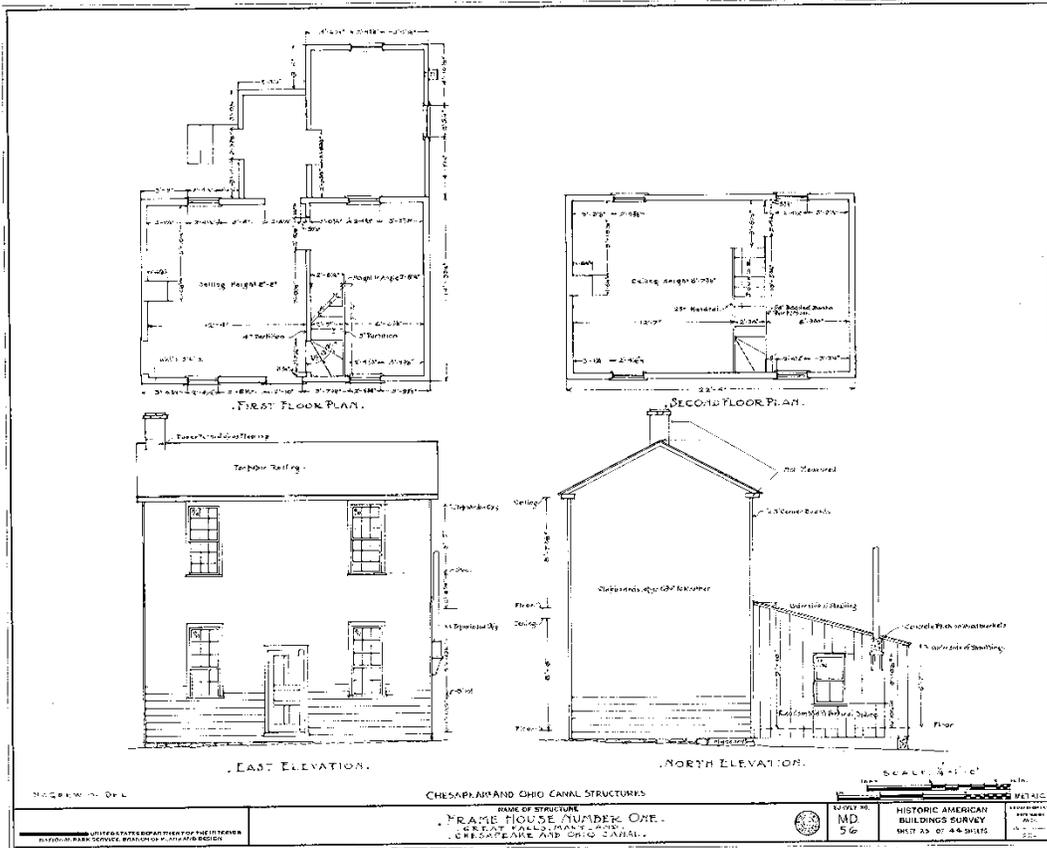
11. Lock 20.



12. The Shop Building.

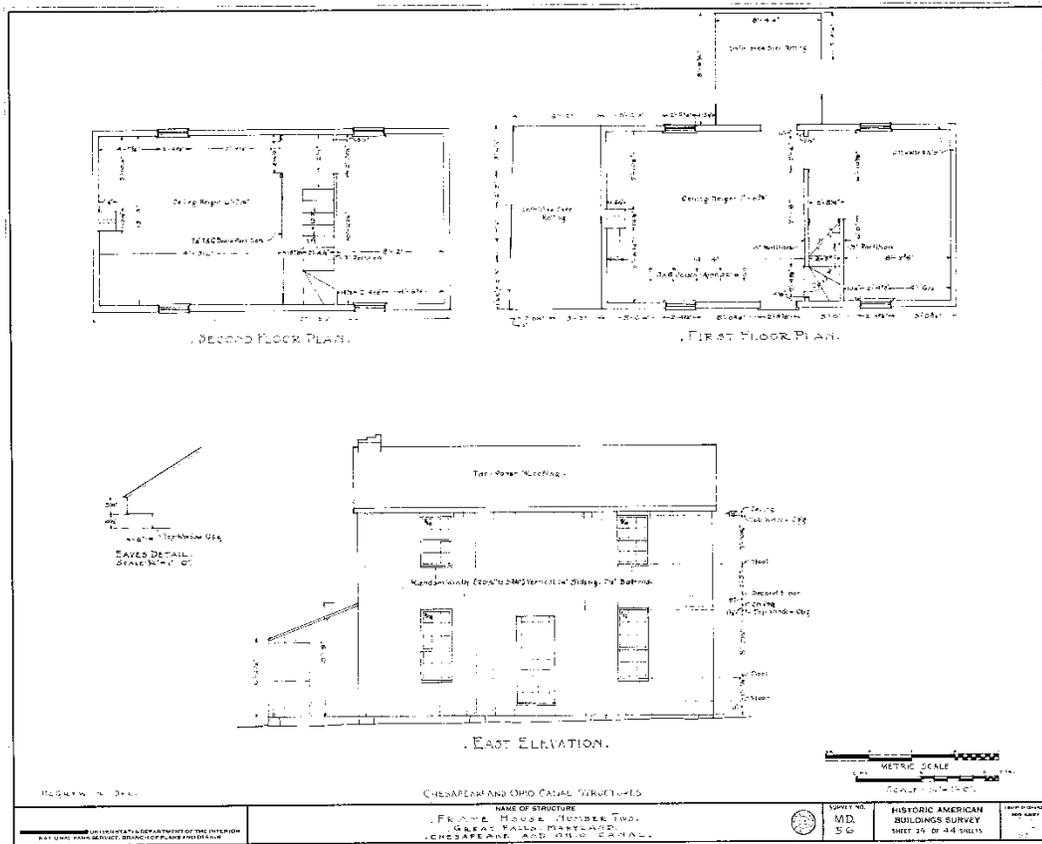


14. The Shop Building South and East Elevation.



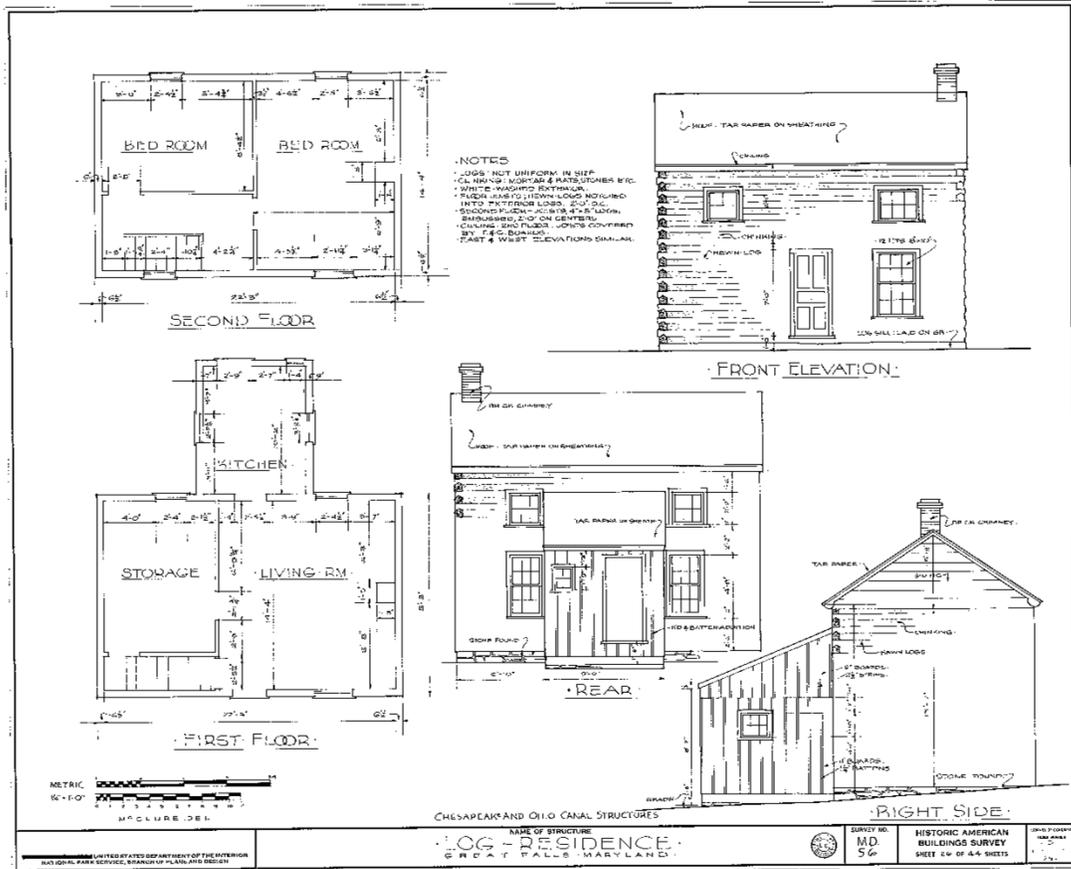
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15. Frame House No. 1.



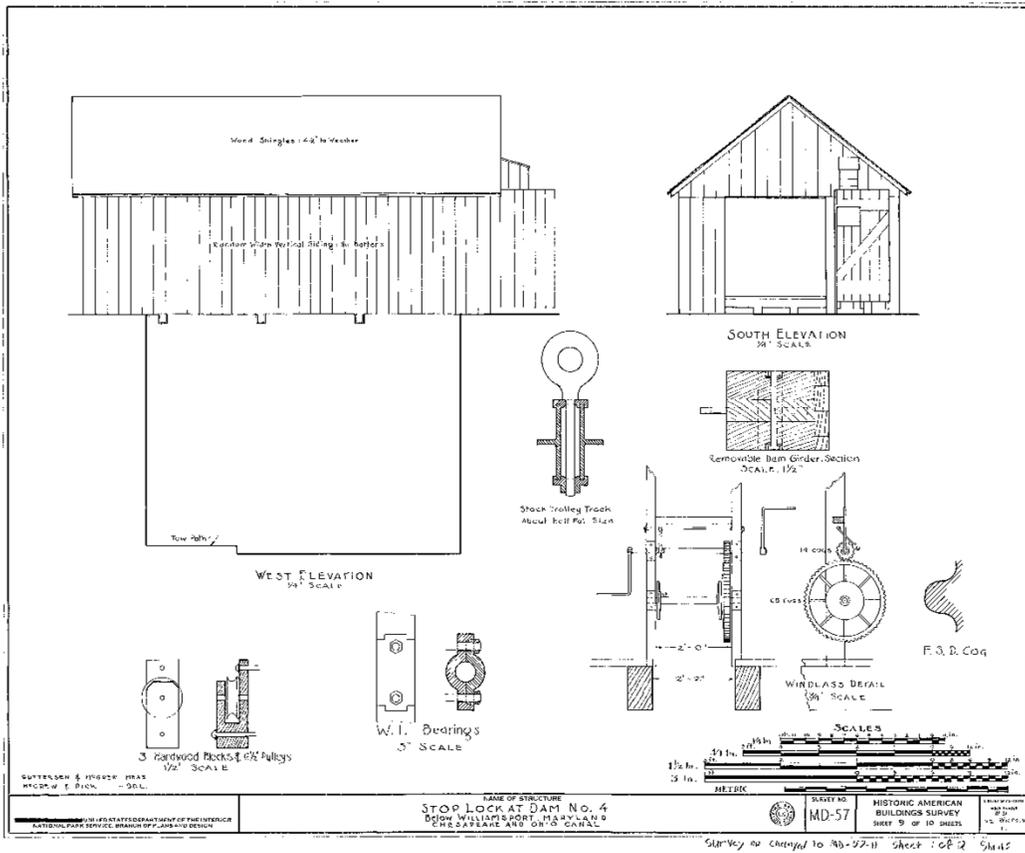
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16. Frame House No. 2.

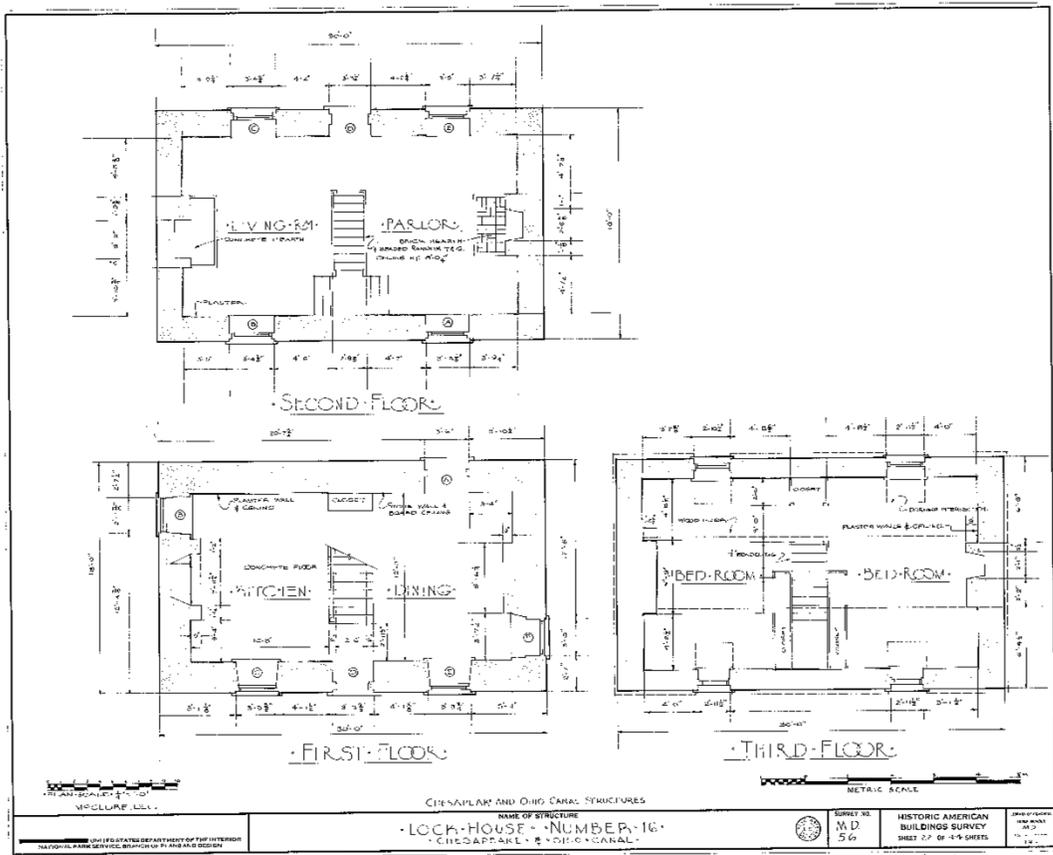


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17. Log Cabin near Lock 20.

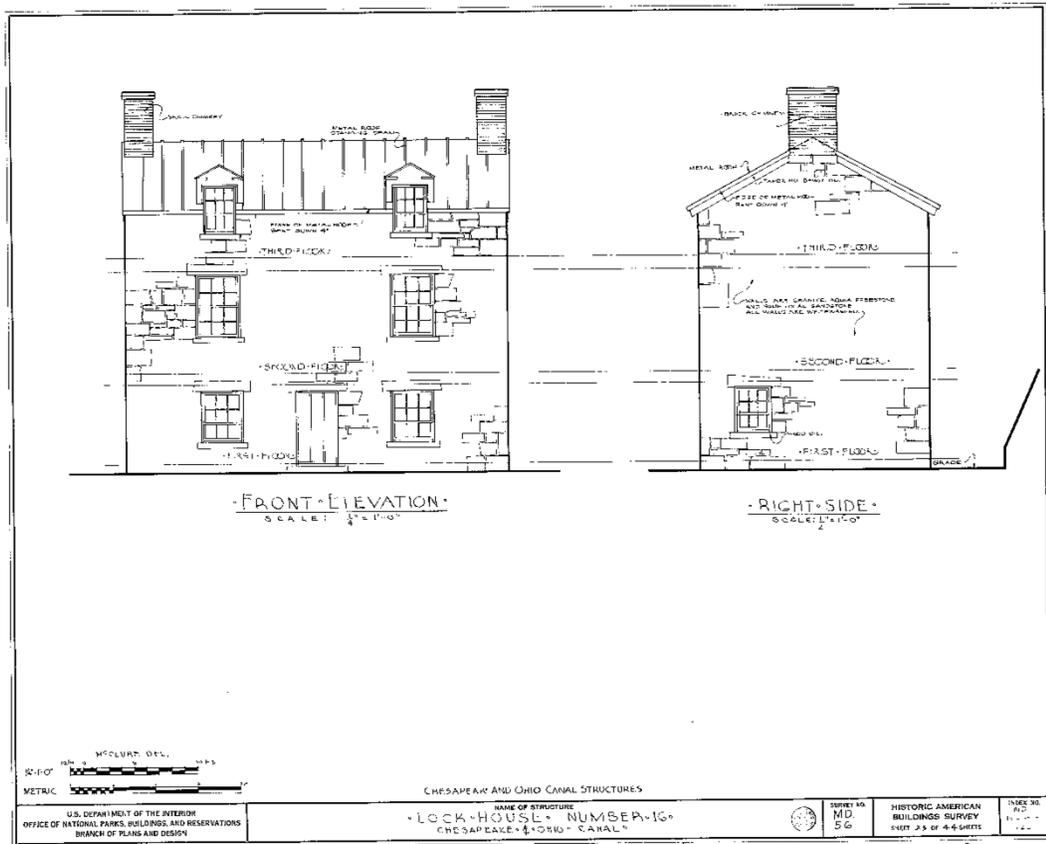


19. Winch House for the Guard Gate at Dam 4:
West and South Elevation and Winch Mechanisms.



Survey No. changed to MD-56-K sheet 1 of 2

21. Lockhouse 16, First, Second, and Third floors.



Survey No. changed to MD 56-K sheet 2 of 2

22. Lockhouse 16, Front Elevation and Right Side.